APPLICATION NUMBER: P/2019/0850/FUL
PROPOSAL: Construction of 4no new classrooms including covered external teaching area, ancillary facilities and storage provision. External works to include the construction of a new drop off zone accessed via Fairway, additional playground provision and modifications to pedestrian access routes and playing fields and minor modifications to the existing staff / visitor car park to accommodate 8 no extra parking spaces.

LOCATION: Bleak Hill Primary School, Hamilton Road
WARD: Windle Ward
APPLICANT: C/o St. Helens Council
CASE OFFICER: Ms Gila Middleton
RECOMMENDATION: Grant Planning Permission Subject to Conditions

1. APPLICATION SITE

1.1 This application relates to Bleak Hill Primary School in Windle.

1.2 The school site is an irregular shape of approximately 8.5 hectares; it contains a single storey school building in the centre of the site with sports pitches, the playground and car parking facilities surrounding the building. The existing school building was constructed approximately 20 years ago.

1.3 Entrances to the school are located off Bleak Hill Road, Hamilton Road and Fairway. Vehicle access leading to a car parking area is located off Hamilton Road.

1.4 Windle Brook is located to the southern boundary of the site. Bleak Hill Road is located on the western boundary of the site. The northern boundary of the site is bound by residential dwellings associated with Hamilton Road. The eastern boundary of the site is also partially bound by residential dwellings along with the additional entrance from Fairway.

1.5 Pedestrian access to the school site is available from Fairway, Bleak Hill Road and Hamilton Road.

1.6 The application site is allocated as Education Recreational Open Space under policy ENV1 of the Unitary Development Plan.

2. PROPOSAL

2.1 The application proposes the erection of a single storey extension to the existing school building. The proposed extension would facilitate 4 new classrooms, covered external teaching area, ancillary facilities, storage provision and additional playground provision.
2.2 The proposed extension would be located on the eastern side of the site. An additional new entrance would be introduced which would face onto Fairway. A covered external play area would be located to the southern elevation of the extension.

2.3 The new playground extension would consist of two elements. One area would be located to the existing playground located on the southern boundary. The other element would surround the new extension and would be primarily for the new reception class rooms.

2.4 The proposal would see the construction of a new drop off zone accessed via Fairway. The area would provide 15 spaces for parents to use whilst dropping off and collecting pupils. 6 trees would be removed to accommodate this drop off zone.

2.5 The existing staff and visitor parking to the north of the site off Hamilton Road would be modified to accommodate 8 additional vehicle spaces.

2.6 A new bin store enclosure would also be erected centrally within the site.

2.7 The proposals are to help facilitate the school is intending on becoming a 3 form entrance school (90 pupils per year) rather than a 2.5 form entry (70/75 pupils per year) admission system, as of September 2020. This would result the school taking 3 classes of 30 pupils per school year.

3. CONSULTATIONS

3.1 Environment Agency – No comments received

3.2 Environmental Health (Air Quality) – When assessing the impact of a development on Local Air Quality, the Air Quality Action Plan, Local Monitoring Data and the EPUK Guidance “Land Use Planning & Development Control: Planning for Air Quality January 2017 are relevant.

3.3 The Transport Assessment shows that there will be 36 additional two-way trips in the morning and 30 additional two-way trips between 15:00 and 16:00. The total additional Annual Average Daily Traffic is below the threshold to require an assessment for air quality according to the EPUK guidance ‘Planning for air quality’.

3.4 Is it understood that a sustainable travel plan is being developed. The development is within a residential area and therefore any dust arising from earthworks and construction could present a nuisance to local residents.

3.5 While the scheme itself may not require an air quality impact assessment, there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality.

3.6 It is therefore, recommend that conditions relating to Electric Vehicle Infrastructure, Ultra Low Emission Boilers and Construction Dust are imposed.

3.7 Environmental Health (Contaminated Land) – No objections

3.8 Environmental Health (Noise) – No comments received

3.9 Highways – No objection subject to a condition relating to parking provision.
3.10 There are 50 existing staff, and once the development is complete there will be an additional 8 staff members. The car park currently accommodates 59 spaces, and that an additional 8 spaces will be introduced.

3.11 It is understood that this second phase of the school expansion now proposed, will enable the current 75 intake capacity to rise up to 90, from September 2020 onwards, with class sizes increasing year on year thereafter.

3.12 There are currently 468 pupils at Bleak Hill School and 50 staff members. It is envisaged that when the development proposals are complete, pupil numbers will eventually increase to 630 over a number of years, an increase of 162 pupils; this represents a 35% increase. It is likely that staff numbers will increase from 50 staff members to 58 staff; this represents a 16% increase.

3.13 The school is accessible using sustainable modes of transport, with pedestrian access available from Bleak Hill Road, Fairway and Hamilton Road. The vehicular access to the site is from Hamilton Road, which serves a shared staff/ visitor car park of 59 spaces, which is proposed to be enhanced to provide for 67 spaces. This is deemed capable of serving the expanded school and increased staff numbers. Parents are not permitted to drop off/ pick up within the school site at present.

3.14 The contents of the Transport Assessment submitted in support of the application is noted and largely agreed. The requirement for the school to implement a Travel Plan has been previously secured and is currently being developed, with the intention of reducing car journeys, and promoting more sustainable modes of transport to and from school.

3.15 St Helens’ Cabinet considered and agreed a report earlier in the year, setting out an expansion of the school, and prior to this, there was a public consultation carried out, which highlighted residents concern about parking/ traffic congestion at drop off/ pick up times of the day.

3.16 It is anticipated that the introduction of the Travel Plan will help to reduce the reliance of car journeys, but it is also proposed to introduce a parent drop off/ pick up car parking facility within the school, accessed from Fairway, to help mitigate against problems at school times in the vicinity of the school.

3.17 The increased provision (15 spaces at Fairway, plus 8 spaces within the existing car park) exceeds the maximum requirement specified within the SPD Ensuring a Choice of Travel, of 2 spaces per classroom. There are 4 new classrooms now proposed. As mentioned previously, there are currently no off-street facilities available to parents within the school.

3.18 The proposed facility is welcomed, and the 15 spaces proposed are as many as can reasonably/ safely be accommodated from Fairway. There is no scope for parent provision from either Hamilton Road or Bleak Hill Road.

3.19 There is existing cycle parking available within the school site, the use of which will continue to be monitored through the Travel Plan process, and if required additional cycle parking will be provided.

3.20 Within the Transport Assessment, the TRICS database (the industry-standard database for identifying trip numbers associated with developments) was used to
produce a daily profile of vehicle arrivals and departures, and shows that the school extension is likely to result in an increase of 36 two way trips in the morning peak, and 30 two way trip between 1500-1600 hours. This number of trips will increase gradually to this level over a number of years as more years become three form and will not be a sudden increase.

3.21 It is acknowledged that there are issues at this school at drop off/ pick up times of the day, which is the case at virtually all schools within the Borough and indeed the Country, however, the inclusion of a new drop off and pick up area included within the school grounds, as well as the development of the Travel Plan over the coming months and years, will help to mitigate against the impact of the proposed expansion and increased activity. Highway objection is not warranted.

3.22 Finally, the Construction management plan appears to be acceptable, it includes for contractor parking within the site, and acknowledges the need for wheel wash facilities and the deployment of road sweepers if need be.

3.23 **Lead Local Flood Authority** – An objection was originally raised however following the submission of revised information this objection has been removed. Discussions indicate that use of the culvert under the proposed extension will be reasonable in practice. While the Drainage Strategy indicates that there will be an increase in surface water discharge at the 1 in 1 year event, the discharge of water is still less than 5l/s standard. To prevent frequent blockage of any outfall device, caused by the need for small hydraulic controls, the minimum practicable discharge rate for any outfall is nationally assessed at 5l/s. The discharge rate of 5 l/s will be in place during the higher flood return periods of 1-30, 1-100 and 100 plus climate change storage therefore reducing the discharge of water during storm events. The correct climate change value of 40% is now used and the storage requirements and components of the development reflect this.

3.24 **Parish Council** – Concerns raised with regard to the impact of the development on the residents of Fairway and Regal Drive, parking issues and air pollution. It is also stated that Bleak Hill has been registered as under subscribed.

3.25 **Sport England** – No objection raised

3.26 **The Coal Authority** – No objection

3.27 **Trees and Woodlands Officer** – An objection was originally raised however following the submission of a revised details which included the provision of replacement trees. The objection was removed.

3.28 **United Utilities** - No objection subject to conditions

### 4. REPRESENTATIONS

4.1 The application was publicised by way of individual neighbour letters and a site notice.

4.2 As a result of the publicity objections were received from 45 households and the Parish Council. The objections are summarised as follows:

- Already a problem with air pollution in the area which could be detrimental to a child's health
- Drop off system won't work
- Bleak Hill School was under-subscribed in 2019
“We would suggest that in some way this problem has been caused by ill-advised information that led to the closure and demolition of Windlehurst Primary School.”

Little consideration has been given to residents in Fairway and Regal Drive

The proposal will bring increased levels of traffic

Other options for the increasing demand for school places have not been adequately investigated.

Parents already park up and block driveways and the pavement

Expanding the school is only going to make an already stressful situation even worse!

The proposal would result in more litter

The proposal would result in a declining OFSTED rating

Reduction in value of property

Photographs are not reflective of the volume of traffic

The projections of increased vehicle numbers that will be using the road network are massively underestimated

Parents use taxis to attend school

Children from outside the catchment attend the school

People park inappropriately outside

The school was not fully subscribed last year with residents of Windle/Eccleston

Inadequate drainage

Increased risk of flooding

Have had to claim on house insurance due to existing flooding

The school is already big enough

‘The area has never had nursery provision for the children in the area and I would see this as a greater priority providing a nursery form families in the area rather than increasing numbers in the main school.’

The Council should be aiming to acknowledge the climate change emergency

Should look at expanding others schools rather than Bleak Hill

Bleak Hill was historically built for 70 pupils.

Application should be withdrawn after the new Local Plan has been reviewed by the Planning Inspectorate.

Provide a temporary increase in pupils until a new school is built at the Cowley Hill development.

Detrimental impact on family life

Alternate solutions are needed

‘We are told that the Green Belt land in Eccleston is now safeguarded until 2035, so where is all this housing coming from that means more children will require school places?’

The decision has already been made on this application

Before any planning is given to this development there should have been a fully independent information gathering phase and the consultation with residents

Parking tickets do not seem to improve the parking issues

Safety of pedestrians

The proposal will have an impact on other services

Detrimental impact on health conditions such as Asthma

Already one of the largest schools in the area

People already have to walk on the road due to cars parked on the pavement

“The council should be focussed on resolving existing problems for residents. Flooding and drainage for a start plus the congestion, parking, pollution and the safety issues.”

“This expansion will undoubtedly lead to long term problems, be that a serious accident or disease caused by Pollutants.”

The proposal will cause flooding
What makes anyone think that a school built for 11 classes in 1951 can cope with almost double the number of classes on the exact same site? Given that in 1951 virtually no one (if at all any) travelled to school in a car

Removal of trees to make a drop off zone is unacceptable

Parking bays are not angled correctly

Extension is poorly designed

More people should have been notified of the application

Site notice was put in the incorrect location

The school should not support children from other wards

The consultation process, no communication to parents, residents or elected members has ever mentioned the expansion being needed in order to provide spaces for pupils from the wider St Helens area and other wards

No waiting lists for the school

There is no current need for expansion and £2.5 million investment

‘Data from the previous 17 years shows that in only 3 of them have the actual Reception figures been higher than those projected.’

Conflicts with new Local Plan

Submitted technical documents are not sufficient

Flooding already occurs of school playing fields and surrounding areas

This application should not have been separated from the previous planning application

Roads which are already in a poor state and not maintained by the Council

The Transport Assessment that has been submitted is significantly flawed in the methodology used to arrive at its results

Children will get hurt because of the proposal

No travel plan has been submitted with this application

Highway documents are flawed

The REAL reason for choosing Bleak Hill is down to asbestos and the absence of it on that new site

A list of suggested conditions has also been submitted

Population data has not been assessed correctly

Not sufficient amount of time to review revised information

4.3 A number of graphs, photographs and site assessments have also been submitted.

5. SITE HISTORY

5.1 P/2000/0078 - Proposed New Single Storey Primary School Associated Siteworks And Demolition Of Existing Premises On Completion Of New. – Granted

5.2 P/2002/0768 - Erection of single storey building for use as a pre-school nursery, before and after school club and holiday club. – Granted

5.3 P/2003/1314 - 2.4 metre high security fencing to the perimeter of Bleak Hill C P School grounds. – Granted

5.4 P/2006/0670 - Create hard surface area with seating for the purpose of outdoor curricular activities. – Granted

5.5 P/2009/0633 - Installation of a roof mounted photovoltaic solar panels to pitched roof of school. – Granted

5.6 P/2019/0200/FUL - Single storey extension to existing school hall to west elevation and associated reconfiguration of playground area. – Granted - 29.05.2019
6. POLICY

National Planning Policy Framework

6.1 Paragraph 9 of the National Planning Policy Framework (NPPF) states that planning decisions should play an active role in guiding development towards sustainable development, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area. Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

6.2 Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Development Plan

6.3 The adopted development plan for St Helens is the St Helens Local Plan Core Strategy (adopted 2012); saved policies in the St Helens Unitary Development Plan (adopted 1998); and the Joint Merseyside and Halton Waste Local Plan (adopted 2013).

Core Strategy (2012)
CP 1 - Ensuring Quality Development in St.Helens
CP 2 - Creating an Accessible St.Helens
CQL 2 - Trees and Woodlands
CQL 5 - Social Infrastructure

Unitary Development Plan (1998)
ENV 26 - Contaminated Land
ENV 30 - Drainage
ENV11 - Tree Surveys
ENV12A + 12B - Development Affecting Existing Trees
ENV13 - New Tree Planting on Development Sites

Supplementary Planning Documents
Ensuring a Choice of Travel

Other Considerations

6.4 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
6.5 This application has been considered in relation to Section 17 of The Crime and Disorder Act. The Police Crime Prevention Officer has been afforded the opportunity to comment on this scheme, but no comments have been received.

6.6 The application has been considered in accordance with the St Helens Council’s Comprehensive Equality Policy, which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

7. **ASSESSMENT**

**Principle of Development**

7.1 Paragraph 94 of the National Planning Policy Framework states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. 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 goes on to state that great weight should be given to the need to create, expand or alter schools through the preparation of plans and decisions on applications.

7.2 Policy CQL 5 in the Core Strategy aims to protect, provide and enhance social infrastructure including educational facilities by supporting improvements to provision where there is an identified need.

7.3 The Council’s School Department 2018 forecasts indicated there would be a shortfall in the Eccleston/Windle pupil place planning area. The Local Authority’s school place forecasts are based on a number of factors; births in the wards, parents’ preferences for school, pupil mobility, housing developments (with extant planning permission) and school census data. Birth data is supplied by the Office of National Statistics and Health and then the number of births in each planning area, using postcodes, is produced.

7.4 The forecasts and the methodology is checked annually when The Council’s School Department submit the School Capacity Survey to the Department of Education. The latest scorecard from the Department of Education shows St Helens forecast accuracy is good with -1.4% underforecast accuracy for three years ahead.

7.5 Bleak Hill Primary is a popular school which is regularly oversubscribed with sizeable waiting lists. It is reasonable to believe that there is a need for more places therefore.

7.6 The current application aims to alleviate this shortage by extending the school to form 4 additional class rooms (3 new Reception Classrooms, a further Year 1 Classroom), toilets and ancillary storage. The expansion of the school would change from a two and a half form entry school to three form entry.

7.7 The Council decided in January 2019 to expand the school rather than commission a new school through the new Free School provision. This is to help maintain stability in the existing school system; to provide the places in the shortest timescale possible; and to achieve best value for money.

7.8 It is considered that the proposals would deliver improvements to a school which accords with Policy CQL5 and the NPPF and should be given great weight in favour of the proposed development.

7.9 The application site and the wider school site is allocated as Education Recreational
Open Space under Policy ENV 1 of the Unitary Development Plan. This policy states that planning permission for development involving the loss of existing open space will not be permitted if it is of specific value.
7.10 In this instance the proposed extension and drop off zone would be located on previous open space. However, the space does not serve a particular function in the school and no objections have been raised by Sport England. Accordingly given the amount of open space within the site it is not considered that the loss of this area would be contrary to Saved Policy ENV 1.

**Design and Visual Amenity**

7.11 Policy CP 1 in the Core Strategy aims to maintain or enhance the overall character and appearance of the local environment.

7.12 The proposed extension would have a maximum height of 6 metres and would be of a contemporary design. The proposal would be partly constructed in a combination of smooth red and multi blend red bricks. A modern aluminium clad covered teaching area is also proposed to the southern elevation. The proposed design would be sympathetic to the existing building and its surroundings.

7.13 The proposed drop off zone is low lying in nature. 12 new trees would be introduced surrounding the drop off zone. Given the back drop of the wider school site, the design would be acceptable.

7.14 The proposed development would respect the scale and design of the original building and site and would therefore comply with Policy CP 1 of the Core Strategy.

**Residential Amenity**

7.15 Policy CP1 also aims to ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.

7.16 The proposed extension is approximately 64 metres away from the closest neighbouring property of Fairway. Given this distance and the scale and form of the extension the proposal would not affect the amenity of nearby residents.

7.17 The playground would be located 49 metres from the back of pavement on Fairway, approximately 11 metres closer to the residential properties located on Fairway than the existing playground. This distance would be sufficient to ensure that the playground extension would not cause a detrimental impact on the amenity that neighbouring residents can reasonably expect to enjoy.

7.18 The proposed drop off area accessed from Fairway aims to reduce on street parking provision. It is expected that the drop off zone would be primarily used in the morning and afternoon by parents to collect and drop off pupils. Given that cars already use Fairway for drop offs, the proposed drop off area would make a significant difference to the levels of noise and disturbance generated by the existing arrangement.

7.19 The proposal would see the reconfiguration and creation of 8 additional car parking spaces within of the existing staff and visitor car park located off Hamilton Road. Although the additional spaces would be closer to No.’s 4-10 Hamilton Road, these spaces would result in a detrimental impact on amenity that the neighbouring residents can reasonably expect to enjoy. This is because the car park is primarily used by staff at the beginning and end of the day.

7.20 Given the proximity of neighbouring properties to the site, a number of conditions are recommended to restrict the hours of construction and to ensure that plant and equipment is not added to the roof of the building. Subject to these conditions, the proposed development would not cause undue noise and disturbance that would affect neighbouring residents.
7.21 The proposed development is considered to protect the amenity of neighbouring residents in accordance with Policy CP 1 of the Core Strategy.

Highways
7.22 Paragraph 109 of the National Planning Policy Framework states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.23 Policy CP 2 in the Core Strategy aims that new developments provide safe and adequate access to and from the public highway and ensure that adequate parking provision is provided.

7.24 Ensuring a Choice of Travel SPD provides guidance the maximum number of car parking spaces for primary schools. It states that 2 spaces should be provided per class room. Given that the proposal would result in a three form entry school; a maximum of 42 spaces should be provided on within the site.

7.25 There are currently 468 pupils at Bleak Hill School and 50 staff members. The proposal would enable the current 75 pupil intake capacity to rise up to 90, from September 2020 onwards. It is expected that 8 additional staff would be employed at the site once the extension and move to a 3 form entry system is completed.

7.26 The industry standard transport database has been used to produce a daily profile of vehicle arrivals and departures. This shows that the school extension is likely to result in an increase of 36 two way trips in the morning peak and 30 two way trip between 1500-1600 hours.

7.27 This application is proposing an additional 8 parking spaces in the existing 59 space car park off Hamilton Road. The reorganisation to this car park would result in the proposal exceeding the maximum number of spaces outlined within the Ensuring a Choice of Travel SPD.

7.28 A drop off zone with 15 spaces is also proposed off Fairway. There is no scope for parent parking/drop off provision from either Hamilton Road or Bleak Hill Road. A total of 15 spaces is the maximum that can reasonably/safely be accommodated from Fairway, and this would be an improvement on the existing arrangement.

7.29 The school is currently in the process of producing a Travel Plan with the intention of reducing car journeys and promoting more sustainable modes of transport to and from school.

7.30 It is acknowledged that there are issues at this school at drop off/ pick up times of the day, which is the case at many schools. However, the inclusion of a new drop off and pick up area included within the school grounds, as well as the development of the Travel Plan over the coming months and years, will help to mitigate against the impact of the proposed expansion and increased activity. It is not considered that the proposed development would have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.31 It is noted that construction within a live school site is challenging. The applicant has submitted a construction management plan that outlines how construction would take place to mitigate highway safety. It is considered acceptable.

7.32 Accordingly the proposed development would comply with the paragraph 109 of the NPPF and policy CP 2 of the Core Strategy.
Trees
7.33 Policy CQL 2 aims to protect and enhance quality trees, woodlands and hedgerows. Policies ENV11, ENV12A + 12B and ENV13 of the saved Unitary Development Plan also aim to protect and incorporate existing trees into proposed developments.

7.34 The proposal would see the removal of 6 trees adjacent to Fairway and the applicant has confirmed that they intend to introduce 12 new trees surrounding the new drop of zone to compensate for their loss. This is an acceptable level of replacement planting. A number of conditions have been attached to ensure that the remaining trees on site would be protected through construction.

7.35 Given the above, it is considered that the proposal would comply with policies CQL 2, ENV11, ENV12A + 12B and ENV13.

Air Quality
7.36 Policy CP1 aims to minimise and mitigate against the effects of air, light and water pollution (including contamination of soil, surface water and groundwater resources) and noise, vibration, smells, dust and electromagnetic fields caused by the development.

7.37 The Council’s Environmental Health (Air Quality) Officer has been consulted on this application and raises no objections. It is also noted that the total additional annual average daily traffic is below the threshold to require an assessment for air quality according to the guidance ‘Planning for air quality’. Notwithstanding this, a condition requiring the provision of an electric vehicle charging space due to the cumulative effects of air quality in the local area is recommended.

7.38 The applicant has submitted details on dust management to ensure that dust arising from earthworks and construction is managed to prevent a nuisance to local residents.

7.39 Given the small number of additional traffic movements associate with the proposed development, it is considered that the proposed development would not have an unacceptable impact on air quality in accordance with the requirements of policy CP1.

Drainage
7.40 Saved Policy ENV 30 in the Unitary Development Plan states that planning permission will not be granted for those forms of development which are in areas liable to flooding, cause loss of access to watercourses for future maintenance and give rise to substantial changes in the characteristics of surface water run-off unless adequate off site works.

7.41 Policy CP1 of the Core Strategy aims to ensure that developments include satisfactory arrangements for the disposal of foul sewage, liquid waste, trade effluent and contaminated surface water.

7.42 The proposed development is located within Flood Zone 1 which carries the lowest risk. The Lead Local Flood Authority (LLFA) initially raised concerns regarding surface water run off from additional areas of hardstanding. However, upon the submission of a revised Drainage Strategy, it is considered that the proposal would not increase surface water flooding.

7.43 Subject to this condition the proposal development is considered to comply with policies CP1 and ENV 30.

Other Issues
7.44 Some concerns have been raised regarding the behaviour of pupil's parents, but this is not material to the consideration of this application.

7.45 No conditions were attached to the original planning permission that restricted the number of pupils.

7.46 The OFSTED rating of the school is not a material planning consideration.

7.47 In accordance with Paragraph 48 of the NPPF the emerging Local Plan carries very little weight in determining this application as this plan is at an early stage and is not yet adopted.

8. CONCLUSION

8.1 The proposal to extend the existing school building is considered to be acceptable, it has a suitable design for its function and locality, it is not considered to result in a detrimental impact on the amenity of neighbouring occupiers and would deliver improvements to the school. It is considered that proposal should be granted planning permission. It meets the provisions of the development plan and is therefore a sustainable development.

9. RECOMMENDATION

9.1 Grant planning permission subject to the following conditions:

1. The works hereby permitted must be begun within 3 years of the date of this decision notice.

2. The development shall be carried out in accordance with the following application drawings:

   MH1218-00 REV G - Site Location Plan
   MH1218-06 REV G - Proposed Site Plan
   MH1218-07 REV D - Proposed Ground Floor Plan
   MH1218-08 REV C - Proposed Roof Plan
   MH1218-09 REV C - Proposed Elevations
   MH1218-10 REV C - Proposed Sections
   MH1218-12 REV D - Proposed Car Park
   MH1218-13 REV A - Proposed Bin Store - Site Plan
   MH1218-14 - Proposed Bin Store Details
   MH1218-15 - Proposed Fence Details

3. Prior to their use on site, details of the proposed facing materials shall be agreed in writing with the Local Planning Authority. The development shall be constructed in accordance with the agreed materials.

4. The areas indicated on the submitted plans to be set aside for parking and servicing shall be surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown, prior to the first use of the proposed extension hereby permitted. The parking and servicing areas shall be retained as such thereafter and shall not be used in a manner that prevents the parking of vehicles.
5. Prior to first use of the extension hereby permitted, an Electric Vehicle Infrastructure plan shall be submitted to and agreed in writing by the LPA which provides details of at least 1 space with a charging point for electrical vehicles and includes a timetable for implementation. The development shall be carried out in accordance with the agreed details.

6. Foul and surface water shall be drained on separate systems.

7. All tree work must be to BS3998 (2010) standard with work only be carried out between the 1st September and 31st March to avoid any disturbance of breeding birds. Any work outside this period must only be carried out once a qualified ecologist / ornithologist has inspected the trees and ensured no breeding birds are present and confirmed this with the Council, in writing, prior to any work taking place on the trees.

8. All planting (as shown in Drawing No. MH1218-SK20 Proposed Tree Replacement) work must be completed prior to any operation of the site unless otherwise first agreed in writing with the Council as Local planning Authority. Any trees or plants, or grassed areas which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size, species and quality unless the Local Planning Authority gives written consent to the variation.

9. Construction work shall not take place out-side the hours of:08.00-18.00 hours Monday to Friday, 08.00-13.00 hours Saturday and not at all on Sundays/Public Holidays without the prior written permission of the Local Planning Authority.

10. No additional external plant or equipment shall be permitted to the building nor shall any additional openings be formed in the elevations or roof of the building which directly ventilate the building or which discharge from any internal plant or equipment, without the prior written permission of the local planning authority.

11. The proposed development shall be constructed in accordance with CONSTRUCTION PHASE PLAN - S 1002 REV- 03 and ACCESS AND EGRESS REV 1

12. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted 13494 Drainage strategy_RevA.pdf - Dated January 2020 which was prepared by Booth King. Prior to first use of proposal, the identified investigation and CCTV must be submitted in writing to the Local Planning Authority for approval. The development shall be completed in accordance with the approved details.

13. The proposal shall be constructed in accordance Seddon – Dust and Air Quality - Ref No: ENV-FOR-019, Aspects and Impacts Control Measures - Supporting Document for ENV-FOR-009, Site Aspects Register- ENV-FOR-009 ISSUE NO. 4 unless otherwise agreed in writing with the Local Planning Authority.

10. IMAGES