

**Traffic Report of:** CHIEF PLANNING OFFICER Derek McKenzie

**Report to:** PLANNING COMMITTEE **Date of Meeting:** 26 July 2023

**Subject:** [DC/2022/01702](#)  
[Summerhill Primary School Poverty Lane Maghull Liverpool L31 3DT](#)

**Proposal:** Erection of a two storey extension classroom block, extending of existing hall to new kitchen area and raising of hall roof. Erection of single storey extension to form office with linking corridor extension, new playground area, expansion of car parking area, and installation of low level and perimeter fencing to match.

**Applicant:** Mr John Monk  
Sefton Council **Agent:** Mr John Monk  
Sefton Council

**Ward:** Sudell Ward **Type:** Full application - major

**Reason for Committee Determination:** Called in by Cllr Mckinley

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## Summary

This application seeks planning permission to provide a two storey and single-storey extension to the existing school buildings together with a playground, landscape mound, additional car parking and landscaping at Summerhill Primary School, on Poverty Lane, Maghull. Following representations from residents a number of amendments have been secured including the removal of the Multi Use Games Area, additional car parking within the site and planting to remain to the boundary with 86 Poverty Lane.

The site lies in an area subject to Policy HC7 'Education and Care Institutions' in the Sefton Local Plan. Summerhill Primary under Policy MN 3 'Land East of Maghull' has been identified for expansion to become a two form entry school, to accommodate the pupil increase from the neighbouring residential development.

The main issues to consider include the principle of the development, design and character, matters relating to access, transportation and highway safety, as well as landscaping, ecology, and drainage. There are no objections from any statutory consultees subject to appropriate conditions.

## Recommendation: Approve with Conditions

**Case Officer** Catherine Lewis

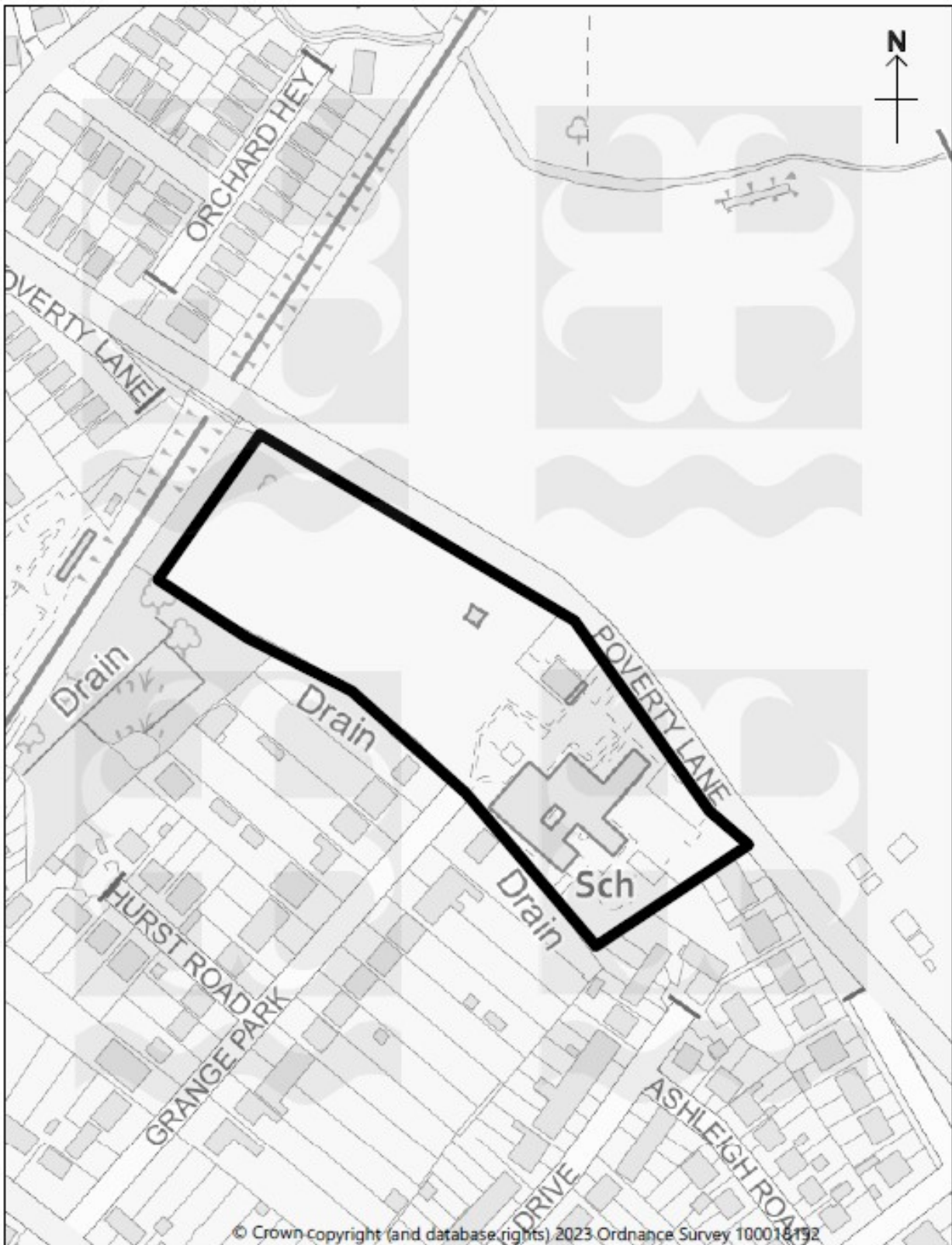
**Email** [planning.department@sefton.gov.uk](mailto:planning.department@sefton.gov.uk)

**Telephone** 0345 140 0845

Application documents and plans are available at:

<https://pa.sefton.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RH4EZLNW07M00>

## Site Location Plan



## The Site

The application site is located on land to the south of Poverty Lane, Lydiate and comprises the building and grounds of Summerhill Primary School. The site comprises 2.2 ha of land and the school buildings including a small stand-alone nursery are located towards the eastern part of the site. The railway line forms the western boundary, and residential properties adjoin the site to the south and east.

Summerhill Primary is a one form entry primary school with 207 children on roll and a total of 34 staff. The school hours are 08:45am to 3:20pm but the gates open at 7.55 am and the school offers a breakfast club until 08.55 am and there is an afterschool club 3.20pm to 6.00pm.

There is a private nursery with places for 26 children maximum and they have 3 car park spaces. The nursery is open 8-6pm.

## History

There are a number of applications relating to the site, but none are relevant to this proposal.

## Consultations

### **Highways Manager**

No objections -subject to conditions

### **Sport England**

No objection

Initially objected but following the receipt of revised plans Sport England has no objection as the proposal is considered to accord with exception 3 of Sport England's Playing Fields Policy and with paragraph 99 of the NPPF.

### **Environmental Health Manager**

No objections subject to conditions to control Construction Environmental Management Plan, Piling, Extraction details for kitchen equipment, external lighting and hours of working.

### **Merseyside Environmental Advisory Service**

No objections subject to conditions to protect birds during the bird breeding season, enhanced biodiversity and an Informative should protected species be found on the site.

**Flooding & Drainage Manager**

No objections subject to conditions

Initially objected but following the receipt of additional information they support the proposal subject to a condition.

**Environment Agency**

No objection

**United Utilities**

No objections subject to a condition controlling foul and surface water.

**Local Plans**

No objections- the site is subject to Policy HC7 'Education and Care Institutions' and the principle of the expansion of the school has been accepted under Policy MN3 of the Sefton Local Plan. The policies within the Maghull Neighbourhood Plan are also relevant.

**Network Rail**

No objection subject to no works within 10 metres of the railway boundary,

## Neighbour Representations

A site notice has been posted and an advert has been placed in the newspaper. Neighbours were notified on the 14.09.2022 in line with the Council's Statement of Community Involvement. Neighbour comments expressed concern that as Grange Park was a cul-de-sac other properties should be consulted on the scheme. Additional neighbours were notified on the 16<sup>th</sup> November 2022 and upon receipt of amended plans all neighbours were renotified on 16<sup>th</sup> December 2022. Neighbours were notified again on 31<sup>st</sup> January 2023 in case letters had not been delivered due to the postal strike. Neighbours were notified again on 24<sup>th</sup> May 2023 due to minor alterations.

A total of 47 properties have been notified. In total, objections have been received from 13 properties.

Five letters from four properties were received following the initial notification which make the following points.

**Access and Parking**

- Existing 'parent parking' in Grange Park is not only thoughtless and inconsiderate to residents regarding blocked access to driveways and parking on pavements; but is a serious potential danger to pedestrians especially young children who enter school via the pedestrian entrance.

- Grange Park is a residential road unfit for the purpose of 'parent parking'. An urgent survey needs to be done.
- Has a traffic impact report been undertaken.
- No access point for vehicles or pedestrians near 86 Poverty Lane.

#### Need for the increase in school places.

- Concern about the consultation period undertaken by the school.
- Question the analysis with regard to the need to expand the school.
- Historically a number of children attend from outside the catchment area.

#### Landscaping

- Need to retain the existing hedges on the boundary with 86 Poverty Lane

#### Living Conditions

- Concern about the noise from the Multi Use Games Area (MUGA) which should be relocated to the other side towards Poverty Lane.
- Realistically a new building on the field should be undertaken.
- Proposed height of the building should be single storey and should be further away from 86 Poverty Lane

Following the amended plans on 16<sup>th</sup> December 2023 and the renotification on 31<sup>st</sup> January, 11 letters received which make the following summarised points:

- Concern about the proposed layby on Poverty Lane
- What is the justification for the acoustic mound to Grange Park?
- The consultation process should be increased due to the Christmas Period.
- Glad to see their earlier comments about the retention of the hedge has been incorporated.
- Efficient drainage system is required.
- Planting of trees will reduce the effect of looking at a blank wall.
- Concerned about the pedestrian gate on Grange Park which should be closed due to the antisocial behaviour from some parents including thoughtless parking and blocked drives,
- Opportunity to improve access to the school from Poverty Lane especially with the new housing developments.
- Concerned about the safety of children and residents due to the parent parking at drop off and pick up times.

A further letter was received following the most recent consultation which expresses concern about the noise, dust, vibration and construction traffic for both the proposed extension and the cumulative impact with the housing development upon their residential amenities. Concern that

there is a lack of a construction management plan or a construction traffic plan. Concern about noise and whether there has been an assessment of the noise from the playground on their property.

## Policy Context

The application site lies within an area designated as an Education Institution under Policy HC7 of the Sefton Local Plan which was adopted by the Council in April 2017.

The site is also subject to Policy MN3 'Land East of Maghull'. The whole of the site is subject to Policy NH8 'Minerals' and lies in a Mineral Safeguarding Area and License area for onshore hydrocarbon extraction. A small part of the site adjacent to the western boundary and railway line is subject to Policy NH2 'Nature'.

The Maghull Neighbourhood Plan was 'made' (i.e. adopted) on 24th January 2019 and carries full weight in decision making. The site is located within an area designated as the Hall Road character area.

## Assessment of the Proposal

### 1. Introduction

1.1 The proposal is to expand Summerhill Primary School from a one-form entry (210 places) to a two-form entry (420 places). The admission number of the school would be increased from 30 to 60 with effect from September 2024 and then the pupil numbers would increase gradually as the new admission number moves through the school year by year. The existing school building has a footprint of 1744m<sup>2</sup> and the new extensions would have a total area of 983m<sup>2</sup> internally.

1.2 The project has a two phased approach. Phase 1 is to construct a two storey seven classroom block and Phase 2 to modify the existing school area to provide an enlarged hall and new kitchen, improved circulation to existing classrooms (rather than through hall space) new classrooms and resources areas, new WC and store. Initially the scheme included a Multi-use Games Area (MUGA) but this has been omitted from the scheme. Revised plans demonstrate a playground area with a grass mound approximately 1.1m in height together with additional tree planting to provide an area of separation from the southern boundary.

1.3 Once Phase 1 has been completed this will allow places to become available with some of the classrooms/functions to be moved into the new block which will release the areas for Phase 2 works including improvements to the existing building.

1.4 The main issues to consider are the principle of development, design and character, matters relating to access, transportation and highway safety, sports provision and community use,

residential amenity and general environmental impacts.

## 2. Land Use Designation

2.1 The application site is identified in the Sefton Local Plan under Policy HC7 'Education and Care Institutions'. This policy sets out that uses directly related to the existing use of the site or which sustain the viability of the existing use of the site are acceptable in principle. Therefore, the proposal to extend the existing school is acceptable in principle.

2.2 When Sefton's Local Plan was adopted in 2017, Policy MN3 'Land East of Maghull' (para 3a) stipulated that contributions would be sought from the housing developers of the site to expand Summerhill Primary School to provide a two-form entry to meet the increased demand for school places from families who move into the area.

2.3 At a meeting of the Planning Committee on 17<sup>th</sup> March 2021, it was resolved to approve two planning applications on the land East of Maghull allocated site for a combined number of 1,700 homes. Each of these approvals was subject to the signing of a Section 106 planning obligation that, amongst other things, secures a financial contribution towards the expansion of Summerhill Primary. The contributions secured towards Summerhill from these two applications will be up to £3,782,080. Therefore, the principle of expanding Summerhill Primary has been accepted by the Local Planning Authority.

2.4 In response to queries raised by residents about the expansion/justification for the increase at Summerhill Primary and potential for other schools to be considered, the Schools Support Team has advised that St Andrews Maghull Primary reduced its capacity in 2017 due to falling numbers on roll and the risk of huge financial difficulty this would have caused if the school had remained 2 form entry. The school became an academy in May 2018 and whilst the Local Authority does retain overall control over pupil place planning within the area, any decision to revert to the previously higher intake number would be a matter for the school governors/multi academy trust to make. To date, the school/trust has not approached the Local Authority to request this. With reference to St George's, this is also already operating at its net capacity.

2.5 The Schools Support Team has provided the table below which demonstrates the projections for the Maghull planning area (primary schools).



Year	Total PAN	R	Y1	Y2	Y3	Y4	Y5	Y6	Total
2021/2022	3255	458	490	461	480	477	509	502	3377*
2022/2023	3255	460	463	490	465	480	474	505	3337*
2023/2024	3255	503	463	467	498	468	480	477	3356
2024/2025	3255	500	507	465	469	499	467	480	3387
2025/2026	3465	491	505	511	468	470	498	468	3411
2026/2027	3465	491	496	509	514	469	470	499	3448

PAN = Pupil Admissions Number

\*= Existing on roll

2.6 The table demonstrates the increase in pupil yield from housing developments as shown, rising from 3255 (in 2024/25) to 3465 (in 2025/26) which equates to the increase in numbers to be provided for at Summerhill. Therefore, the principle of the expansion of the school has been established in the Local Plan and is now necessary due to the increasing number of children in the immediate area.

### 3. Neighbouring Living Conditions

3.1 The eastern boundary of the school adjoins the side gardens of 24 and 25 Grange Park and initially the scheme included a Multi-Use Games Area (MUGA) and ball stop fencing to a height of 8 metres adjacent to this boundary. Concerns were raised by the neighbours about the proximity of the MUGA and associated noise and the proposal now omits the MUGA and fencing. Provision has been made for a playground in a revised location with a landscape mound to a height of 1.1m between the eastern boundary and the playground. The playground would be approximately 27m from the side elevation of no. 25 Grange Park. It is considered that this revision is acceptable and would reduce the impact of the proposals upon the residential amenities of these adjacent occupiers.

3.2 The side and rear garden of the bungalow known as 86 Poverty Lane is located on the south-eastern boundary together with the rear gardens of 49, 51, 53, and 55 Summerhill Drive. The most recent revised plans demonstrate that the two-storey rear extension which has a height of 10 metres would be located approximately 22m from the rear and side boundary of 86 Poverty Lane and some 17 metres from the rear boundary of no 55 Summerhill Drive. The extension has been designed to provide for a shallow pitched roof and there would be a small window at first floor level which would have obscure glazing. Subject to a condition controlling this aspect there would be no undue impact in terms of privacy, overshadowing or loss of outlook to these properties.

3.3 The north east elevation would be approximately 47.5 metres away from the side boundary of the rear garden of no 24 Grange Park. Although there are windows to the classrooms, due to the separation distance it is considered that there would be no undue impact in terms of

privacy, overshadowing or loss of outlook to this property. Subject to the imposition of conditions the proposed development would meet the aims of Policy EQ2 'Design' Part 1 a. of the Sefton Local Plan.

#### 4. Design

4.1 Summerhill Primary School is a one form entry, single storey 1970's system built, flat roof structure. The existing school building has a footprint of 1744m<sup>2</sup> on a site with total area of 2.27Ha. The proposed two storey seven classroom block would be located to the rear facing Poverty Lane and would be constructed to the southeast on an area currently used as a playground. The 2-storey classroom block extension would measure 19.6m x 22.1m and has been designed with a shallow pitch hipped roof to 10 metres to ridge and 7 metres to the eaves utilising metal roof tiles in a slate colour. The kitchen and office extensions are single storey height to match existing. The new extensions would have a total gross floor area of 983m<sup>2</sup> internally measured. The walls of the extension would use facing bricks and the scheme includes solar panels which meets the aims of Policy EQ7 'Energy Efficient and Low Carbon Design' a condition to control the materials is recommended.

4.2 Policy MAG 4 'Character Areas' of the Maghull Neighbourhood Plan sets out that development that respects the distinct characteristics in terms of the type of development, scale, design, open space provision and general layout, and improves but does not detract from its surroundings in the Local Character Areas in which it is located, will be supported. The site is located within an area defined as the Hall Road character area. The Character Area assessment for this area sets out that it is one of the oldest parts of Maghull with a mixture of established and imposing Victorian buildings. However, this specific part of the Hall Road Character Area, which includes the homes fronting Poverty Lane, and the school itself, is more modern. It is considered that the extension of a relatively modern school building along a road of modern buildings would not compromise the character of the Hall Road Character Area. This will become more apparent when the new housing estate is constructed directly opposite, which includes two storey homes.

4.3 Therefore, the design of the extension is considered acceptable and would meet the aims of Policy EQ2 design Part 1 a of the Local Plan which seeks to ensure that proposals respond positively to the character, local distinctiveness and form of their surroundings and Policy MAG4 of the Maghull Neighbourhood Plan.

#### 5. Construction Works

5.1 A contract plan has been submitted which includes two new temporary site accesses. However, a Construction Traffic Management Plan (CTMP) would need to be submitted as the phasing and construction process would need to be carefully managed to ensure that the details are coordinated with new residential development opposite. A condition to ensure that the living conditions of the neighbours during the construction process is protected, in terms of noise and dust, would also need to be imposed.

## 6. Access Transportation and Highway Safety

6.1 As set out above the school extension is required to accommodate an increase in children living in the surrounding area due to the large residential development at the land East of Maghull. This is located to the north of the school and therefore it is expected that the majority of additional pedestrian/cycle/vehicle movements would come from the north. While this is considered likely the acceptability of the proposal is not reliant on this.

6.2 There is existing vehicular and pedestrian access from Poverty Lane with a separate pedestrian gate with access to the school from the cul-de-sac known as Grange Park. The existing car park provides for 30 car parking spaces for the school and nursery including 5 disabled bays.

6.3 The Highways Manager has advised that the parking standards require 54 spaces (30 existing spaces plus 24 new spaces based on 3 spaces per new classroom i.e.,  $3 \times 8 = 24$ ). The most recent layout provides for 47 car park spaces including 5 disabled bays which is a shortfall of 7 spaces ( $54 - 47 = 7$ ).

6.4 However, the highway improvement works to be implemented in the vicinity of the site as a result of the approved residential development opposite the school will create better facilities for walking and access to public transport that could assist in reducing private car use. The improvements consist of:

- Three new pedestrian crossings on Poverty Lane, a signalised crossing outside the school and 2 zebra crossings, one to the north and one to the south of the school.
- A new 2m wide footway will be introduced along the north east side of Poverty Lane fronting the residential site and opposite the school where there is currently a narrow grass verge and no footway. The widening to 2m of a section of existing footway on the south west side of Poverty Lane east of the railway bridge.
- The existing Public Right of Way (Maghull No. 13 Footpath) to the south east of the school that runs alongside the M58 motorway alignment is to be enhanced to a shared cycleway/footway with lighting.
- Improved traffic calming measures will be introduced on Poverty Lane in the vicinity of the school.

6.5 The Highways Manager has also advised that as part of these highway improvements associated with the residential development the two new parking laybys totalling 8 spaces are proposed opposite the school which could also be utilised during school pick up/drop off. The proposed car parking is therefore deemed acceptable.

6.6 Residents have suggested that more of the school grounds should be considered to provide additional car parking spaces and the applicant provided draft revised plans to increase the number of car park spaces, but Sport England raised an objection to the scheme as the car park extended into the playing field.

6.7 A number of other layouts have been considered including the provision of additional laybys; however, an objection was received regarding the construction of a two-space layby on Poverty Lane due to the impact upon a residential property. The applicant has submitted revised plans to omit this layby as further survey work has identified that this would impact upon a number of underground services, street lighting and the loss of a mature tree.

6.8 It is acknowledged that there is a need to provide adequate car parking whilst balancing the need to expand the school and provide adequate sporting facilities on a constrained site. The highway improvement works associated with the residential development will create improved pedestrian routes to the surrounding residential areas, Maghull rail station and the bus stops on Poverty Lane to encourage sustainable travel. On this basis, the parking provision is acceptable.

#### 6.8.1 *Grange Park Entrance*

6.8.2 Objections have been raised regarding current issues associated with parents driving children to the school via Grange Park and that doubling the school numbers would exacerbate this situation.

6.8.3 To address this issue consideration was given to closing the pedestrian access point however this would remove options for parents and staff who wish to walk /cycle to school from the wider area to the south of the site and Maghull Station. The Highways team have checked their records and have advised that they have not had any complaints about parental parking in this road since their records started. Notwithstanding this they further advise that the Government and Local Authorities have a responsibility to encourage sustainable travel by reducing vehicle traffic and enabling children and parents to walk to school. The Grange Park gate provides this opportunity for those living on the southwest side of the school.

6.8.4 The Highways Manager has concerns about displaced and increased parking as a result of closing the pedestrian access to the school on Grange Park, particularly on Poverty Lane, Ashleigh Road and Molyneux Road. They are concerned that an increase in vehicle movements during the AM and PM peak period on these roads and surrounding road network would occur by preventing the use of the existing pedestrian access, both from diverted vehicles and from children who previously walked instead of being driven due to the added distance to the Poverty Lane entrance.

6.8.5 The head teacher has also noted that the school has families and staff who access the gate to walk through to Maghull station to use public transport to get to work; closure of this

gate would add unnecessary time onto their daily journey, cause punctuality issues and as a result increase traffic on Poverty Lane. Furthermore, some of their pupils with hidden disabilities also use this entrance as it allows for a calmer start to their day.

- 6.8.6 This gate is often used to access public transport for school trips as it provides a much safer route to the station due to lack of traffic and no busy roads to cross. The alternative route would include crossing a busy junction and an exceptionally narrow pavement only suitable for one person. They also use the gate for local trips to access the canal, St Andrews Church for their Christmas Service, the Baptist church, the Swimming baths, and the local area in general for Geography, History, Orienteering, Bikeability and the local library. Furthermore, the closure of the gate would also mean the children with physical and hidden disabilities would suffer due to the added complications and length of the alternative route e.g., 15 minutes in an electric wheelchair on the busy road would put stress and strain on children. They use the gate access to Grange Park when they are teaching road safety as it is quiet during the school day and is a safe place to teach key skills.
- 6.8.7 Officers are of the view that it is very important that a good quality management plan and travel plan are developed and provided to address the issues that these residents experience and the school has agreed to this. This will need to include details of how the school will communicate with parents and the work they will undertake to change the behaviours which lead to disruption for residents of Grange Park. It will also be important that this information is communicated to all new families attending the school to prevent the behaviour from the start. It is important to remember that the need to expand the school is to cater for the additional residential developments on Poverty Lane to the north of the school, meaning it is likely that the added intake will access the site from Poverty Lane rather than using Grange Park. Whilst this assumption is not absolute as proximity is not the only factor in choice of schools, it is a significant matter and weight should be given to this consideration. In combination, commitment from the school to a management plan and a travel plan, along with a limited number of additional children accessing the school via Grange Park mean that the proposal is unlikely to have any worse impact on that road and the travel plan and management plan could improve the situation.
- 6.8.8 Whilst not a requirement from a highway's perspective for the development, other options for improving the management of parking on and access to Grange Park have been considered though all include mechanisms which are outside of planning and could not be secured under this application. A new School Streets Initiative is being trialled across the country to address these types of issues and could be considered. A Traffic Regulation Order (TRO) would be needed to facilitate this to prevent access to Grange Park for unauthorised vehicles which would legally prevent school drop-off and pick-up on Grange Park. The TRO would be enforceable by the Police. However, the Council could apply to the Department for Transport in the near future for legal powers and funding to undertake the enforcement itself through the use of cameras to be erected on Grange Park. Traffic Regulation Orders are subject to a statutory process requiring consultation and there could

be objections to be considered when determining whether or not to make the TRO, meaning there is no guarantee the TRO would be approved.

6.8.9 On balance therefore, the opportunity to ensure there are sustainable routes to the school through the continued use of the pedestrian gate on Grange Park is considered acceptable. Subject to the imposition of conditions the proposed development would meet the aims of Policy EQ2 'Design' Part 2 (a) of the Sefton Local Plan.

6.8.10 To conclude the highway section, there are no objections in principle to the proposals as there would be no adverse highway safety impacts, subject to conditions controlling the car park, motorcycle and cycle parking, a travel plan, mud on the road and a construction management plan.

## **7. Sport England**

7.1 Initially Sport England objected to the scheme as the Multi Use Games Area and car park extension had an unacceptable impact on the current and potential playing pitch provision on the site. The revised plans which demonstrated the replacement of the MUGA with a hard surface playground and an extension of the existing car park are now acceptable. The siting of the proposed playground and car park extension would meet exception 3 of Sport England's Playing Field Policy in that the proposed development affects only land incapable of forming part of a playing pitch, does not reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality and would not prejudice the use of the remaining areas of playing field on the site.

7.2 Sport England has no objections to this application as it is considered to accord with exception 3 of Sport England's Playing Fields Policy and with paragraph 99 of the National Planning Policy Framework (NPPF).

## **8. Environmental Matters**

### **8.1.1 Trees, Open Space and Landscaping**

8.1.2 Following the comments from the neighbours the applicant has amended the landscape scheme to ensure that the existing hedge planting between the school boundary and 86 Poverty Lane and 55 Summerhill Primary remains. There are two existing large trees and five medium trees which would be affected by the works. The applicant has advised that the existing five medium size trees will be carefully reclaimed and re-planted within the site. A total of 24 new trees will be planted within the school site and a condition to control this aspect is recommended.

### **8.1.3 Ecology**

- 8.1.4 The applicant has submitted an ecology report in accordance with Local Plan policy NH2 (Ecology Report, Kingdom Ecology, 28 September 2022). The report states that no evidence of bats or Great crested newt use or presence was found. An informative could be added to ensure that should contractors become aware of them as a legal requirement, work must cease, and advice must be sought from a licensed specialist. Section 5.2.2 of the report recommends several biodiversity enhancements to improve the ecological value of the site. These are welcomed and can be secured through a condition. A condition to ensure that birds during the bird breeding season are protected is required too.
- 8.1.5 The application site is within the Sefton Coast Red Squirrel Refuge and Buffer Zone which has been adopted by the Council. The revised landscape plan has included details of small seed-bearing species which encourage red squirrels and discourage grey squirrels in accordance with Local Plan policy NH2. Subject to conditions to control the above, the scheme is considered acceptable and meets the aims of Policies NH2 and EQ7 of the Sefton Local Plan.
- 8.1.6 Drainage and Flood Risk
- 8.1.7 Initially, concerns were raised about the drainage information and the applicant has undertaken additional survey work including a site investigation and test results to confirm infiltrations rates.
- 8.1.8 A drainage survey to check the existing system before finalising the drainage details. Conditions to control this aspect are recommended.

## Planning Balance and Conclusion

The above assessment sets out how the scheme complies with the Sefton Local Plan and the Maghull Neighbourhood Plan. The expansion of Summerhill Primary school to provide a two-form entry school is considered acceptable and the principle has been established through Policy MN 3 of the Sefton Local Plan. It is now necessary to plan in detail for accommodating the expected increase in number of pupils.

Conditions to control the car park arrangements and cycle provision are required to provide a safe access and protect the living conditions of nearby residents. Ecological aspects can be controlled by condition to ensure that opportunities for biodiversity are provided. Drainage and environmental protection conditions will ensure that the development is acceptable for both the school and the surrounding residential properties. There are no outstanding objections from any statutory consultees.

Subject to the imposition of conditions the development is considered to be acceptable and accords with the policies in both the Local Plan and the Maghull Neighbourhood Plan.

## Equality Act Consideration

Section 149(1) of the Equality Act 2010 establishes a duty for the Council as a public authority to have due regard to three identified needs in exercising its functions. These needs are to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- Advance equality of opportunity between people who share a relevant protected characteristic (age, disability, race, gender reassignment, marriage and civil partnership, pregnancy and maternity, religion and belief, sex and sexual orientation) and people who do not share it;
- Foster good relations between people who share a relevant protected characteristic and those who do not share it.

The decision to approve this scheme would comply with the requirements of the Equality Act 2010, that no one with a protected characteristic will be unduly disadvantaged by this development.

## **Recommendation - Approve with Conditions**

### **Time Limit for Commencement**

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

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

### **Approved Plans**

- 2) The development shall be carried out in accordance with the following approved plans and documents:

ED133- 8 - P01 Location Plan  
ED133 – 8 - P02 Existing Site Plan  
ED133 – 8 - P03 Rev F Proposed Site Plan  
ED133 – 8 - P06 Rev E Proposed Landscape Plan  
ED133 – 8 - P20 Rev D Proposed Building  
ED133 – 8 -21 Rev E Teaching Block  
ED133 – 8 -22 Rev E Teaching Block First Floor  
ED133 – 8 -23 Rev C kitchen Block  
ED133 – 8 -24 Rev C Entrance



ED133 – 8 -25 Rev D Proposed Roof  
ED133 – 8 - P30 Rev D Proposed Elevations  
ED133 – 8 -P31 Rev C Sections/Elevations

Reason: For the avoidance of doubt.

### Before the Development is Commenced

- 3) No development shall commence, including any works of demolition, until details of all wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall include provision for the wheel washing of every vehicle directly engaged in construction/demolition activity prior to it leaving the site and shall be implemented during the course of the entire demolition/construction period.

Reason: To ensure the safety of highway users during both the demolition and construction phase of the development.

- 4) No development shall commence, including any works of demolition, until a Highways Construction Traffic Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the demolition and construction periods and shall include but not be limited to the following:

- the parking of vehicles of site operatives and visitors
- site access
- site operational hours and materials delivery times
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development.
- measures to control the emission of dust, dirt during demolition and construction.

Reason: To ensure the safety of highway users during the construction phase of the development.

- 5) No development shall commence until full details of a scheme for a surface water sustainable drainage scheme to serve the site, has 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. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved scheme.

Reason: To ensure satisfactory drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework, Paragraph 103 and Policy EQ8 in the Local Plan.

- 6) No tree felling, scrub clearance, hedgerow removal, vegetation management, ground clearance or building works 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, hedgerows and vegetation are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected are required to be submitted for approval.

Reason: To protect birds during their breeding season.

- 7) No development shall commence above slab level until details of the materials to be used in the construction of the external surfaces of the extensions are submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: These details are required prior to external construction to ensure an acceptable visual appearance to the development.

### During Building Works

- 8) No piling shall take place until a scheme of piling methodology, which provides justification for the method chosen and details of proposed noise and vibration suppression methods, has first been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason To safeguard the living conditions of neighbouring occupiers and land users.

- 9) Site working hours shall be restricted to the following times: Monday to Friday - 8am to 6pm, Saturday - 8am to 1pm. No work on site should be carried out on Sundays or Bank Holidays. Should there be any need to deviate from the hours of work proposed, notice should be given to the Local Planning Authority, and agreed, prior to this work taking place.

Reason To safeguard the living conditions of neighbouring occupiers and land users.

- 10) In the event that previously unidentified contamination is found at any time when carrying out the approved development, immediate contact must be made with the Local Planning Authority and works must cease in that area. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of the remedial works identified in the approved remediation strategy, a verification report that demonstrates compliance with the agreed

remediation objectives and criteria will be required, which is subject to the approval in writing of the Local Planning Authority.

Reason To safeguard the living conditions of neighbouring occupiers and land users.

### Before the Development is Occupied

- 11) The development shall not be occupied until facilities for the secure storage of cycles and motorcycles have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and they shall be retained in perpetuity thereafter.

Reason In order to meet sustainable transport objectives including the increased use of public cycling.

- 12) The development shall not be occupied or brought into use until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets.

Reason In order to meet sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

- 13) A scheme to control fumes, noise and odour for any proposed plant and equipment to be installed on site shall be submitted to and approved in writing by the Local Planning Authority before its use becomes operational and retained thereafter.

Reason: To safeguard the living conditions of neighbouring/adjacent occupiers and land users.

- 14) The new school building development shall not be occupied until a scheme detailing any proposed external lighting to be installed on the site shall be submitted to and approved in writing by the Local Planning Authority. All external lighting shall be installed and maintained in accordance with the agreed scheme. All lighting installations should be suitably positioned, angled and orientated so that light glare and overspill does not affect neighbouring properties.

Reason: To safeguard the living conditions of neighbouring/adjacent occupiers and land users.

- 15) No development shall be occupied until space has been hard surfaced and laid out within the site in accordance with drawing no. ED133- 8- P03 Rev F Proposed Site Plan for cars to be parked and that space shall thereafter be kept available for the parking of vehicles in perpetuity thereafter.

Reason To ensure that enough car parking is provided for the development and to ensure the safety of highway users.

- 16) The extension shall not be first occupied until a scheme and appropriate scaled plan identifying suitable locations on the site for the erection of bird nesting boxes and bat boxes together with a timetable for implementation has been submitted to and approved in writing by the Local Planning Authority. The approved scheme of nesting and bat boxes shall be installed in accordance with the approved details and timetable.

Reason: To support ecological and biodiversity within the site.

- 17) Within the first planting/seeding season following first occupation of the new classroom/ classrooms all planting, seeding or turfing comprised in the approved details of landscaping shown on drawing no. ED 133-8-PO6 Rev E shall be carried out; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure an acceptable visual appearance to the development and to meet the aims of Policy NH2 of the Sefton Local Plan.

#### **Informative**

- 1) There are a variety of piling methods available, some of which cause considerably greater noise and vibration than others. It is common for the prevailing ground conditions to influence the chosen method of piling. Where the prevailing ground conditions would permit more than one piling method, the Council would expect the contractor to choose the method which causes the least amount of noise and vibration, in accordance with the following hierarchy Pressed-in methods, e.g. Hydraulic jacking Auger / bored piling Diaphragm Walling Vibratory piling or vibro replacement Driven piling or dynamic consolidation. Should the contractor propose to use a method which is not the preferred lower impact option, then satisfactory justification will need to be provided in order to demonstrate the piling method that is utilised meets Best Practicable Means (BPM). Please note vibration monitoring will be required for all piling projects. For further advice on what to include in your piling methodology scheme and current standards please contact Sefton's Pollution Control Team.
- 2) Should you become aware of any protected species present, works should cease immediately, and further specialist advise sought.