Report to: PLANNING COMMITTEE       Date of Meeting: 7th February 2018

Subject: DC/2017/01616
Maghull High School Ormonde Drive Maghull Liverpool L31 7AW

Proposal: Part demolition and redevelopment of the existing school, including a new two storey school building, new playing field area and reconfigured car parking.

Applicant: Stan Inskip, Wates Construction
Agent: Jeremy Good, ELG Planning

Ward: Park Ward

Summary

This is a full application for the part demolition and redevelopment of the existing school, including a new two storey school building, new playing field area and reconfigured car parking. The number of pupils at the school will not increase.

The main issues to consider include the principle of the development, impact on sports provision, design and appearance, visual impact, living conditions of existing residents, highway safety and parking, drainage, as well as ecological and tree considerations.

It is concluded that the proposal satisfies all relevant policies and the recommendation is for planning permission to be granted subject to conditions.

Recommendation: Approve with Conditions

Case Officer Mr Rob Cooper
Email planning.department@sefton.gov.uk
Telephone 0345 140 0845 (option 4)

Application documents and plans are available at:

http://pa.sefton.gov.uk/online-applications
The Site

The site is an existing secondary school located off Ormande Road to the east and Gainsborough Avenue to the North. Whinny Brook runs along the southern boundary of the site, and industrial area off Sefton Lane further to the west.

The school site has a total area of approximately 9 hectares, approximately a third of which is covered by the school buildings, the rest being sports field, yard areas, parking and incidental open space.

History

There is no recent relevant planning history

Consultations

Local Plans

No objection. Amended plans and additional information have been provided to demonstrate the suitability of the alternative sports pitches to replace those to be lost in line with paragraph 74 of the National Planning Policy Framework. The additional information also demonstrates that by replacing the artificial pitch with a new grass surface and appropriate maintenance plan will allow the pitch to be used productively representing a net gain in open space provision.

Sport England

No Objection. The amended proposal meet policy exception E4, in that the new replacement playing field to be provided at the front of the school addresses the issues we have previously raised, firstly making more functional playing field at the front of the site, crucially including the addition of a mini 6v6 football pitch. The removal of the old all-weather ‘redgra’ pitch is also welcomed as it will help facilitate better uses of the exiting wider playing field. Conditions required in relation to the playing fields to be provided meeting Sport England’s Natural Turf for Sport Guidance, the provision of a community use strategy, and a fencing condition.

The Environment Agency

No objection

National Grid (Cadent Gas Limited)

No objections. Pipeline plans for the area and standard advice provided on working within the vicinity of pipelines as well as contact details for their plant protection team.
Highways Manager

No objections. Conditions recommended in relation to construction traffic management plan, wheel cleaning, vehicle parking, cycle parking and travel plan. A full assessment in relation to highways matters is included in the assessment section below.

Environmental Health

No objection in principle to this proposal. Conditions should be included in relation to a schedule of demolition, details of plant and machinery, and any kitchen extraction details, fencing and hours of use of the new playing field. Standard informative recommended in relation to dust control during construction.

Tree Officer

No objections, none of the trees on the site are protected by tree preservation orders nor are they within a designated Conservation Area. The proposed tree removal will not impact significantly upon the visual amenities of the site and immediate surrounding area.

Building Control

No objection, this application falls under the scope of the Building Regulations and a separate building regulations approval will be required.

Landscape Officer

No comments received to date.

Flooding and Drainage Manager

No objection subject to conditions for the submission of detailed flood & drainage design and confirmation of any discharge agreements and/or consents from the Environment Agency or United Utilities.

Merseyside Environmental Advisory Service

No objection, conditions and Informatives recommended in relation to provision of bird boxes, lighting details, breeding birds, bats, water voles, and waste.

United Utilities

No objection

Police Architectural Liaison Officer

No comments received to date.
Fire and Rescue Service

No comments received to date.

Merseytravel

No objections, existing issues with buses is noted, however if buses are not able to be accommodated within the site then the best option would be to manage the buses under the school’s current arrangements whilst wherever possible seek improvements when opportunities arise. Travel plans should be revised and parking spaces retained within the site.

Maghull Town Council

No comments received to date.

Neighbour Representations

Four representations have been received raising concerns in relation to the existing issues in relation to bus parking along Gainsborough Avenue; potential noise and disturbance from plant and machinery during construction; creation of dust during construction; noise and disturbance from form the new playing field provision at the front of the school. These matters have been addressed below.

Policy Context

The application site is situated in an area designated as protected green space in the Sefton Local Plan which was adopted by the Council in April 2017.

Assessment of the Proposal

The proposed development at Maghull High School is focused on improving the existing facilities by replacing the main school building with a new more efficient facility and to provide higher standard sports facilities on the site. The development does not involve increasing numbers of pupils or teachers at the school.

Principle

The site is located within an area designated as ‘Education and Care Institutions in the urban Area’. Policy HC7 is therefore of relevance. The proposed development directly relates to retention of the existing high school, so as to sustain the future viability of the site, including ancillary recreation and sports, and would enhance the environmental quality of the site. The proposal retains key green infrastructure and would not harm any
historic environment. Taking this into account the principle of development is considered to be acceptable and accords with Policy HC7 of the Sefton Local Plan.

**Sports Provision**

The development involves the loss of some 3,800 sq.m of playing field. To compensate for this the application proposes to provide new playing field space to the front of the school, on the footprint of the existing main school building which is to be demolished.

Sport England has been consulted as a statutory consulted on the application, and following amendments being received and re-consultation, they now consider the proposal to meet Sports England’s policy exception E4, in that the new replacement playing field to be provided at the front of the school addresses their previous concerns. The amended plans make provide for a more functional playing field at the front of the site, and include the addition of a mini 6v6 football pitch. The development now meets the policy exceptions in terms of quantity and quality, subject to conditions recommending in relation to the playing fields to be provided meeting Sport England’s Natural Turf for Sport Guidance, the provision of a community use strategy, and a fencing condition.

The removal of the old all-weather ‘redgra’ pitch is also welcomed as it will help facilitate better uses of the exiting wider playing field. Consequentially is also considered to comply with Policy HC7 of the Sefton Local Plan and the National Planning Policy Framework to the recommended conditions above.

**Living Conditions and Visual Impact**

The proposed new two storey building would be located south of the existing main school building further into the existing school playing field. The result of this is that the entire building would be moved 80m back into the site, further away from the residential properties along Gainsborough Avenue, with the exception of the existing sports hall which is to be retained.

The distances between the new school building and existing residential properties would far exceed those standards with the standards set out in the Council’s guidance on ‘New Housing’, the nearest residential property from the new school building being in excess of 100m to the north.

Local residents on Gainsborough Avenue have raised concerns in relation to the proposed new playing field to the north of the site, and the potential for noise and disturbance when it is in use. The Council’s Environmental Health Officer has been consulted and has suggested a condition restricting the hours of use of this area to 0800-1800 Monday to Friday and 1000-1400 Saturday and Sunday.

Whilst the proposal would potentially bring more formal outdoor sporting activities closer to the residential properties, the playing field would still be separated from the rear boundary garden fences by 25m, with existing boundary treatments and trees to be retained, as well
as the existing car parking and yard spaces being retained in between. Furthermore, this is an existing school site and there are currently no such controls over when it can be currently be used. Such a condition is therefore considered unreasonable.

The existing boundary treatments around the edge of the school are to be retained. These include a number of trees along the boundary to the rear of properties along Gainsborough Avenue. Taking into account the building would be relocated more centrally within the site and the provision of the new playing to the north, the proposal would not have a detrimental visual impact and is considered to be acceptable and in keeping with its surroundings.

**Design and Appearance**

The proposed new building would provide for 5,191sqm of new floor space, over two floors. The building is organised around a double height space including main hall, activity studio and with flexible dining and social spaces, forming a central block to the building. The teaching and support services are arranged as a ‘wrap around’ the central block - this design ensures that the classrooms and offices benefit from primary natural daylight and ventilation.

Externally the building would be dressed in brick, so that it would be similar in appearance to the existing buildings on site that are to be retained (science/art block, design technology building and the lower levels of the sports hall). They are also proposing to introduce some contrasting red brick to create a stripped/banding detail at lower levels and around windows to provide some contrast.

The proposed design and appearance is considered to be acceptable and a significant improvement on the dated existing school building, and complies with Policy EQ2 of the Sefton Local Plan.

**Highway Safety and Parking**

The application has been submitted with a supporting Transport Statement, and the Councils Highways Manager has been consulted on the applications.

The proposal is to continue to use both existing accesses off Gainsborough Avenue and Ormonde Drive; along both of these roads the speed limit is 20 mph. There is one gated access to the site from Gainsborough Avenue and two gated accesses to the site from Ormonde Drive. There are no proposed changes in respect to access for pedestrians, cyclists and vehicular traffic are a result of the proposal.

The applicant has submitted plans showing the layouts of both the existing and proposed car parking areas within the site. Currently, there are 89 car parking spaces and it is not proposed to increase the car parking provision as a result of the proposal. This is considered to be acceptable given that the proposal is not to increase pupil or staff
numbers. Currently some of these spaces are not clearly marked on site. A condition is recommended to mark out clearly each car parking space.

It is intended that the current level of community use will continue, and whilst further use by the community would be welcomed by the school a significant increase in evening and weekend use is not expected. All vehicles using the site outside of normal school hours will comfortably be accommodated within the on-site parking areas.

Concerns have been raised by local residents in relation to existing bus parking issues during morning and evening drop-off/pickup on Gainsborough Avenue. The submitted transport statement considered three possible options to try and address this. These were as follows: 1) to create a drop off/pick up facility within the site; 2) to install bus stands along Gainsborough Avenue and parking restrictions between 2pm and 4pm; and 3) to leave the situation as it is, but try to reach agreement between residents, the school and bus companies.

With regards to option 1 the vehicle tracking undertaken by the applicant shows that both potential access points to the school on Gainsborough Avenue and Ormonde Drive are not suitable for double decker buses, particularly when pupils are accessing/egressing the site at the same time. In addition, the required space for the creation of a drop off/collection point for up to nine buses would be significant and would have an impact on the available parking within the site. Therefore this option is not feasible.

With regards to option 2, the installation of bus stands for up to nine buses on Gainsborough Avenue is considered to create a significant inconvenience for local residents. The length of highway required to accommodate this number of buses without blocking driveways would result in the issue impacting along a greater length of Gainsborough Avenue than is currently the case and thus directly affecting more local residents.

Option 3 is considered the most feasible option retaining the current situation and trying to reach a sustainable agreement between local residents, the school and the bus companies. The school is committed to improved engagement with the local community and to monitoring the situation as part of the updated School Travel Plan to ensure that the situation does not worsen in the future. The school is also committed to undertaking a consultation with local residents, bus companies and the Council in respect of the development of the school travel plan, school bus management arrangements and the reduction of congestion on the local highway network in the vicinity of the school. Taking into account that this is an existing school and the proposed development does not seek to increase pupil numbers, this is considered to be a reasonable and acceptable approach.

In summary, the proposed development would not constitute an intensification of use, and would not harm highways safety, and the retention of existing parking is considered to be sufficient. Conditions are recommended in relation to construction traffic management plan, wheel cleaning, vehicle parking, cycle parking and travel plan.
Ecology and Waste

Merseyside Environmental Advisory Service (MEAS) have been consulted and provided advice in relation to ecology and waste. The applicant has provided bat survey and water vole survey reports (for Whinny Brook) in support of the application; these are considered to be acceptable by the MEAS. Conditions are recommended for the provision of bird boxes, lighting details to minimise impact on habitats and the submission of a construction environmental management plan.

Informatives are recommended in relation to working during breeding bird season and waste audits. They have also recommended that if the development is not implemented by October 2018 then a new water vole survey should be carried out. Also if not implemented by February 2019 a new bat survey should be carried out. Informatives are recommended to draw the applicant's attention to this.

Trees

None of the trees at the school site are protected by tree preservation orders nor are they within a designated Conservation Area. The proposal has been submitted with a tree assessment report. It records 59 individual trees, 19 groups of trees, one hedgerow, and one woodland.

Overall the scheme makes good provision for the retention of existing trees at site. Proposed tree removals to accommodate the new building relate to a small number of trees situated centrally within the site.

Overall the noted tree removal will not impact significantly upon the visual amenities of the site and immediate surrounding area. The Council's Tree Officer has been consulted and has no objections to the proposed tree removals.

Minerals

The application site falls within a Mineral Safeguarding Area, and the application has been accompanied with the requisite Mineral Safeguarding Assessment report, which is considered to satisfy the requirements of Policy NH8 of the Sefton Local Plan. The site is not viable for recovery of minerals and the proposed development is not considered to be sterilizing potential future recovery.

Conclusion

The proposed redevelopment of the existing school is a welcome investment in modern facilities for Maghull High School. The proposal is acceptable in principle and complies with Policy HC7. It would not have a detrimental impact on open space or outdoor sports provision, and would help sustain the future viability of the school. The proposed design and appearance are considered to be acceptable and a significant improvement on the dated existing school building, enhancing the quality of the environment, and would not
harm the living conditions of adjoining residents. The proposal would not harm highway safety, and complies with Policy EQ2. Issues relating to ecology and trees have been satisfactorily addressed and the proposal complies with Policies NH1 and NH2. It is recommended that permission be granted subject to conditions.

**Recommendation - Approve with Conditions**

This application has been recommended for approval subject to the following conditions and associated reasons:

1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

   **Reason:** To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2) The development hereby granted shall be carried out strictly in accordance with the following details and plans:-

   - NWB-ALA-00-XX_DR-L-0001 S02-P03 Illustrative Masterplan (15/05/18)
   - NWB-ALA-00-XX_DR-L-0002 S2-P01 Sports Pitch Net Loss / Gain (15/05/18)
   - NWB-ALA-00-XX_DR-L-0003-D2-P02 Landscape General Arrangement Plan 1 of 2 (15/05/18)
   - NWB-ALA-00-XX_DR-L-0004-D2-P02 Landscape General Arrangement Plan 2 of 2 (15/05/18)
   - NWB-ALA-00-XX_DR-L-0005-D2-P02 Fencing Arrangement and Secure Line Plan (15/05/18)
   - NWB-ALA-00-XX_DR-L-0006-S2-P02 Circulation and Access Plans (15/05/18)
   - NWB-ALA-00-XX_DR-L-0006-S02-P01 Site Sections (29/09/17)
   - NWB-ALA-00-XX_DR-L-0010-S02-P01 Site Location Plan (29/09/17)
   - NWB-BCL-00-XX-DR-C-8101-P6 Plantroom Layout (13/12/17)
   - NWB-BCL-00-XX-DR-L-2001-S02-P01 Weldmesh Fence Typical Detail (14/09/17)
   - NWB-SRA-XX-XX-DR-A-20-200 P09 Ground Floor Plan (29/09/17)
   - NWB-SRA-XX-XX-DR-A-20-201 P09 First Floor Plan (29/09/17)
   - NWB-SRA-XX-XX-DR-A-20-225 P01 Proposed North and South Elevations (30/09/17)
   - NWB-SRA-XX-XX-DR-A-20-226 P01 Proposed East and West Elevations (30/09/17)
   - NWB-ALA-00-XX_DR-L-0023-S2-P01 Existing and Proposed Parking Spaces Plan (15/05/18)

   **Reason:** To ensure a satisfactory development.
3) Before any construction commences:-

   a) Samples of the facing and roofing materials to be used in the external construction of this development must be submitted to and approved in writing by the Local Planning Authority.

   b) The materials approved under (a) above shall then be used in the construction of the development.

   Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity.

4) Before the development is commenced, a landscaping scheme covering the land subject of this application must be submitted to and approved in writing by the Local Planning Authority, including:

   i) Existing and proposed levels or contours
   ii) Proposed and existing services above and below ground
   iii) Details of boundary treatments and/or ball stop fencing including noise reduction measures
   iv) Details of hard surfaces
   v) The location, size and species of all trees to be planted
   vi) The location, size, species and density of all shrub and ground cover planting
   vii) A schedule of implementation.

   Reason: In the interests of visual amenity.

5) The landscaping scheme to be agreed in condition 4 must be carried out in the first planting and seeding season following the first occupation of the building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or are confirmed by the Local Planning Authority seriously damaged or diseased, shall be replaced with others of similar size and species.

   Reason: To ensure that the visual appearance of the development is satisfactory.

6) a) Before the development is occupied, a scheme for the enhancement of biodiversity within the development site, including the number, type and location of bird nesting boxes and a timescale for their implementation must be submitted to and approved in writing by the Local Planning Authority.

   b) This scheme shall then be implemented in accordance with the details approved under (a) above.

   Reason: To secure biodiversity enhancement.
7) Prior to occupation of the new school building, details of external lighting must be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such.

Reason: To safeguard the living conditions of nearby properties and the wider locality, and habitat protection.

8) No part of the development shall be brought into use until areas for vehicle parking, turning and manoeuvring have been laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and these areas shall be retained thereafter for that specific use.

Reason: In the interests of highway safety.

9) No part of the development shall be brought into use until space and facilities for cycle parking have been provided in accordance with the approved plan and these facilities shall be retained thereafter for that specific use.

Reason: In the interests of highway safety.

10) a) The Development shall not be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

b) The provisions of the Travel Plan approved under (a) above shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

11) a) Prior to the commencement of development a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

b) The provisions of the Construction Traffic Management Plan approved under (a) above shall be implemented in full during the period of construction.

Reason: In the interests of highway safety.

12) No development shall commence until full details of a scheme for a sustainable drainage system to serve the site and method of implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with Lead Local Flood Authority. The approved scheme shall be implemented in accordance with the approved details and timetable.

Details of a scheme for a sustainable drainage system shall include:
a) Information about the lifetime of the development and design of the sustainable drainage system design, including storm periods and intensity (1 in 30 & 1 in 100 year +40% allowance for climate change), discharge rates and volumes (both pre and post development), methods employed to delay and control surface water discharged from the site, and appropriate measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses;
b) Demonstrate that the surface water run-off would not exceed the pre-development greenfield runoff rate for an existing greenfield site or show how surface water run-off would be reduced by at least 20% on previously developed sites;
c) Include details of a site investigation and test results to confirm infiltrations rates;
d) Include details of how any flood water, including depths, will be safely managed in exceedance routes;
e) Detailed flood & drainage design drawings
f) Full hydraulic calculations or simulation results
g) Discharge agreements and/or Consents (temporary and permanent)

Reason:- To ensure satisfactory drainage facilities are provided to serve the site, and to prevent flooding.

13) No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development including arrangements to secure funding and maintenance for the lifetime of the development through an appropriate legally binding agreement have been submitted to the Local Planning Authority and approved, in conjunction with the Lead Local Flood Authority.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, 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.

Details submitted shall include:

i. the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents Management Company
ii. 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:
   a. on-going inspections relating to performance and asset condition assessments
   b. 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;

iii. means of access for maintenance.

Reason: To ensure satisfactory management and maintenance of the approved surface water drainage facilities is provided for the site for the lifetime of the development.

14) The development hereby approved shall not be occupied until a scheme to assess the requirement for ball stop and safety netting has been submitted alongside the design and specification of any mitigation, including details of maintenance responsibilities any netting or fencing required by that assessment has been; (a) submitted to and; (b) approved in writing by the Local Planning Authority, [after consultation with Sport England]. The approved mitigation must be installed in full before the development is first occupied and thereafter be managed and maintained in accordance with the approved details.

Reason: To provide protection for the user of the sports facility and users/occupants of adjacent uses and their property from potential ball strike from the new playing field or sports facility.

15) The playing field/s and pitch/es shall be constructed and laid out in accordance with planning application DC/2017/01616 and drawing no. NWB-ALA-00-XX-DR-L-0001 (REV P03) and with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011), and shall be made available for use within 12 months following the demolition of the existing school building.

Reason: To ensure the quality of pitches is satisfactory and they are available for use within a reasonable time scale.

16) Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to [all indoor and outdoor sports provision on site] and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport.

17) a) Prior to the demolition of existing building(s) a schedule of demolition works shall be submitted to and agreed in writing with the Local Planning Authority.

b) The demolition shall then be carried out strictly in accordance with the schedule agreed under (a) above.
Reason: To prevent unreasonable noise and disturbance to nearby occupants in the interests of residential amenity.

18) a) A scheme of noise control for any plant and equipment to be installed on site shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of development.

b) The scheme approved under (a) above shall be implemented before the plant and machinery is brought into operation and the approved noise control measures shall thereafter be retained.

Reason: To prevent the emission of noise above a level that would be detrimental to the aural amenity of the area.

19) a) A scheme of odour control for any proposed kitchen extraction equipment shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development.

b) The odour control scheme approved under (a) above shall be implemented on site prior to the extraction system being brought into use and shall thereafter be so maintained and operated.

Reason: To prevent the emission of fumes that would be detrimental to the amenity of the area.

20) No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

(i) The phases of the Proposed Development including the forecasted completion date(s)
(ii) A commitment to apply to the Council for prior consent under the Control of Pollution Act 1974 and not to commence development until such consent has been obtained
(iii) A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any Considerate Constructor or similar scheme)
(iv) A scheme of how the contractors will minimise complaints from neighbours regarding issues such as noise and dust management, vibration, site traffic and deliveries to and from the site
(v) Details of hours of construction including all associated vehicular movements
(vi) Details of measures to ensure that mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site
(vii) Details of the construction compound
(viii) A plan showing construction traffic routes
(ix) An audit of all waste generated during construction works.
The construction must be carried out in accordance with the approved CEMP.

Reason: To ensure the protection of living conditions, highway safety and managing waste throughout development works.

**Informatives**

**Breeding Birds**  
1) Built features or vegetation on site may provide nesting opportunities for breeding birds, which are protected. No tree felling, scrub clearance, hedgerow removal, vegetation management, ground clearance or building work is to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then all buildings, trees, scrub and hedgerows are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present.

**Dust**  
2) The applicant or contractors should put into place efficient measures to control pollution from dust. This can be done by dampening down, wheel washing and or the use of other measures.

**Piling Works**  
3) The developer is advised to contact Sefton Council's Pollution Control Team for suitable guidance if piling works are proposed.

**Ecology**  
4) If works have not commenced by 1 October 2018 the applicant is advised to carry out an updated water vole survey of Whinny Brook, so that the survey can be undertaken within the survey season.

5) If works have not commenced within 18 months of the submitted bat survey date (February 2019) the applicant is advised to carry out an updated survey.

6) The applicant, their advisers and contractors should be made aware that if any European protected species are found, then as a legal requirement, work must cease and advice must be sought from a licensed specialist.

In the event that any works are proposed to Building D this must be informed by a bat emergence and re-entry survey and relevant recommendations to ensure that the development would not impact bats (in accordance with Bat Survey Report, Section 6.0). It would also ensure that if bats were present the applicant must obtain a European Protected Species licence and include mitigation.
7) Any external lighting scheme should be designed in accordance with the following guidance ‘Bats and Lighting in the UK, Bats and the Built Environment Series Bat Conservation Trust and Institute for Lighting Engineers’.

Waste Audit

8) With reference to Condition 20, a site waste management plan provides a mechanism for managing and monitoring construction, demolition and excavation waste. This is a requirement of Waste Local Plan policy WM8, and may also deliver cost savings and efficiencies for the applicant. The following information should be included within the waste auditor similar mechanism:

- Details of persons responsible;
- Process for update;
- Forecast waste types (European Waste Codes recommended) and waste arisings (tonnages);
- Facilities/carriers and proposed waste management option(s) chosen;
- Actual waste arisings (tonnages), facilities/carriers and waste management option(s) chosen;
- Waste prevention, reduction and recycling actions; and
- Process to ensure contractors/staff are aware of requirements (e.g. toolbox talks).

Guidance and templates are provided at:
http://www.meas.org.uk/media/5014/SWMPAudit_Checklist_Final.pdf
http://www.wrap.org.uk/ and https://www.smartwaste.co.uk/