

Development Control Committee

Meeting to be held on 21 December 2022

Electoral Division affected:
Pendle Central

Pendle Borough: application number LCC/2022/0032

Erection of two storey teaching block including a Special Educational Needs (SEN) unit; internal modifications and refurbishment to several areas of the existing main building; additional staff car parking and vehicular entrance off Cuerden Street. Colne Primet Academy, Dent Street, Colne

Contact for further information:

Helen Ashworth, Tel: 01772 530084, Senior Planning Officer

DevCon@lancashire.gov.uk

Brief Summary

Application - Erection of two storey teaching block including a Special Educational Needs (SEN) unit; internal modifications and refurbishment to several areas of the existing main building; additional staff car parking and vehicular entrance off Cuerden Street. Colne Primet Academy, Dent Street, Colne.

Recommendation – Summary

That subject to the Secretary of State confirming that the application will not be called in for his own determination, that planning permission be **granted** subject to conditions controlling time limits, working programme, materials, surface water drainage, highway matters and landscaping.

Applicant's Proposal

The application comprises the following elements:

- The erection of a new two storey classroom block, which would comprise 12 new classrooms, toilets and office space, together with a self-contained Special Educational Needs (SEN) unit. It would have a footprint of approximately 41.3m by 19.6m with a maximum height of 10.9m high. It would have a monopitched roof and it would be constructed from facing brickwork, insulated metal cladding and have an insulated metal roof. It would be located within the existing school grounds to the southeast of the existing sports hall building which is located in the northeast corner of the site.



- Craft, design and technology workshop approx. 6m by 3.7m by 3.9m high (max). This would have a flat roof and be constructed from matching brickwork.
- The formation of a new staff car park to provide 27 parking spaces and vehicular access from Cuerden Street to the north of the existing school site. The proposed car park would be located within an area of the school that is presently a grassed area with some trees and shrubbery along the northern boundary with residential properties off Cuerden Street and Primet Heights. There is presently no means of access from Cuerden Street to the school.
- The demolition and erection of a new supervisor's site store measuring approx. 3.7m by 7.5m by 3.6m high. This would have a flat roof and be constructed from matching brickwork.
- Erection of a canopy to form a covered walkway between the main building, and one Craft, Design and Technology (CDT) workshop measuring approx. 6.5m by 2.4m by 3.4m high.

A number of areas of the school would also be refurbished and remodelled, and some new windows are proposed on the south facing elevation of the main school building. These works do not require planning permission.

Description and Location of Site

Colne Primet Academy is located off Dent Street approximately 1.5km to the west of Colne centre, to the south of the A56 Burnley Road. The main vehicular and pedestrian access point is presently from Dent Street (off the A56) on the northern boundary of the school grounds, with additional and pedestrian access points from Tatton Street and Gill Street (also to the north). There is a 'bus loop' at the end of Gill Street and Francis Street, which enters the grounds of the school, adjacent to the existing staff car park.

The school is bounded by dense residential development to the west and north. Colne Primet Primary School is also located to the north of the school and accessed via Cuerden Street. Immediately to the east is an all-weather playing pitch which forms part of the school grounds, and beyond this is further residential and commercial development. The southern boundary of the school grounds is marked by the railway and beyond this is less dense development giving way to open countryside.

The proposed two storey classroom block would be located to the south of the existing sports hall on land that is presently in use as a school playing field. The other extensions and alterations proposed are all located within the footprint of the existing school buildings in various locations.



History

The following planning permissions have been granted for educational development at this site: -

LCC/2022/0017 Erection of two twin temporary classroom blocks, access ramp and associated fencing - Approved 17 June 2022.

13/15/0254 Prior Approval (Demolition): Demolition of two storey former humanities building and single storey science annex. Prior Approval not required 1 July 2015 (Pendle Council).

13/02/0702 Provision of pitched roof over existing flat roof on main teaching block - Approved 20 January 2003.

13/01/0166 Partial replacement of existing fencing with 2.4m high palisade security fencing - Approved 6 June 2001.

Planning Policy

National Planning Policy Framework (NPPF):

Paragraphs 11 - 14, 95, 99 – 101 and 126 - 136 are relevant in terms of the presumption in favour of sustainable development, providing choice of school places, protecting open space and the need for high standards of design.

Replacement Pendle Local Plan (2001 to 2016) Saved Policies:

Policy 1: Development in the Open Countryside (settlement boundary)

Policy 33: Existing Open Space

Appendix 2: Parking Standards

The Pendle Core Strategy (adopted December 2015):

Policy ENV1: Protecting and Enhancing Our Natural and Historic Environments

Policy ENV2: Achieving quality in Design and Conservation

Policy SDP1: Presumption in Favour of Sustainable Development

Policy SUP3: Education and Training

Policy SUP4: Designing Better Public Places

Consultations

Pendle Council: Confirm no objection to the proposals.

Colne Town Council: No objection, but request that the movement of traffic in the area is re-assessed and any cladding should be sympathetic to the surrounding environment.

Cadent Gas: Confirm no objection to the proposals and request that an informative is added to the decision notice.



Lead Local Flood Authority: No objection subject to the imposition of a number of conditions related to the management of surface water drainage both during construction and operation of the development.

The Coal Authority: The site is located within the defined development low risk area, therefore there is no requirement for a coal mining risk assessment. An informative note should be added to the decision notice.

Public Rights of Way: No comments received.

Sport England: Sport England object to the two-storey classroom block as it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy, or paragraph 99 of the National Planning Policy Framework (NPPF). They advise that the playing field to be lost needs to be replaced in a suitable location within the local area. Improvements to the existing playing field do not represent a genuine replacement, i.e. this must be the creation of a new pitch. Alternatively, the proposed two storey block could be relocated elsewhere within the school grounds.

Lancashire County Council (LCC) Highways: Following amendments to the proposals their objections are withdrawn and they make the following comments:

- The proposed turning head is sub-standard in size to be considered for adoption; however it is adequate to allow a standard size vehicle to turn and is an improvement to existing manoeuvring provision at the top of Cuerden Street.
- As Cuerden Street is a residential area and also provides access to Primet Primary School a construction method statement should be submitted, to ensure that the proposed development does not have a detrimental impact on the highway network, during the construction and fitting out phases.
- A number of conditions are recommended that require additional details of the proposed site access, a construction method statement details cycle parking and a travel plan to be submitted, along with conditions to control timing of the works to ensure highway safety.

United Utilities (UU): Recommend the imposition of a condition requiring details of a sustainable surface water drainage scheme and foul water drainage scheme to be submitted to and approved in writing prior to the commencement of development.

Representations: The application has been advertised by press and site notice, and neighbouring residents informed by individual letter. Seven letters of objection to the proposals from local residents have been received. They make the following comments:

- Details submitted with the application are not correct. Tatton Street is already used for pedestrian access at the start and end of school and vehicles at evenings and weekends. This causes noise nuisance and excessive speeding.
- There has never been an access from Cuerden Street. This was only used by pupils sneaking out through broken railings.
- Vehicles presently park on no stopping markings, in residents parking bays and in the centre of the road preventing access and, in an emergency, services would be unable to reach buildings.



- Parking enforcement is not taking place.
- The extra parking proposed will all be used by staff; extra parking will be required to collect vulnerable pupils, and this has been forgotten.
- The proposal would cause extra noise and harm safety for elderly residents and disabled children living nearby.
- The proposals will make driveways very difficult to use.
- Further points of access are not necessary.
- The nearby streets are also used for parking by people working at and visiting the junior school on Tatton Street.
- Cuerden Street is used by small children playing in the street.
- The proposals will make it more dangerous for disabled residents.

Advice

Background

Planning permission is sought for the erection of a new two storey teaching block that would include a new special educational needs unit; a new vehicular access and staff car park with 27 spaces accessed off Cuerden Street; a single storey extension to form a new supervisors store; another single storey extension to provide a Craft Design and Technology (CDT) workshop and the erection of a covered walkway/canopy. A number of internal refurbishment and alterations to external windows and doors are also proposed that do not require planning permission.

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 Replacement Pendle Local Plan (2001 to 2016) Saved Policies and the Pendle Core Strategy (adopted December 2015).

Paragraph 95 of the National Planning Policy Framework (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 and that Local Planning Authorities should give great weight to the need to expand schools.

The site is an existing secondary school within the urban area of Colne. There are currently 800 pupils on roll, and this is due to increase to 1050 over the next four years. Lancashire County Council (LCC) has a statutory duty to ensure that a primary or secondary school place is available for every child of statutory school age living in Lancashire who requests one. There is a rising secondary school population in Pendle due to levels of inward migration and a high primary school population forecast to move through to secondary schools. The County Council's School Place Provision Strategy 2022-2025 identifies Colne Primet Academy as requiring additional places and the capital project for this school was approved by Cabinet in September 2021.



The application site is an existing secondary school within the settlement boundary of Colne (saved policy 1 of the Pendle Replacement Local Plan). There is a presumption in favour of appropriate sustainable development subject to other policies and material considerations. Policy SUP3 of the Pendle Core Strategy states that upgrading of secondary education facilities will be supported, especially where the proposed scheme will bring benefits to the wider community.

The proposal would therefore meet the aim within paragraph 95 of the National Planning Policy Framework (NPPF) in relation to the provision of an adequate level of school places and it is considered that there is a local need for this development.

Highways and Neighbour Amenity

The main concern associated with the proposed expansion of the school is the potential exacerbation of traffic congestion arising from an increase in pupil drop-off/pick-up at the start and end of the school day and increased staff numbers. Several residents have indicated that the neighbouring roads are already blocked with cars driving to and from the school, by parking by the side of the roads, and that an increase in pupil numbers will only make matters worse. The formation of a new vehicular access off Cuerden Street would significantly increase the number of vehicle movements on that street. Colne Primet Primary School is also accessed off Cuerden Street and has no off-street parking. A number of residential properties on Cuerden Street and Primet Heights to the north would directly abut the new proposed car park. The residential properties on Cuerden Street have some off-street parking available, although it appears that cars are often parked on both sides of the road.

The formation of a new turning head at the end of Cuerden Street adjacent to the school will benefit the existing users of Cuerden Street and is considered by Lancashire County Council (LCC) Highways to represent an improvement in highway safety. This will also result in the access gates to the school being set back from the boundary with no. 15 Cuerden Street, thereby addressing concerns that the proposals would hinder access to the driveway of this property which is immediately adjacent to the school boundary.

The proposed car park would provide an additional 27 parking spaces for the school. The parking standards set out in the Pendle Local Plan require one space per classroom (with a reduction in highly accessible areas) for secondary schools. The proposed classroom block would include a total of 14 classrooms (12 general classrooms and two for special education needs provision). The school presently has 72 parking spaces, and one disabled space. The level of parking provision at the school will be significantly in excess of the parking standards, however given the issues on surrounding grounds it is considered that an exception is acceptable in this instance as it will assist to address some of the parking issues raised by the local residents.

The new car park would be constructed on the area used for the construction compound. Lancashire County Council Highways requested that the whole car park be brought into use upon the completion of the new teaching block. However, the applicant has said that this is not possible as they wish to continue to use the



construction compound for other building works on site. However, they are willing to phase the conversion of the compound into a car park so that at least part of the additional parking provision is brought into use upon the new extension being opened. This is considered acceptable given that not all of the additional teaching space would be used to its maximum capacity immediately upon the block being completed. A condition is recommended regarding phasing.

Lancashire County Council (LCC) Highways Development Control has also recommended conditions controlling construction management, layout of the parking spaces, provision of cycle parking and delivery of a travel plan. The applicant has submitted a school travel plan with the application, and it is recommended that a condition is imposed to ensure that this is continued and implemented.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highway safety grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. As no objections have been raised by Lancashire County Council Highways it is considered that a refusal on highway safety grounds could not be sustained.

The National Planning Policy Framework (NPPF) states that developments should provide a high standard of amenity for existing and future users. Policies ENV2 and SUP4 of the Pendle Core Strategy also see to ensure that new development is of a high standard of design that makes a positive contribution to the local area.

It is considered that the increased parking provision would help to alleviate some of the existing parking deficiencies at the school and reduce the likelihood of staff needing to park on local roads. In providing an additional vehicular access this will relieve pressure on existing points of access, although it is acknowledged that this will result in some additional impact on those residents of Cuerden Street where the new access is formed. The lawful use of the public highway and parking of vehicles where it is permitted cannot be controlled through the planning process and the short-term disruption experienced in the locality would be similar to that experienced at other schools. This being the case, it is considered that the need for the additional school places outweighs the impact of the projected additional traffic particularly bearing in mind the additional staff parking that would be created.

Loss of playing field

Saved policy 33 of The Pendle Local Plan and policy ENV1 of the Pendle Core Strategy identifies the land to the rear of the school, where the proposed teaching block would be located, as existing open space. This policy states that the Council will seek to protect those areas and that the loss of open space will only be permitted where either the loss involves poor quality amenity open space where there is a surplus in provision, or the proposal provides for the replacement of open space provision and will result in no net loss.

Paragraph 99 of the National Planning Policy Framework (NPPF) states that existing open space, sports and recreational grounds should not be built on unless an assessment has identified that the open space is surplus to requirements, the loss



would be replaced, or the development is for alternative sports and recreation provision, the benefits of which clearly outweigh the loss of the current or former use.

Sport England have a statutory remit to protect playing fields. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of or prejudice the use of all/part of a playing field, unless it meets a number of exceptions. Sport England have indicated that they consider that the proposed works to the main school building and the creation of the car park would meet exception 3 (the proposed development affects only land incapable of forming part of a playing pitch) of Sport England's Playing Field Policy.

However, proposal also includes the erection of a two-storey teaching block including a Special Educational Needs (SEN) unit, paths and hard play surface to the rear of the school on land that Sport England considers to be functional playing field. Sport England have indicated that they consider policy exception 4 to be the most pertinent to this proposal:

'E4 - The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field'.

Sport England have further noted that the proposal involves the loss of playing field land and Sport England's role is to protect the whole of the playing field, not just those areas which are marked out.

The proposed teaching block would have a footprint of approximately 784 sq m (excluding the proposed access ramp). The grass playing field on which the proposed teaching block is to be located measures approximately 15,721 sq m. The proposed extension would therefore represent a very small percentage loss of this playing field.

The applicant has provided plans demonstrating how the remaining playing field could be laid out to continue to accommodate a half-sized pitch and full-sized pitch (including 3m run off areas around the perimeter) once the development has been completed. Furthermore, directly to the east of the school the school have an 'all weather pitch' which would be unaffected by the proposals.

Sport England have confirmed that they have consulted the Football Foundation. Bodies such as the Football Foundation act as Sport England's technical advisors in respect of their sport and sport facilities. The Football Foundation have advised that:

- The additional information makes it possible to adjudge that a youth 11v11 U13/14 pitch and a mini 7v7 U9/10 pitch can be retained to the Football Association's (FA) recommended dimensions with the required 3m safety run-off areas.
- The site operator must undertake a risk assessment to ensure the run-off area is safe and does not pose a risk of harm to a player or spectator. This would also be the case for any built structure that is located outside of the 3m safety runoff area that could cause harm to any player.



Although the proposals would result in the loss of a small area of grass playing field, contrary to the National Planning Policy Framework (NPPF) and Policy 33 of the Pendle Replacement Local Plan it has been demonstrated by the applicant that the proposals would not result in any loss of ability to provide the existing level of sports provision on the remaining playing field. The proposals would represent a very small loss of the playing field, and the school has a further all-weather playing pitch available to the east which would be unaffected by the proposals. The chosen location for the classroom block would have a minimal impact upon the amenities of neighbouring residents, compared with other possible locations within the school grounds. It would not be desirable to site the new block on the existing parking areas due to the existing parking problems in the immediate area.

The loss of playing field must also be balanced against the need for increased provision of school places in the area as evidenced in the County Council's School Place Provision Strategy 2022-2025. Taking into account all of these factors it is considered that on balance, there are sufficient material planning considerations to outweigh the objections of Sport England and the loss of the playing field.

As Sport England have maintained their objection to the proposals, the application must be referred to the Secretary of State should the Committee resolve to approve the application.

Design and appearance

Policy ENV 2 of the Pendle Core Strategy seeks to ensure that all new development delivers the highest possible standards of design, using materials appropriate to the setting.

The proposed teaching block would be constructed of facing brickwork and grey metal cladding, the specific details of which have not been provided. The existing school buildings are constructed from a variety of materials and styles as the school has expanded over time. The other extensions and alterations are relatively small within the context of the existing school buildings and would be constructed from materials to match the existing school.

Views of the proposed teaching block would be afforded from Wackersall Road to the east, a pedestrian route (FP128a) which cross the railway line to the south of the school and more distant views would be afforded from Briercliffe Avenue to the west. The main new building would be seen in the context of the existing two storey school buildings and would not appear unduly incongruous or obtrusive. The other extensions would be relatively small, and unobtrusive.

Additional evergreen soft landscaping is proposed along the northern boundary of the application site and the proposed car park, which would help to minimise the visual impact of the car parking area.

Subject to conditions requiring the details of the proposed materials to be submitted and approved it is considered that the proposed extensions, alterations and car park would be of a size, scale, design and appearance that is in keeping with the existing school and wider area.



Surface water drainage

The application site is not within an area at risk from flooding. However, a small area of the grounds of the school is identified as being at risk from surface water flooding. The applicant has provided a flood risk assessment with the application. The Lead Local Flood Authority and United Utilities have not raised any objections to the proposals and have recommended a number of conditions regarding submission of details and implementation of a sustainable surface water drainage system.

Conclusion

The proposal would provide additional school spaces and would therefore satisfy the policy in paragraph 96 of the National Planning Policy Framework (NPPF).

Subject to the imposition of appropriate conditions the proposal would not give rise to any undue loss of amenity for neighbouring residents or harm to highway safety.

The proposal would result in the loss of a small area of the school playing field. However the applicant has demonstrated that the playing field that remains could adequately accommodate the activities that presently take place on the field. The school also has an additional all-weather playing pitch available to the east.

The proposal is accordingly recommended for approval. However, as Sport England have maintained their objections to the proposals the application must be referred to the Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2021 so that the Secretary of State may consider using the power to call in the application under section 77 of the Town and Country Planning Act 1990, prior to the issuing of any decision.

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

Recommendation

That subject to the Secretary of State confirming that the application will not be called in for his own determination, 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 8 June 2022.
- b) Submitted Plans and documents:
- 12153-LCC-A-70-30-0001-S2.P01 – Existing elevations, sheet 1 of 2
 - 12153-LCC-A-70-30-0002-S2.P01 – Existing elevations, sheet 2 of 2
 - 12153-LCC-A-70-30-0003-S2.P01 – Proposed Elevations, sheet 1 of 2
 - 12153-LCC-A-70-30-0004-S2.P01 – Proposed Elevations, sheet 2 of 2
 - 12153-LCC-A-70-30-0005-S2.P01 – Proposed Elevations (New block)
 - 12153-LCC-A-70-60-0001-S2.P02 – Existing Ground Floor General Arrangement Plan
 - 12153-LCC-A-70-60-0002-S2.P02 – Existing First Floor General Arrangement Plan
 - 12153-LCC-A-70-60-0003-S2.P02 – Existing Second & Third Floor General Arrangement Plans
 - 12153-LCC-A-70-60-0010-S2.P02 – Proposed Ground Floor General Arrangement Plan
 - 12153-LCC-A-70-60-0011-S2.P07 – Proposed First Floor General Arrangement Plan
 - 12153-LCC-A-70-60-0012-S2.P02 – Proposed Second & Third Floor General Arrangement Plans
 - 12153-LCC-A-70-60-0013-S2.P02 – Proposed General Arrangement Floor plans (New Block)
 - 12153-LCC-A-70-60-0200-S2.P01 – Existing Site Plan
 - 12153-LCC-A-70-60-0201-S2.P06 – Proposed Site Plan
 - 12153-LCC-A-70-60-0205-S2.P02 – Site Plan - sports layout
 - 12153-LCC-A-90-64-0002-S2.P02 - Location Plan
- 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 ENV1 and of the Pendle Local Plan.

Safeguarding of Watercourses and Drainage

3. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment March 2022 / 148414/01 / Fairhurst.

The measures shall be fully implemented prior to the use of the development commencing and in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.



4. No development shall commence until a detailed surface water sustainable drainage strategy and a foul water drainage scheme for the site has been submitted to and approved in writing by the County Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the site-specific flood risk assessment and indicative surface water sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum:

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i) 100% (1 in 1-year) annual exceedance probability event.
 - ii) 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance.
 - iii) 1% (1 in 100-year) annual exceedance probability event + 50% climate change allowance. Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.
- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i) Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary.
 - ii) Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall.
 - iii) Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate.
 - iv) Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems.
 - v) Finished Floor Levels (FFL) in above ordnance datum (AOD) with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for Finished Floor Levels (FFL).
 - vi) Details of proposals to collect and mitigate surface water runoff from the development boundary.
 - vii) Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components.



- c) Evidence of an assessment of the existing on-site surface water drainage systems/sewer to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.
- d) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.
- e) Mitigation measures to manage the risk of sewer surcharge where applicable.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Non-statutory Defra Technical Standards for Sustainable Drainage Systems (March 2015).

- 5. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the County Planning Authority.

The details of the plan to be submitted for approval shall include:

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.
- b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

Reasons: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.

- 6. The development shall be brought into use until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the County Planning Authority.



The details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation.
- b) Details of Sustainable Drainage Systems (SuDS) components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component.
- c) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime. This shall include a pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues.
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity.
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life.
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.

7. The development shall not be brought into use until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the County Planning Authority.

The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the



requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.

Building Materials

8. No development shall take place until details of the building materials to be used for the external elevations and the roof of the two-storey teaching block have been submitted to the County Planning Authority and approved in writing. Thereafter, only those materials approved by the County Planning Authority shall be used.

Reason: To protect the visual amenities of the area and to conform with policy ENV2 of the Pendle Core Strategy.

Highway Matters

9. No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to, and approved in writing by, the County Planning Authority. The access shall thereafter be constructed and retained in accordance with the approved details.

Reason: In order to ensure that the final details of the highway scheme/works are acceptable before work commences on site and to conform with Policy ENV2 of the Pendle Core Strategy

10. No part of the development hereby approved shall be commenced until all the highway works have been constructed and completed in accordance with the scheme approved under Condition 9.

Reason: To enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users and to conform with Policy ENV2 of the Pendle Core Strategy.

11. No development shall take place, including any works of clearance, until a construction method statement has been submitted to and approved in writing by the County Planning Authority. It shall provide for:

- i) The parking of vehicles of site operatives and visitors.
- ii) The loading and unloading of plant and materials.
- iii) The storage of plant and materials used in constructing the development.
- iv) Wheel washing facilities and mechanical road sweeping.
- v) Measures to control the emission of dust and dirt during construction.
- vi) A scheme for recycling/disposing of waste resulting from clearance and construction works.
- vii) Details of working hours.
- viii) Timing of deliveries.
- ix) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.



The approved statement shall be adhered to throughout the construction period.

Reason: In the interest of highway safety and in accordance with policy ENV2 of the Pendle Local Plan.

12. The two-storey teaching block hereby permitted shall not be brought into use until a scheme and programme for phasing the introduction of the use of the additional on-site car parking has been submitted to and approved in writing by the County Planning Authority.

The scheme shall include details of

- i) Location of the site compound and details of vehicle circulation within the site.
- ii) Details for the level of parking provision that will be made available prior to the use of the two-storey teaching block being opened.
- iii) A timescale for the remainder of the parking spaces to be made available.
- iv) Details for the phasing of the surfacing of the car park.

The approved scheme shall be implemented within the approved timescales.

Reason: In order to ensure satisfactory levels of off-street parking are achieved within the site to prevent parking on the highway to the detriment of highway safety and to conform with Policy ENV2 of the Pendle Core Strategy.

13. Prior to the development being brought into use, cycle parking shall be provided in accordance with details to be first submitted to and approved by the County Planning Authority. The cycle parking area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

Reason: To ensure the provision and availability of adequate cycle parking and to ensure that the development provides the infrastructure for sustainable forms of transport and to confirm with Policy SDP1 of the Pendle Core Strategy.

14. Within one year of the bringing into use of the new classroom block, a School Travel Plan shall be submitted to the County Planning Authority for approval in writing.

The School Travel Plan shall include immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use and details of the measures to be implemented to reduce the highway impacts of the school and to encourage sustainable modes of travel.

The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the Local Planning Authority.



Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling and to conform with Policy SDP1 of the Pendle Core Strategy.

Hours of Working

15. No construction development shall take place outside the hours of:

0730 to 1800 hours Monday to Friday (except Public Holidays),
0800 to 1800 hours on Saturday.

No construction development shall take place at any time on Sundays or Public Holidays.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy ENV2 of the Pendle Core Strategy.

16. The movement of heavy goods vehicles (HGVs) associated with the construction of the development shall only take place between the hours of 09:00 and 14:30 hrs Monday to Fridays. These hours shall not apply where construction activities take place outside of school term times when heavy goods vehicle (HGV) movements shall be limited to between 08.00 and 18.00 hrs.

Reason: In order to protect neighbour amenity and prevent undue harm to highways safety and to conform with Policy ENV2 of the Pendle Core Strategy.

Landscaping

17. No development shall take place until a scheme and programme for the landscaping of the site has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall include details of:

- a) Details for the planting of tree and shrub screening including numbers, types and sizes of species to be planted, location and layout of planting areas, protection measures and methods of planting.
- b) Details for the seeding of any landscaping areas including mixes to be used and rates of application.
- c) Details for the management of any landscaping areas including maintenance of tree and shrub planting and grazing or mowing of grassland areas.

The approved landscaping works shall be undertaken in the first planting season following the completion of the development and shall thereafter be maintained for a period of five years including weed control, replacement of dead and dying trees and maintenance of protection measures.



Reason: In the interests of visual and local amenity and the local environment and to conform with Policy ENV2 of the Pendle Core Strategy.

Notes

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the Highway Authority prior to the start of any development. For the avoidance of doubt works shall include, but not be exclusive to:

- The construction of the access to an appropriate standard.
- Pursual of Traffic Regulation Orders (TRO) on Cuerden Street to keep turning head clear and potentially Residents Only Parking.
- Turning head constructed to adoptable standards.

The applicant should be advised to contact the county council for further information by telephoning the Development Control Section (Area East) on 0300 123 6780 or by email developeras@lancashire.gov.uk in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.

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

Paper	Date	Contact/Directorate/Ext
LCC/2022/0032	December 2022	Helen Ashworth Planning and Environment 01772 530084

Reason for Inclusion in Part II, if appropriate

N/A

