

Application Number 07/2017/3296/FUL

Address Golden Hill Short Stay School
Earnshaw Drive
Leyland

Applicant The McAvoy Group Ltd on behalf of the
Secretary of State

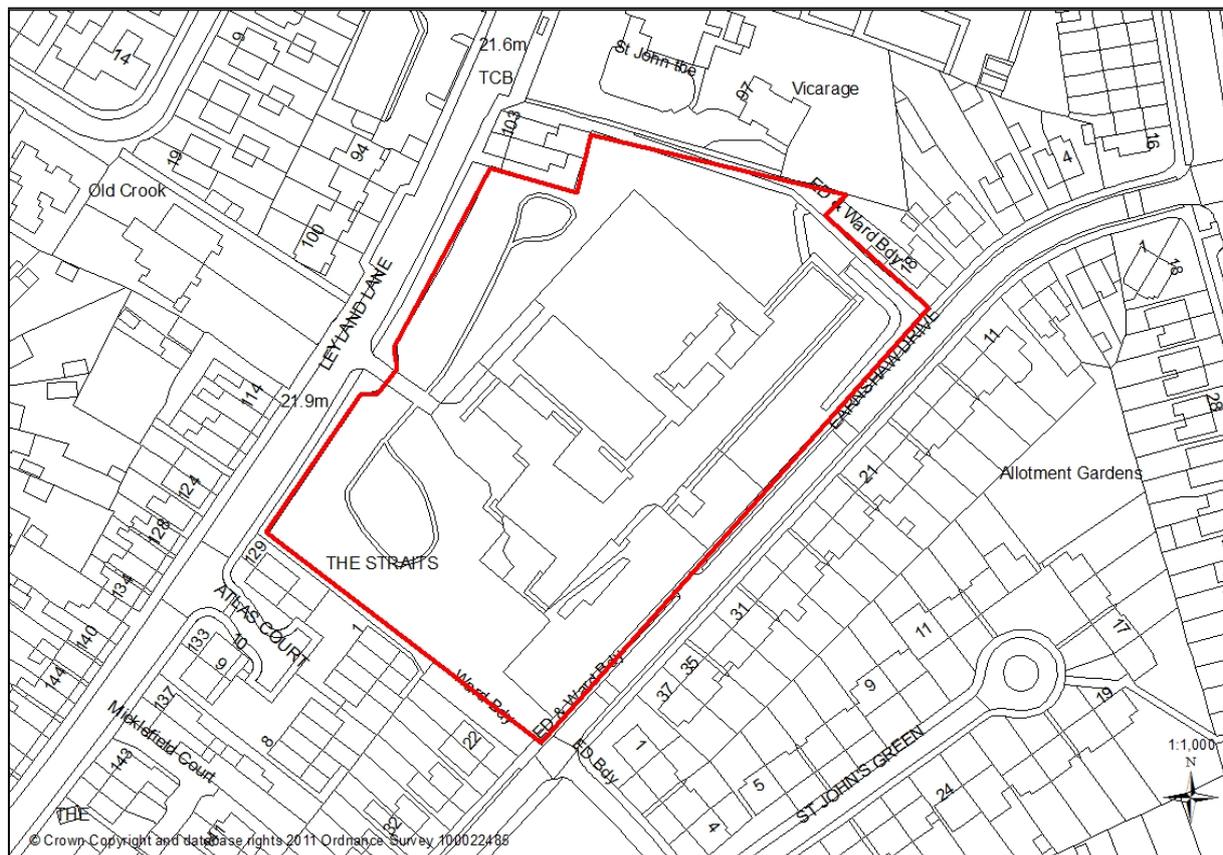
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Development Erection of single storey school with associated
landscaping, car parking and access following
demolition of existing Golden Hill Short stay
school

Officer Recommendation **Approval with Conditions**
Mrs Debbie Roberts

Officer Name

Date application valid 01.11.2017
Target Determination Date 31.01.2018
Extension of Time None



1. Report Summary

1.1. The Golden Hill Short Stay School Site (GHS) is a 1.27 hectare, fairly rectangular site (see detailed description below) located between Earnshaw Drive and Leyland Lane, Leyland. Developed areas of the site are designated under Policy B1 of the South Ribble Local Plan as 'Existing Built Up Area' whilst existing play, parking, service and green space are all classed as Green Infrastructure to which Policy G7 (Green Infrastructure) refers.

1.2. The school has been in use as a Pupil Referral Unit (PRU) for many years, and is in need of complete renovation; the building itself dating back to 1948. Maintenance and renovation costs are such that the application proposes erection of a purpose built new school, followed by transfer of staff and pupils from, and demolition of the existing one. Existing field, outdoor play, service and parking areas will remain the same, but the schools footprint would be reduced by approximately 89%. The new school would offer the optimum layout and facilities for such a specialist establishment.

1.3. Detailed discussion has taken place with this Council to establish the most appropriate siting of the proposed unit in respect of neighbouring residents, and any impact faced by them during and post-construction. As a result 8 trees are to be removed to allow for development, but like for like mitigation planting and well-designed landscaping has been proposed. Boundary treatments are to be retained and upgraded where necessary, and access to be used in the same way i.e. staff and visitors from Earnshaw Drive and pupils from Leyland Lane. During construction, separate access will be maintained from Leyland Lane

1.4. The proposed development would be smaller in size but would accommodate similar numbers of staff and pupils. It is not considered to have an undue impact on the amenity of neighbouring properties, and is expected to offer some betterment to the character and appearance of the area. Highways safety and capacity are not expected to change and the scheme as a whole is considered compliant with Local Plan Policy B1. In addition the proposal site which is by necessity secured, and does not constitute a community, recreational need, yet offers increased areas of green space and visual amenity when viewed from outside of the site is considered to accord with the requirements of Local Plan Policy G7.

1.5. County Highways have fully assessed the application and have raised no objections to the proposed development in principle and subject to conditions.

1.6. At the time of writing this report, and following full consultation, representation has not been made. Late comments will be reported verbally at committee. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition.

1.7. The application complies with the relevant policies of the Central Lancashire Core Strategy, South Ribble Local Plan (policies as identified below), and the National Planning Policy Framework. It is therefore recommended that this application should be approved with condition subject to the imposition of conditions.

2. Application Site and Surrounding Area

2.1. The Golden Hill Short Stay School Site (GHS) is a 1.27 hectare, fairly rectangular site located between Earnshaw Drive and Leyland Lane, Leyland. Relatively flat in nature, the site slopes slightly from north to south. Developed areas of the site are designated under Policy B1 of the South Ribble Local Plan as 'Existing Built Up Area' whilst existing play, parking, service and green space are all classed as Green Infrastructure to which Policy G7 (Green Infrastructure) refers.

2.2. Bounding the north of the site are a public footpath, the side gardens of 103 & 105 Leyland Lane and 16 & 18 Earnshaw Drive, St John the Divine Church and its vicarage. In the east are residential properties addressed off Earnshaw Drive, and in the south a public right of way, beyond which are dwellings on Earnshaw Drive and Atlas Court. Residential and commercial properties face across Leyland Lane.

2.3. The outer boundary of the school site is protected by low walls with railings and shrubbery (Earnshaw Drive/eastern edge), concrete panelled fence, mature planting and open metal fencing along the northern edge, and a similar railing arrangement along the frontage of Leyland Lane (western side); the Leyland Lane side also being home to a grass verge and a row of mature trees. Hedging screens the southern boundary. Internally, fencing arrangements serve only to separate the main school building, service and hard play areas from school playing fields.

2.4. There are two points of access into the site. Service, delivery, staff and visitor parking areas are from Earnshaw Drive; the main car park sitting on the south-eastern corner. In the west is the Leyland Lane access which is used for pupil drop off and collection.

2.5. The existing school building which is located towards Earnshaw Drive is a part single, part two storey building (4m – 6m high), built in 1949 and extended in the 1970s. There are structural problems with the aluminium frame and felt roof, and the property is generally outdated with mechanical and electrical equipment which needs to be replaced. There are also problems of moisture ingress.

2.6. To the Leyland Lane side of the site are large areas used for outdoor play, a cycle track and deep tracts of field. Mature trees are present along the southern boundary and in the north-west corner.

2.7. GHS is an established pupil referral unit (PRU), with a staff of 27 offering specialist educational support for 40 pupils (8 pupils and 3 staff per class) who are unable to attend mainstream schools as a result of illness, behavioural problems, exclusion, risk of exclusion, or simply that they cannot attend mainstream facilities. PRU's may accommodate any school age group – in this case primary school age only, and may offer temporary or permanent education to Ofsted regulated standards. Pupils who attend following referral from the Chorley, South Ribble and West Lancs areas arrive at between 8.50 and 9.15am, are met by staff and registered into school; they leave at 3pm. The nature of the school, and extended catchment area of the site is such that all pupils arrive and leave by taxi using the Leyland Lane entrance.

3. Site Context / Planning History

3.1. There are four applications on the planning history of this site:

- 07/1994/0301 – Pedestrian entrance and footway between Leyland Lane and Earnshaw Drive. Approved July 1994
- 07/2000/0427 – Erection of 2.8m security fence. No observations made (County Application) July 2000
- 07/2005/0589 – Extension to car park (29 spaces including 2 disabled), 2.4m fence, gate, 1.2m railings, new vehicular/pedestrian entrance. No objections raised (County Application) July 2005
- 07/2013/0054/CM – Bike track development including 4 raised timber beds, small storage unit, 2 fixed/1 detached sale shade canopies, play hut, low level play equipment and landscaping. No observations made (County Application) February 2013

3.2. Screening Opinion Application 07/2017/3271/SCE (November 2017) also confirmed that in this case an Environmental Impact Assessment was not required.

4. Proposal

4.1. The application seeks planning permission for erection of a purpose built school with ancillary works, demolition of the old school and remediation. The proposed school would be 976m² - a reduction of 876m² (formerly 1852m²), but would accommodate the same staff and pupil numbers whilst providing an improved educational and visual environment for users of the school and those immediately outside of the site.

4.2. The building would be part single, part two storey with a staggered footprint of no more than 63m (length) x 18m (width). Its flat roof would measure between 6m and 3.5m high; the whole being finished in a mix of brown, grey and beige resin composite cladding, with black plinth brickwork and grey aluminium windows and doors. 3 no: green decorative panels would be installed to the front elevation. A small, secure, early year's play area (4.5m x 10m) would be located to the rear of the school and anti-climb canopies installed.

4.3. The school itself would back against the south-western corner of the site at right angles to both Leyland Lane and Earnshaw Drive; the main entrance door facing the school field to the north-east, whilst the rear is screened by existing tree planting. Pedestrian, staff and visitor access and car parking would be retained from Earnshaw Drive.

4.4. Waste storage is proposed to the rear adjacent to the car park, and cycle storage immediately to the front of the main entrance within a paved area. Existing hard play, cycle track and grassed areas to the sites centre would be retained, but a large drop off area inside the Leyland Lane entrance with circulation space would, during the school day double as a new hard play area. Once complete the existing building footprint would be laid to lawn (additional 876m² of green space).

4.5. Existing fencing would be retained around the boundaries of the site, and a 2m internal security fence retained. A new 2.4m, weldmesh fence would be installed along the south-western edge from the Leyland Lane access, wrapping around to secure the rear of the school site. Similar fencing also would run from the drop off area, and around green space where it connects to the Leyland Lane access on the northern side.

4.5.1. Phasing, Construction, and Demolition

4.6. *Phasing* - There would be two stage development of the site to enable continued, but segregated use of the school at all times. Segregation would be provided by secure, permanent fencing in line with HSE guidelines.

4.7. Phase 1 (pre-school construction) would involve installation of construction cabins (site office, WC etc.) to the south-east corner of the site, tree removal where necessary and protection of those to be retained. 2 no: 100 tonne cranes would be located to the north of the school (negating the need for larger plant) whilst material storage would be to the north of the Leyland Lane entrance. The pupil drop off area would be retained off Leyland Lane with traffic directed to the northern end of the site. A security cabin/gate house would sit at this access with construction traffic directed to a laydown area until required; effectively removing all waiting traffic from the highway itself. The Leyland Lane access would be temporarily widened to 6m during the construction period.

4.8. Phase two (post school construction, and demolition) would see both laydown and material storage areas relocated to the north-western side of the site (existing playing court area) until the new building is complete at which point a 'decanting' period will see staff and pupils move from one building to another. An asbestos survey of the old school will be undertaken, the existing school building will then be demolished, an attenuation tank installed to the west of the car park within the old school footprint and an area of approximately 800m² laid to lawn.

4.9. *Construction* - Construction is expected to take 30 weeks both on and off site. 100% of the school will be constructed off site at a specialist production facility. 18 modular units would be built at the same time as the sub structure and portal frame, then transferred to the site. Modules have been designed so that they are not abnormal loads - thus preventing any delivery issues in the vicinity of the site, and will be delivered to a holding area identified on Centurion Way, Farington; LCC Highways advise that this is a suitable location. Thereafter modules would be delivered one at a time during a 14 day period (approx. 8-10 modules per day), craned into position, bolted together, sealed and clad. Internal fit out is expected to take 8 weeks, and operations proposed at 8am – 6pm Monday to Friday, 8am to 1pm Saturday with the site closing on Sundays, bank and public holidays. Construction parking in all cases would be restricted to the western part of the site; the existing car park to be solely for schools staff and visitors.

4.10. *Material storage/delivery* – as few materials as possible would be stored on the site with staged delivery to accommodate each phase of construction. Delivery vehicles would be expected to park within the site to avoid obstruction of Leyland Lane and Earnshaw Drive, and as Leyland Lane is particularly busy during peak periods contractors will be advised that deliveries should not be made between 9am and 9.15am, 3pm and 3.30pm or from 4.30pm to 6pm.

4.11. *Demolition* – Following completion of the new school and vacation of the old building, a physical asbestos survey of the school would be undertaken in line with Management Survey for Asbestos Containing materials (Eton J003487: 10.11.16). The structure will be demolished in small sections at a time, and dust suppression measures in operation at all times. Low noise machinery would also be used. Concrete would be crushed and used as fill

for foundations, whilst an area to the rear would be used as the new base for a soft play area.

4.12. *Drainage* – Foul and surface water are expected to use existing connections. Following demolition of the old school an attenuation tank would be installed to gather surface water; in the short term surface water pipes would be oversized to create some storage capacity.

4.13. Site safety, construction and asbestos management, dust and noise mitigation, waste storage and general handling of the area and the process are detailed within the applicants Project Execution Plan (Rev ORIG: 10.10.17). This has been assessed by the Councils statutory consultees (see comments below)

5. Summary of Supporting Documents

5.1. The application and scaled drawings are accompanied by the following:

- Design & Access Statement (Blue Sky 17022-BSA-ZZ-XX-RP-A3910 P01)
- Planning Statement (JLL 30.10.17)
- Statement of Community Involvement (Blue Sky: 17022-BSA-ZZ-XX-RP-A3911 P01)
- Management Survey for Asbestos Containing Materials (Eton: J003487 V1: 10.11.16)
- Drainage Survey CCTV Report (Subscan 10547-CCTV: 20.9.17)
- Noise Impact Assessment (SRL C/42503/T01/CVS: 5.10.17)
- Ecological Assessment (Mott Macdonald: October 2016)
- Project Execution Plan (including Construction Management Plan) (McAvoy Rev Orig: 15.12.17)
- Flood Risk Assessment (Blue Sky Design 7722/FRA/01: Sept 2017)
- Transport Statement (Intermodal Transportation IT1827: October 2017)
- Ground Investigation Report (Mott Macdonald 7722/G/01: March 2017)
- Tree and Arboricultural Impact Assessment (Mott MacDonald:390582/001/A:5.10.17)
- Biodiversity Enhancement Plan (392481-MMD-XX-DR-GIS-0001)
- Materials Schedule
 - Michelmersh 'Smooth Black' facing brick
 - Weber silicone render
 - Trespa 'Meteon' laminate (Turf, Brilliant and Lime Green)
 - Trespa 'Pura' laminate cladding (Mystic Cedar)

6. Representations

6.1. Summary of Publicity

6.1.1. Five Site notices and a newspaper advertisement have been posted, and 89 neighbouring properties consulted. Ward Councillors Evans, Snape, Tomlinson and Titherington have also been notified.

6.1.2. Community involvement was undertaken by the applicant prior to submission of this outline application as follows.

- Pre-application discussions since 2016 with Officers of this Council and Lancashire County Council, to identify in principle, the most viable scheme for re-development of the school prior to formal assessment

- Engagement with residents, Leyland Neighbourhood Forum members, ward councillors and South Ribble Borough Council cabinet members.
- Public open day (27.9.17) at GHS with 278 local properties leafleted. The event was well attended and included a 'Q&A' session with the applicants technical advisors, architects, construction partners and planning consultants

6.2. Letters of Objection or Support

6.2.1. None received

7. Summary of Responses

7.1. Ecology Consultant – The Councils ecologist has assessed the applicants ecology assessment (Mott Macdonald: October 2016) and notes that the site is of low ecological value. As it does however have the potential to support nesting birds a precautionary condition to protect the same during construction is considered necessary. A biodiversity enhancement plan has also been submitted and subject to installation of proposed bat and bird boxes is considered appropriate.

7.2. Environment Agency have replied but did not wish to be consulted

7.3. Environmental Health have some concerns about noise from the proposed plant room and rear play area, and with odours from waste storage. Noise to these two small areas is being addressed by the applicant but the committee, application and work programme timetables – bearing in mind that works must work around existing school operations - do not allow timely consideration of the scheme by EH. As such, and for the avoidance of doubt a condition to require a noise impact assessment on these two areas only prior to occupation of the school is considered appropriate. As waste storage areas are to be in their existing location it is not felt necessary to require their relocation. Conditions are also requested with regards to construction management, contaminated land, piling and electric vehicle recharge points.

7.4. Lancashire Constabulary have assessed crime statistics for the area and note that schools are often a target for burglary whilst unoccupied, and that it is highly likely that small, valuable but portable ICT equipment will be stored at the premises. As such they make a series of security recommendations which have been passed to the applicant for consideration. The applicant responded with a detailed list of security measures above and beyond those required by LC and to which this Officer is satisfied. Given the nature, design and operational practices of the school, the site is generally more secure than a mainstream facility.

7.5. Lancashire County Council Education - During pre-application discussions LCCE confirmed that the proposal would be built specifically to new accommodation standards for a primary, short stay school, and that whilst smaller it would meet Department of Education standards. They did express some concern however that there might be retention of existing buildings which would in effect represent a net loss in school playing field area. Playing fields are protected by the School Standards and Framework Act, and as such any reduction requires approval from the Secretary of State. For this reason, but to allow investigation and removal of all on-site asbestos in an appropriate, safe manner, a condition to require removal of all buildings identified for demolition within 12 months of completion on site of the new

school is recommended. Following consultation for this application LCCE state that *'this is a great opportunity for the school and not often that the Department for Education comes along and provides a new building. The existing building was constructed post war and utilised asbestos extensively, and due to the nature of the building it is expensive for the school to heat etc. This new building will be much smaller and easier to service and maintain and a huge benefit to the school in the future'*.

7.6. Lancashire County Council Highways – The applicant sought pre-application advice from LCC with regards to the proposed scheme, to which a series of requirements were compiled; most of these have been included in the application. The applicant was asked to give LCC advanced notice of major deliveries to ensure that roadworks elsewhere would not hinder, or be hindered by deliveries to the school. A note to this effect is considered prudent. LCC have no objection to the proposed scheme and note that proposed access and parking arrangements are acceptable. Temporary widening of the Leyland Lane access is also acceptable, and slight amendments now see parking arrangements during construction phases agreed. The applicant has received confirmation from LCC (Martin Cooper 23.2.17) that all off site highway works which are normally subject to a legal agreement between the applicant and LCC will be funded by LCC. As such LCC's Highways Engineer has agreed that a condition to require such works is not necessary. He has however asked that a note to remind the applicant that LCC must undertake off-site works is included to any permission granted.

7.7. South Ribble Arborist has no objection to the proposal subject to protection of trees identified for retention.

7.8. United Utilities have no objection subject to pre-commencement conditions detailing sustainable drainage systems. This detail has already been submitted by the applicant and as such conditions are no longer relevant

7.9. Lancashire County Council - Local Lead Flood Authority have no objection to the scheme subject to future maintenance

7.10. Leyland Neighbourhood Forum and Preston Ramblers were consulted but have not commented

7.11. South Ribble Building Control have no comments to make other than to remind the applicant about the demolition procedure.

8. Material Considerations

8.1. Site Allocation

8.1.1. The site is designated under Policies B1 (Existing Built Up Area – developed areas) and G7 (Green Infrastructure – play, parking service and green space) of the South Ribble Local Plan 2012-2026

8.1.2. **Policy B1** allows for redevelopment in allocated areas provided that proposals would comply with requirements of the local plan relating to access, parking and servicing; would be in keeping with the character and appearance of the area, and would not adversely affect the amenity of nearby residents.

8.1.3. **Policy G7** states that development will only be permitted on such lands where it can be demonstrated that retention of the site is not required to satisfy a recreational need in the local area, and where alternative provision can be implemented within the same or another local site. Development should be sensitive to the area and have no adverse effects on the amenity or nature conservation value of the site.

8.2. Policy Background

Additional policy of marked relevance to this proposal is as follows:

8.2.1. National Planning Policy Framework

8.2.1.1. The NPPF at Para 14 provides a presumption in favour of sustainable development '*which should be seen as a golden thread running through both plan-making and decision taking*' Given the sites location, existing and proposed uses it is the Officer's view that the site is especially sustainable and that the development accords with the overall principles of the NPPF; in particular:

8.2.1.2. Chapter 7: Requiring good design attaches great importance to the design of the built environment which contributes positively to making better places for people.

8.2.1.3 Chapter 8: Promoting Healthy Communities - Para 72 – The Government attaches great importance to ensuring that 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, by giving great weight to the need to create, expand or alter schools; and by working with schools promoters to identify and resolve key planning issues before applications are submitted

8.2.1.4 Chapter 11: Conserving and Enhancing the Natural Environment – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity as reflected by Core Strategy Policy 22

8.2.2. Central Lancashire Core Strategy

8.2.2.1. The Core Strategy was adopted at full Council on 18th July 2012, and is therefore a material consideration in the determination of this planning application.

8.2.2.2. Policy 1 (Locating Growth) focusses growth and investment on well-located, brownfield sites within key service and urban areas of the Borough; one of which is Leyland.

8.2.2.3. Policy 14 (Education) provides for educational requirements by (a) enabling new schools to be built in accessible locations and by (c) working in partnership with the education authority in any modernisation programme requiring school closure or new construction.

8.2.2.4. Policy 17: Design of New Buildings requires new development to take account of the character and appearance of the local area.

8.2.2.5. Policy 24 (Sport & Recreation) protects existing sports and recreation facilities, unless proven to be surplus to requirements or improved alternative provision is made.

8.2.2.6. Policy 26: Crime & Community Safety seeks to reduce crime levels and improve community safety by encouraging the inclusion of Secured by Design principles in new development.

8.2.2.7. 27: Sustainable Resources and New Development aims to improve the quality of new development by facilitating higher standards of construction, greater accessibility and ensuring that sustainable resources are incorporated into new development. In this case the proposal would be required to achieve a BREEAM (Building Research Establishment Environmental Assessment Method) rating of at least 'Very Good', or where possible 'Excellent'

8.2.2.8. Policy 29: Water Management seeks to improve water quality and flood management by appraising, managing and reducing flood risk in all new development.

8.2.3. *South Ribble Local Plan*

8.2.3.1. In addition to site allocation policies B1 and G7 (above), the following are also pertinent:

8.2.3.2. Policy F1: Parking Standards requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

8.2.3.3. Policy G13: Trees, Woodlands and Development states that development will not be permitted where it affects protected trees and woodland. Where loss of the same is unavoidable however this policy accepts suitable mitigation.

8.2.3.4. Policy G16 –Biodiversity and Nature Conservation protects, conserves and enhances the natural environment at a level commensurate with the site's importance and the contribution it makes to wider ecological networks.

8.2.3.5. Policy G17: Design Criteria for New Development considers design in general terms, and impact of the development upon highways safety, the extended locale and the natural environment.

8.2.3.6. Chapter J: Tackling Climate Change looks to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources.

8.2.4. *South Ribble Residential Design SPD* discusses design in very specific terms, and whilst more attuned to residential proposals, is relevant with regards to separation with properties beyond the site bounds.

8.2.6 *Central Lancashire Open Space & Playing Pitch SPD* – This document seeks to protect and supplement open space provision, but usually relates to large scale, residential development. In the spirit of this protection however the applicant has ensured that proposed designs do not result in any loss of existing playing pitch space. A condition to require demolition of the existing building will in fact result in additional green space rather than any loss.

8.2.7 *Central Lancashire Employment Skills SPD (Sept 2017)* – one of Central Lancashire’s priorities is to encourage economic growth, in part by helping businesses to find suitable staff, and by improving the skills of local people. One of the SPD requirements is that any application for commercial development over 1000m² floorspace (including schools) should be accompanied by an Employment and Skills Statement which identifies a series of measures to promote local skills e.g. apprenticeship creation, use of local trades, work trials etc. In this case, although the site area is over 1.2ha, the proposed footprint only accounts for 976m², and as such an assessment is not required.

8.3. Impact of Development on Neighbouring Properties

8.3.1. Properties on Leyland Lane (western side) would sit approx. 22m from the proposed school and existing access. Dwellings on Earnshaw Drive would enjoy around 35m spatial separation, but in the main would benefit from a more open aspect as the school changes orientation.

8.3.2. The side elevations to residential properties on Atlas Court would be closest to the new school at between 15m and 18m away. Only landing windows appear to be present in these gables and as such spatial separation to these and other neighbouring properties is considered more than acceptable.

8.4. Design, Character & Appearance

8.4.1. Site Allocations Policy G17 (Design Criteria for new development) seeks to ensure new development relates well to neighbouring buildings and the extended locality, that layout, design and landscaping of all elements of the proposal are of a high quality; providing interesting visual environments which respect local character, reflect local distinctiveness, and offer appropriate levels of parking and servicing space in line with Policy F1 (Parking Standards) of the same document. Core Strategy Policy 17 (Design of New Buildings) effectively mirrors these criteria.

8.4.2. In consideration of the above, local distinctiveness and character of the area have been assessed. This part of Leyland is characterised by fairly traditional residential properties in a variety of styles. The existing school is dated and visually disjointed with its surroundings, and whilst the proposed scheme would differ again, it would upgrade and physically reduce what has over time become an untidy building. In fact NPPF Para: 65 states that *‘local planning authorities should not refuse planning permission for developments which promote high levels of sustainability because of concerns about incompatibility with existing townscapes’*. This particularly sustainable site is within easy reach of both community and public transport facilities, sits well within its own environment and would - where possible, retain and augment existing green infrastructure.

8.4.3. Proposed layout plans indicate higher levels of play, green and service space to those of the existing school and demonstrate that a development of this size can be accommodated without resulting in a detrimental impact on the character and appearance of the area through overdevelopment and intensification of the urban fabric. The resulting scheme offers a well-designed, contemporary building which should make a positive contribution to the local area by *‘enhancing educational operations for local children and*

creating a stimulating and inspiring learning environment that is also secure, sustainable and accessible' (Para 10.6.1 Planning Statement JLL)

8.5. Highways, Access and Transport

8.6. The application is accompanied by Transport Statement (Intermodal IT1827: October 2017) which concludes that there are no traffic or transport related implications to the scheme, the proposal would result in similar levels of traffic generation and that the site is within easy reach of public transport options.

8.7. Turning space within the site itself would avoid any traffic build up both in the drop off area or outside of the site. Personal injury data has been checked and there are no recorded incidences on Earnshaw Drive, whilst 10 minor accidents were reported on Leyland Lane – one of which involved children or users of the school.

8.8. LCC Highways comments in response to the report are noted above

8.9. Natural Environment, Ecology and Ground Conditions

8.9.1. The application is accompanied by Preliminary Ecological Assessment (EA) (Mott Macdonald: October 2016), Arboricultural Impact Assessment (AIA) – Mott Macdonald: 5.10.16, and Ground Investigation Report (Mott Macdonald: March 2017. Drawing 3653 also identifies trees to be retained, removed and protected.

8.9.2. *Environmental Impact Assessment* - Schedule 2 of the Environmental Impact Assessment Regulations 2017 outlines development which might, depending on its type, scale, location or other criteria, require an EIA. This proposal has been identified as falling within Part 10 of the Schedule (Infrastructure Projects: Urban Development) and as such a screening opinion was sought. Having regard to the criteria set out in Schedule 3 of the Regulations, indicative thresholds identified by Planning Practice Guidance and any resultant cumulative impact, the proposed development was considered unlikely to result in significant environmental effects, and an EIA was not required.

8.9.3. *Trees* – There are currently 36 trees on this relatively small site and 4 hedgerows. The AIA recommends removal of 8 no: trees – 7 to allow for development itself and 1 to accommodate the access widening. Only 1 of these is a category A tree which would conflict directly with the school building and proposed drainage, and is currently within drainage lines. Mitigation in the form of 8 no: trees to the centre of the site has been proposed; this to be secured by condition. The proposed site layout has been adjusted from initial proposals to offer more protection to areas of planting. It is considered however that on balance the visual and social benefits of the scheme far outweigh the need to retain the 8 trees proposed for felling. There are no Tree Preservation Orders on site, and a separate tree protection condition would be imposed if permission is granted.

8.9.4. *Ecology* –The site does not contain any notable or protected species, or habitats of national or local importance, and is of limited value to wildlife. Evidence of nesting birds and some invasive plant species (Cotoneaster) however has been found, but mitigation in the form of precautionary and pre-commencement conditions is considered adequate.

8.9.5. There are no other features of obvious landscape value on the site

8.9.6. *Contaminated Land* - The applicants contaminated land report (Phase 2 Geo-Environmental Investigation) has been assessed by Environmental Health and a precautionary condition imposed should contamination be found during construction is deemed prudent

8.9.7. *Air Quality* – Although an Air Quality Management Area is soon to be designated, at the time of this application an Air Quality Management Report was not considered necessary; particularly as the proposed scheme would not result in an increase in traffic generation, and would update existing, dated ventilation and extraction systems where necessary on site.

8.10. Drainage, Construction & Flood Risk Standards

8.10.1. One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources whilst improving the quality of construction by facilitating higher building standards. Conditions to ensure appropriate construction standards are therefore considered appropriate.

8.10.2. In addition Core Strategy Policy 29(Water Management) seeks to improve water quality and flood management in all new developments. GHS sits within Flood Zone 1 - an area of low probability flooding, and a check of the site confirms that there is no recorded history of flooding in the immediate or extended area.

8.11.3 Specific drainage options have been included within the applicants Flood Risk Assessment (Blue Sky Design 7722/FRA/01: Sept 2017), and Drainage Layout drawings (5558.010-D/A and 7722/E01/P5 (WML). Current drainage systems have also been assessed by the applicants CCTV surveyor (Subscan report 10547-CCTV: 20.9.17)

9. Conclusion

9.1 The Golden Hill Short Stay School Site (GHS) is a 1.27 hectare, fairly rectangular site (see detailed description below) located between Earnshaw Drive and Leyland Lane, Leyland. Developed areas of the site are designated under Policy B1 of the South Ribble Local Plan as 'Existing Built Up Area' whilst existing play, parking, service and green space are all classed as Green Infrastructure to which Policy G7 (Green Infrastructure) refers.

9.2 The school has been in use as a Pupil Referral Unit (PRU) for many years, and is in need of complete renovation; the building itself dates back to 1948. Cost implications are such that the application proposes erection of a purpose built school, followed by transfer of staff and pupils from, and demolition of the existing one. Existing field, outdoor play, service and parking areas will remain the same, but the schools footprint would be reduced by approximately 89%. The new school would offer the optimum layout and facilities for such a specialist establishment.

9.3 Detailed discussion has taken place with this Council to establish the most appropriate siting of the proposed unit with regards to neighbouring residents and any impact faced by them during and post-construction. As a result 8 trees are to be removed to allow for development, but like for like mitigation planting and well-designed landscaping has been proposed. Boundary treatments are to be retained and upgraded where necessary, and

access to be used in the same way i.e. staff and visitors from Earnshaw Drive and pupils from Leyland Lane. During construction, separate access will be maintained from Leyland Lane.

9.4 The proposed development would be smaller in size but would accommodate similar numbers of staff and pupils. It is not considered to have an undue impact on the amenity of neighbouring properties, and following demolition of the existing school is expected to offer some betterment to the character and appearance of the area; particularly as green space would increase. Highways safety and capacity are not expected to change and the scheme as a whole is considered compliant with Local Plan Policy B1. In addition the proposal site which is by necessity secured, and does not constitute a community, recreational need, yet offers increased areas of green space and visual amenity when viewed from outside of the site is considered to accord with the requirements of Local Plan Policy G7.

9.5 County Highways have fully assessed the application and have raised no objections to the proposed development in principle, confirming that the proposed use would result in similar traffic movements to the current use.

9.6 At the time of writing this report, and following full consultation, representation has not been made. Late comments will be reported verbally at committee. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition.

The proposed development is deemed to be in accordance with the National Planning Policy Framework, Policies 1, 14, 17, 24, 26, 27 and 29 of the Central Lancashire Core Strategy, Policies F1, G13, G16, G17 and Chapter J of the South Ribble Local Plan 2012, South Ribble Residential Design SPD and Central Lancashire Open Space and Playing Pitch and Employment Skills SPD's. It is therefore recommended that Members approve the application with conditions

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out with reference to the following approved plans and suite of documents:

Supporting Documentation

- Design & Access Statement (Blue Sky 17022-BSA-ZZ-XX-RP-A3910 P01)
- Planning Statement (JLL 30.10.17)
- Statement of Community Involvement (Blue Sky: 17022-BSA-ZZ-XX-RP-A3911 P01)
- Management Survey for Asbestos Containing Materials (Eton: J003487 V1: 10.11.16)
- Drainage Survey CCTV Report (Subscan 10547-CCTV: 20.9.17)
- Noise Impact Assessment (SRL C/42503/T01/CVS: 5.10.17)
- Ecological Assessment (Mott Macdonald: October 2016)

- Project Execution Plan (including Construction Management Plan) (McAvoy Rev Orig: 15.12.17)
- Flood Risk Assessment (Blue Sky Design 7722/FRA/01: Sept 2017)
- Transport Statement (Intermodal Transportation IT1827: October 2017)
- Ground Investigation Report (Mott Macdonald 7722/G/01: March 2017)
- Tree and Arboricultural Impact Assessment (Mott MacDonald:390582/001/A:5.10.17)
- Biodiversity Enhancement Plan (392481-MMD-XX-DR-GIS-0001)
- Materials Schedule
- Michelmersh 'Smooth Black' facing brick
- Weber silicone render
- Trespa 'Meteon' laminate (Turf, Brilliant and Lime Green)
- Trespa 'Pura' laminate cladding (Mystic Cedar and Siberian Larch)

Existing Plans (Blue Sky Development)

- Site location plan BSA-ZZ-ZZ-DR-A-3650
- Site layout BSA-ZZ-ZZ-DR-A-3651
- Basement plan BSA-ZZ-GF-DR-A-3001
- Ground floor plan BSA-ZZ-GF-DR-A-3000
- Elevations BSA-ZZ-XX-DR-A-3700
- Site sections BSA-ZZ-XX-DR-A-3750

Proposed Plans

- Site block layout BSA-ZZ-ZZ-DR-A-3652
- Site plan BSA-ZZ-ZZ-DR-A-3653
- Ground floor plan BSA-ZZ-GF-DR-A-3002
- Roof plan BSA-ZZ-RF-DR-A-3600
- Elevations BSA-ZZ-XX-DR-A-3701
- Site sections BSA-ZZ-XX-DR-A-3751
- External visual BSA-ZZ-XX-VS-A-3800
- Secure boundaries and access BSA-ZZ-ZZ-DR-A-3654
- Access and movement 17022-BSA-ZZ-ZZ-DR-A-3655
- Hard works 17022-BSA-ZZ-ZZ-DR-A-3656
- Soft works 17022-BSA-ZZ-ZZ-DR-A-3657
- Demolition plan 17022-BSA-ZZ-ZZ-DR-A-3658
- Construction phases plan 17022-BSA-ZZ-ZZ-DR-A-3659
- Drainage layout plan 7722-E01-P5

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

3. All buildings identified for demolition shall be demolished with all excess materials removed from the site and the existing school footprint reinstated to grass within twelve months of first occupation of the replacement school.
REASON: To retain control over the development and subsequent playing pitch provision, and to prevent over intensification of the site as required by Policy G17 in the South Ribble Local Plan 2012-2026
4. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A Report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the

Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.

Should no adverse ground conditions be encountered during site works and/or development, a Verification Statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

5. Prior to first occupation details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company

b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

i. on-going inspections relating to performance and asset condition assessments

ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;

c) Means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

REASON: In order to satisfy the Local Planning Authority that the final details of proposed foul water drainage are acceptable before occupation of the site, for avoidance of doubt and to safeguard local watercourses and avoid pollution of the water environment in accordance with Policy 29 in the Central Lancashire Core Strategy

6. Prior to first occupation of the scheme hereby approved, bat and bird roosting opportunities (four and two respectively) identified on approved Biodiversity Enhancement Plan (392481-MMD-XX-DR-GIS-0001: Blue Sky) shall be installed. These shall be maintained and retained thereafter unless with the prior approval of the Local Planning Authority.

REASON: To ensure adequate provision is made for these protected species in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

7. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to achieve a BREEAM rating of 'Very Good' (or where possible in urban areas ('Excellent'. No phase or sub-phase of the development shall commence until a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of 'Very Good' or 'Excellent' has been submitted to and approved by the Local Planning Authority

REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

8. Following completion of the development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of 'Very Good' (or where possible in

urban area) 'Excellent' has been submitted to and approved in writing by the Local Planning Authority.

REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

9. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Protection Plan (MMD-390582-C-DR-00-XX-0001) which has been agreed by the local planning authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the local planning authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development. Permission for access into root protection areas should be gained prior to entry from the Local Planning Authority and existing ground levels should be retained within Root Protection Areas and excavated by hand.
REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026
10. That all planting, seeding or turfing comprised in the approved details of a Landscaping Plan shall be carried out in accordance with BS4428 1989. With stock complying to the specification of BS3936-1 1992. The planting shall be implemented in the first planting and seeding seasons following the commencement of the development or such extension of this time as may be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, or are removed or become significantly damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of the amenity and appearance of the area in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G13 in the South Ribble Local Plan 2012-2026
11. During construction and site clearance, no machinery shall be operated or processes involving mechanical tools carried out, or waste removed from the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0900 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy
12. Deliveries shall not be taken at or dispatched from the site during the following times on any day: 8am - 9.15am, 3pm - 3.30pm and 4.30pm - 6pm.
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy
13. No tree felling, clearance works, demolition work or other works that may affect nesting birds shall take place between March and August inclusive, unless the absence of nesting birds has been confirmed by surveys or inspections.

REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy

14. Prior to any piling activity commencing on site, details shall be submitted to the local planning authority together with all mitigation measures to be taken. This shall include, but not be limited to
1. The use of low impact piling, auger piling
 2. Boundary vibration and noise monitoring
 3. Informing neighbours of the time and duration of piling activities - piling activities shall be limited to 09:30 - 17:00.

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

15. Prior to first occupation of the new school, cycling facilities as identified by approved plan 17022-BSA-ZZ-ZZ-DR-A-3653 (Blue Sky Architects) shall be provided in full. These shall be permanently maintained and retained thereafter.

Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.

16. Prior to first occupation of the new school, waste and recycling storage facilities as identified by approved plan 17022-BSA-ZZ-ZZ-DR-A-3653 (Blue Sky Architects) shall be provided in full. These shall be permanently maintained and retained thereafter.

REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

17. Within three months of completion of the school hereby approved, the fast charging (3-4 hrs), electric vehicle recharging point identified on approved plan 17022-BSA-ZZ-ZZ-DR-A-3653 (Blue Sky Architects) shall be provided. This shall be appropriately marked, and shall include adequate charging infrastructure. The charging point shall be located so that a 3m cable will readily reach the vehicle to be charged when parked in the designated bay.

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy

18. Prior to first occupation of the school hereby approved, a noise impact assessment covering the proposed external plant deck and early years play area shall be submitted to, and agreed in writing with the Local Planning Authority. Approved details shall thereafter be implemented in full.

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 14 Education
- 17 Design of New Buildings

- 24 Sport and Recreation
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management

South Ribble Local Plan

- B1 Existing Built-Up Areas
- F1 Car Parking
- G7 Green Infrastructure Existing Provision
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Residential Extensions Supplementary Planning Document Open Space and Playing pitch SPD Employment Skills SPD

Note:

Note:

Other application Informative

Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £97. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

Highways Note 1: The applicant is reminded that the Highways Authority hereby reserves the right to provide the highways works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of works. The applicant is advised to contact Lancashire County Council before works begin on site.

Highways Note 2: Lancashire County Council Highways requests that they be advised in advance of any large deliveries to and from the site which may affect the adjacent road network in order to facilitate access and/or transit where required. LCC request that delivery vehicles should not wait on either Leyland Lane or Earnshaw Drive unless under exceptional circumstances

Building Control Note: Please contact the Building Regulations Team on 01772 625423 with regards to demolition of the existing school building.

United Utilities Note 1: Not all public sewers are shown on the statutory utility records. The applicant should be made aware that the proposed development may fall within the required access strip of a public sewer and make contact with a Building Control body at an early stage. South Ribble Building Control can be contacted on 01772 625420

United Utilities Note 2: The level of cover to the water mains and sewers must not be compromised either during or after construction.

A separate metered supply will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Please contact UU on 03456 723 723 regarding water mains/public sewers.

It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development.