

Report of: CHIEF PLANNING OFFICER Derek McKenzie

Report to: PLANNING COMMITTEE **Date of Meeting:** 26th June 2024

Subject: [DC/2024/00746](#)
[Summerhill Primary School Poverty Lane Maghull L31 3DT](#)

Proposal: Erection of a two-storey extension classroom block, extending of existing hall, provision of internal mezzanine floor 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, installation of low level and perimeter fencing to match, and landscaping (alternative to DC/2022/01702).

Applicant: Yvonne Gleig **Agent:** Mr John Monk
Summerhill Primary School Sefton Council

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

Reason for Committee Determination: Discretion of Chief Planning Officer

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. Planning permission was refused in July 2023 for a similar scheme due to the impact on the living conditions of the residents of Grange Park, to the increase in pupil numbers and the continued use of the pedestrian access. To address the reason for refusal the school and its pupils have engaged with the School Streets Initiative whereby unauthorised traffic would be prevented from accessing Grange Park during school drop off and pick-up.

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

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Application documents and plans are available at:

<https://pa.sefton.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=SCQY02NW08800>

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 approximately 2 ha of land and the school buildings including a small stand-alone nursery are located towards the eastern part of the site. A small area of landscaping with the railway line beyond 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 over 200 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, with the most recent being:

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 Ref: DC/2022/01702 refused 26 July 2023 for the following reasons:

The increase in pupil numbers and continued use of the pedestrian access to Summerhill Primary School would have a detrimental impact upon the living conditions of the residents of Grange Park. The proposal would result in increased noise and disturbance created by the comings and goings along Grange Park and would be contrary to Policy EQ2 Part 2c of the Sefton Local Plan.

Consultations

Environmental Health Manager

Air Quality

No objections subject to a condition regarding appropriate dust control during construction.

Environmental Health

No objections subject to conditions controlling a Construction Environmental Management Plan (CEMP) detail of piling, kitchen plant and equipment and lighting.

Land Contamination Officer

No objections- an Informative about the reuse of soils on site is recommended.

Highways Manager

No objections subject to conditions

Local Lead Flooding Authority

No objection subject to a drainage condition

Local Planning Manager

The proposals are acceptable, and the principle has already been accepted by the Council through Policy MN3 of the Sefton Local Plan.

Merseyside Environmental Advisory Service

No objection subject to conditions to control birds during the bird breeding season, and a Habitat Management and Monitoring Plan (HMMP).

Network Rail

No objections

Sport England

No objection

United Utilities

No objection subject to a drainage condition

Neighbour Representations

Two site notices have been posted: one on Poverty Lane and one on Grange Park and an advert placed in the newspaper. Neighbouring properties have been notified by letter. In line with the Statement of Community Involvement the neighbouring properties on the new residential development have also been notified with an expiry date of 24 June 2026.

One letter of representation has been received which raises the following points.

The need for the extension

- There are a number of surplus places in the surrounding schools which may negate the need for this proposal; for example, St. Andrews C of E School, which was once a two-form entry school, is now one form entry.
- A redefinition of the boundary for admission to Summerhill School would enable it to cater for the needs of the 'new' local child population created by the housing development opposite the school.

Impact upon the living conditions of adjacent residential properties

- The proximity of the proposed playground to Grange Park will result in significant increase in noise.
- There is a strong likelihood of the 'drainage ditch' between my property and Summerhill School being flooded due to the creation of hard surfaces i.e. the two storey extension, the proposed playgrounds and increased car park.
- The possibility of construction traffic in Grange Park.

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 Licence 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 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 1744m² and the new extensions would have a total area of 983m² internally.

1.2 The project has a two phased approach. Phase 1 is to construct a two storey eight classroom block and Phase 2 to modify the existing school area to provide an enlarged hall with a mezzanine floor and new kitchen, improved circulation to existing classrooms (rather than through hall space) new classrooms and resources areas, new WC and store. A new playground area with a grass mound approximately 1.2m in height is also proposed. Additional tree planting is included within the site.

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, ecology including Biodiversity Net Gain, sports provision and community use, residential amenity and general environmental impacts. To address the reason for refusal the school and its pupils have engaged with the School Streets Initiative to prevent unauthorised traffic from gaining access to Grange Park during school drop off and pick up times. Other changes include more landscaping and tree planting due to the introduction of the national Biodiversity Net Gain requirement. The School Places Team has also provided an update on the current situation.

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 17th 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 legal agreement 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 a query by a resident about the expansion/justification for the increase at Summerhill Primary and potential for other schools to be considered, the Schools Support Team advised in June 2024 that currently there are no surplus places at all in the Maghull Primary schools. As at 4th June 2024 there are 155 children on waiting lists for schools within this area. There are no places in the Maghull planning area for the reception cohort September 2024 and parents are having to be offered schools more than the statutory distance from their homes. The impact of this is children are not able to access a place in the community where they live. In addition, this has implications on the home to school transport bill.

2.5 In terms of the second query from the resident, the School Support Team has advised that Summerhill does not currently have a boundary area as part of the school's oversubscription

criteria. It is considered unnecessary to change this and set up a new catchment area (boundary) due to the proximity of the new properties. Residents in the new housing would be given preference to other families who live further away.

2.6 Therefore, the principle of the expansion of the school has been established in the Local Plan and is increasingly 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 provision has been made for a playground with a landscaped mound to a height of 1.2m between the eastern boundary and the playground. Concern has been raised by a neighbour about noise from the playground. The playground would be approximately 27m from the side elevation of no. 25 Grange Park. The mound and landscape planting would reduce the impact of the proposals on the living conditions of these adjacent occupiers. In addition, the proposal is based at an established school site. Given the distance from the dwelling and the landscaping it is considered that the proposal is acceptable.

3.2 The roof of the existing hall would be raised to a height of 5metres, the same as the original plans that were refused in July 2023. The current plans provide for a mezzanine floor in the hall and the applicant has confirmed this would be accessed via a ladder to store the school's Christmas decorations and boxes.

3.3 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 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 a shallow pitched roof and there would be a small window at first floor level which would be obscurely glazed. 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.

3.4 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 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.

3.5 The construction process has the potential to have an unacceptable impact upon the living conditions of adjacent residential properties in terms of noise, dust and vibration. A construction management plan would be required to be submitted. The wheel wash facilities are currently shown adjacent to the boundary with 86 Poverty Lane. However, the Highways

Manager has advised that the current construction layout plans are unacceptable, and these aspects would be controlled by a condition as set out in paragraph 5.6.10 below.

4. Design

4.1 Summerhill Primary School is currently a one form entry, single storey 1970's system built, flat roof structure. 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 which would be 10 metres to ridge and 7 metres to the eaves with metal roof tiles in a slate colour. The kitchen and office extensions are single storey height to match the existing. 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 supports 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. The site is located within an area defined as the Hall Road Character Area. The Character Area assessment for this area notes 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, together with the new homes currently being constructed and the school itself, is more modern. Therefore, the proposal would not compromise the character of the Hall Road Character Area.

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

5. Access Transportation and Highway Safety

5.1 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 on 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.

5.2 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.

5.3 The Highways Manager has previously 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 proposed layout provides for 47 car park spaces including 5 disabled bays which is a shortfall of 7 spaces ($54-47=7$).

5.4 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 3m wide footway/cycleway 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.

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

5.6 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 and cycle routes to the surrounding residential areas, Maghull rail station and the bus stops on Poverty Lane to encourage sustainable travel. On this basis, the Highways Manger considers the parking provision is acceptable.

5.7.1 *Grange Park Entrance*

5.7.2 The previous application was refused due to the increase in pupil numbers and continued use of the pedestrian access to Summerhill Primary School which, due to noise and disturbance from vehicles, would have a detrimental impact upon the living conditions of the residents of Grange Park.

- 5.7.3 To address this issue the school and its pupils have worked with Sustrans (a charity aimed at making it easier for everyone to walk, wheel and cycle) and the Highways Team on a range of activities to understand their journey to school experience. One of the outcomes is the commitment to create a School Street along Grange Park and Hurst Park. An Experimental Traffic Regulation Order (TRO) has been made which will temporarily close Grange Park and Hurst Road to general vehicular traffic at the start and end of the school day during term time. This will become operational once the school street signage is erected (currently estimated to be the end of June 2024).
- 5.7.4 The TRO will be in place for 18 months and allows for modifications to be made if deemed necessary. Exemptions in the TRO will apply to residents, emergency service vehicles and blue badge holders visiting the restricted roads. The school street should make these roads safer by preventing vehicles coming to pick up and drop off children and more inviting for walking and cycling to and from school as a result.
- 5.7.5 The operating time of the legal order will be term time excluding inset days as published, and public holidays. The operating times of the order are as follows:
- Start of School Day – 0830hrs – 0900hrs
End of School Day – 1430hrs – 1530hrs
- 5.7.6 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 gateway provides this opportunity for those living on the southwest side of the school. The use of the pedestrian gate also provides for families and staff walking through to Maghull station to use public transport to get to work and, for some of their pupils with hidden disabilities, use of the entrance allows for a calmer start to their day.
- 5.7.7 The application is accompanied by a Travel Plan and in combination with the School Streets Initiative, commitment from the school to the travel plan, along with a limited number of additional children accessing the school via Grange Park, the proposal is acceptable and likely to improve the current situation. The Highways Manager has advised that the Travel Plan does need some minor changes including the need to incorporate targets to reduce car travel which can be controlled by a condition.
- 5.7.8 Concern was raised at the previous planning committee meeting about the displacement of cars from Grange Park and the impact that this could have on increased traffic on Poverty Lane. The Highways Manager has advised that the proposed off site highway works detailed above would create improved pedestrian and cycle routes to the surrounding residential areas, Maghull rail station and the bus stops on Poverty Lane to encourage sustainable travel. In addition, the school is very committed to activities which will change behaviour to reduce reliance on the car.

- 5.7.9 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.
- 5.8 The application is accompanied by a Construction Traffic Management Plan and the construction traffic routing plan to the site directs vehicles via M58 Junction 1. This is acceptable as it reflects what is already in place for the residential development currently being constructed on the opposite side of Poverty Lane. However, the Highways Manager has raised a number of concerns with some of the details - the timing of deliveries, the construction site accesses and wheel wash facilities. Different site construction plans would be needed for different project phases and would need to specify the location of loading/unloading areas, material/plant storage, site offices/welfare facilities, contractor and school/nursery staff vehicle parking, wheel/jet wash facility, etc. for each construction phase. Such details would be addressed with the site contractor. Whilst the current Construction Traffic Management Plan submission is not acceptable, a condition to control this aspect is recommended.
- 5.9 To conclude the assessment of the highways implications, 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. The proposal therefore satisfies Policy EQ3 'Accessibility' of the Sefton Local Plan.

6 Sport England

- 6.1 The siting of the proposed playground and car park extension is acceptable as the proposed development affects only land incapable of forming part of a playing pitch. It 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.
- 6.2 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 103 of the National Planning Policy Framework (NPPF).

7 Environmental Matters

7.1.1 Ecology, Trees and Landscaping

- 7.1.2 The applicant has submitted an ecology report in accordance with Local Plan policy NH2 (Ecology Report, Kingdom Ecology, 10 April 2024). 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.

7.1.3 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. To address Biodiversity Net Gain (BNG) the application is accompanied by a 'Defra Metric' and a proposed landscaping scheme which demonstrates that the development is capable of achieving 10% biodiversity net gain. Initially, the Ecology report did not include the school playing field within the application site, and this would have impacted upon the delivery mechanism to achieve Biodiversity Net Gain. Following the submission of an updated ecology report dated 5 June 2024 and an updated Defra Biodiversity metric, Merseyside Ecological Advisory Service, the Council's ecology consultant, has advised that the revised information is acceptable. A total of 110 new trees would be planted within the school grounds and the applicant is required to submit a Habitat Management and Monitoring Plan (HMMP) to show how the proposed BNG will be maintained over a 30-year period. A condition to control this aspect is recommended.

7.1.4 Section 5.2.2 of the ecology report recommends several biodiversity enhancements to improve the ecological value of the site. These are welcomed and should be incorporated within the Habitat Management and Monitoring Plan (HMMP) which can be secured through a condition. A condition recommended by MEAS to ensure that birds are protected during the bird breeding season is not supported as this is covered by other legislation.

7.2 Drainage and Flood Risk

7.2.1 The application is accompanied by a Drainage Strategy Report revised in April 2024. This advised that the site is classed as being at low risk of flooding as the site is within Flood Zone 1. The proposed drainage has been modelled to include the proposed areas from the new extensions, any existing areas currently served by the failed soakaways, and the existing areas that have been incorrectly connected to the foul sewers. Where possible, the larger areas of new playground/car park should be of permeable construction to reduce the initial surface water runoff.

7.2.2 Although concerns have been raised by neighbours about surface water flooding the drainage details propose that the surface water would be discharged from site via a gravity connection to the highway drain maintained by Sefton Council's Local Drainage team. Any excess flows would be managed via a combination of cellular attenuation and permeable construction. The Flooding and Drainage Manager and United Utilities have raised no objection subject to a condition to control this aspect. The proposal therefore complies with Sefton Local Plan Policy EQ8, 'Flood Risk and Surface Water'.

8.0 Planning Balance and Conclusion

- 8.1 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 has become urgent and necessary to plan in detail for accommodating the expected increase in number of pupils.
- 8.2 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. Biodiversity Net Gain has been carefully considered and addressed and ecological aspects can be controlled by conditions 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.
- 8.3 Subject to the imposition of conditions the development is considered to be acceptable and accords with the policies in the Local Plan and the Maghull Neighbourhood Plan and with the National Planning Policy Framework.

9.0 Equality Act Consideration

- 9.1 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.
- 9.2 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 Proposed Site Plan
ED133 – 8 - P06 Proposed Landscape Plan
ED133 – 8 - P21 Teaching Block
ED133 – 8 - P22 Teaching Block First Floor
ED133 – 8 - P23 Kitchen Block
ED133 – 8 - P24 Entrance
ED133 – 8 - P25 Proposed Roof
ED133 -8 - P30 Proposed General Elevations
ED133 – 8 - P31 Proposed General Sections /Elevations
ED133 – 8 - P32 Proposed Site Section X-Y
ED133 – 8 - P39 Proposed Entrance Canopy

Ecology Report, Kingdo Ecology 5 June 2024 and updated Defra metric (June 2024).
Drainage Strategy dated February 2023 (revised April 2024) reference no.
32895/LRD/Sutcliffe and submitted Sustainable Pro Forma.

Reason: For the avoidance of doubt.

Before the Development is Commenced

- 3) No development shall commence, including any works of demolition, until a Highways Construction 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
 - wheel wash facilities.
 - 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 and noise during demolition and construction.

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

- 4) Biodiversity Net Gain condition to be added once wording has been agreed.

During Building Works

- 5) 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.

- 6) 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.

- 7) 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 in writing by the Planning Authority, prior to this work taking place.

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

- 8) 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

- 9) The development hereby permitted including all components of the sustainable drainage system shall be carried out in accordance with the approved Drainage Strategy dated February 2023 (revised April 2024) reference no. 32895/LRD/Sutcliffe and submitted Sustainable Pro Forma. The approved scheme shall be fully constructed prior to occupation in accordance with the approved details, phasing and timetable embodied in the Drainage Strategy, or within any other period as agreed in writing by the local planning authority and in consultation with the Lead Local Flood Authority.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraph 167 of the National Planning Policy Framework, House of Commons Written Statement 161 for Sustainable Drainage Systems, and Policy EQ8 of the Local Plan.

- 10) 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 a reduction in car journeys and the increased use of cycling.

- 11) 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 car journeys and the increased use of public transport, walking and cycling.

- 12) The new school buildings shall not be occupied until the proposed mitigation measures within the School Acoustic Assessment NP-009099 Rev 5 submitted by Nova Acoustics have been implemented in full and retained for the lifetime of the development.

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

- 13) 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.

- 14) 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 Proposed Site Plan for cars to be parked. These parking areas shall be retained for their intended purpose during the lifetime of the development.

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

- 15) 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 ecology and biodiversity within the site.

- 16) Before the first use of the two-storey teaching block the first-floor window on the south east elevation of drawing no. ED133-8-P30 shall be obscurely glazed to Pilkington code level 3.

Reason: to protect the living conditions of adjacent residential properties.

- 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 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 advice sought.
- 3) If the re-use of soils is proposed on site a Materials Management Plan (MMP) should be put in place by both the contractor and developer to ensure soils are not deemed to be a waste and are suitable for use. This should be undertaken in accordance with accordance with the CL:AIRE publication "The Definition of Waste: Development Industry Code of Practice" (CL:AIRE DoW CoP) that requires production of a MMP. Any material that is deemed to be unsuitable for re-use will need to be removed from the site.