APPLICATION NO	**PA/2015/0097**
APPLICANT	Galliford Try
DEVELOPMENT	Planning permission to erect a new build primary school to accommodate 525 pupils on the existing nursery school site off Normanby Road. The current nursery school buildings will be demolished following completion of the new building.
LOCATION	Crosby Primary School, Chatterton Crescent, Scunthorpe
PARISH	**SCUNTHORPE**
WARD	Crosby and Park
CASE OFFICER	Mark Beevers
SUMMARY RECOMMENDATION	**Delegate approval to the Head of Development Management and subject to conditions**
REASONS FOR REFERENCE TO COMMITTEE	Member 'call in' (Councillor Christine O'Sullivan – significant public interest)

POLICIES

North Lincolnshire Local Plan:

T1 – Location of Development

T2 – Access to Development

T6 – Pedestrian Routes and Footpaths

T8 – Cyclists and Development

T19 – Car Parking Provision and Standards

R1 – Protecting Playing Fields

DS1 – General Requirements

DS3 – Designing Out Crime

DS12 – Light Pollution

DS14 – Foul Sewerage and Surface Water Drainage

DS15 – Water Resources

HE9 – Archaeological Evaluation

North Lincolnshire Core Strategy:

CS2 – Delivering More Sustainable Development

CS5 – Delivering High Quality Design in North Lincolnshire

CS6 – Historic Environment

CS13 – Lifelong Learning and Skills

CS22 – Community Facilities and Services

CS23 – Sport, Recreation and Open Space

CS25 – Promoting Sustainable Travel

National Planning Policy Framework:

Section 4 – Promoting Sustainable Transport

Section 7 – Requiring Good Design

Section 8 – Promoting Healthy Communities

National Planning Practice Guidance:

Climate Change

Design

Health and Wellbeing

Natural Environment

Noise

CONSULTATIONS

Highways: Verbal objection to the application due to the lack of on-site parking available for staff. Discussions have been ongoing to overcome this concern and amended plans are anticipated which will increase parking provision on the site. This objection remains in place until amended plans are received.

Trees and Landscape: Details are required prior to the commencement of development regarding the protection of existing trees and precise landscaping details, including planting and maintenance plans. These details can be secured by condition.

Environmental Health: No objections subject to conditions which protect the amenity of local residents during the construction process and future operation of the site.

Public Health: No objection.

Ecology: No objection subject to conditions which secure ecological enhancements.

Historic Environmental Record: No objection.

Severn Trent Water Ltd: No comments received.

Environment Agency: No objection subject to conditions.

Drainage: Sustainable Urban Drainage methods need to be considered in more detail before they are discounted as a viable surface water drainage solution.

Sport England: Initial objection removed following assurances that a new area of playing fields will be developed at Berkeley Road in Scunthorpe. This stance is subject to conditions which secure this replacement provision and the submission of a community use plan.

Humberside Fire and Rescue: No objections.

PUBLICITY

The proposed development has been advertised by way of press notice, sites notices and letters to residents adjoining the site and within the wider area. This consultation has resulted in 14 letters of support, 6 letters making general observations and 10 letters raising objections. The letters submitted raise the following concerns:

Wonderful opportunity for children to learn in a modern environment .

Direct access to a large playing field.

Lack of parking on the site and on the street.

Encouraging the use of public transport is unviable to teachers who need to travel into work with books, laptop and personal items.

Stairwells will be congested as people try to leave the first floor for break, lunch and home time.

Vehicles have been damaged on Frodingham Road and this would not be a safe environment for females returning to their cars at night. Safe parking should be provided on the site sufficient to meet the needs of staff.

Concerns over parking could make securing the services of the best new teachers difficult resulting in decreased teaching standards.

An alternative site exists to the east end of Sheffield Street bounded by Crosby, Warren and Glebe Roads, an area three to four times as large as the currently proposed site. This site is surrounded by commercial premises, it is fully fenced, would be more secure against vandals and may even attract land reclamation grants.

Increases in pedestrian and vehicular movements will gridlock streets from Winterton Road to Foxhills Road and to Britannia Corner. The volume of traffic will make access for buses, emergency vehicles and disabled and elderly people difficult.

Decrease in property value.

The access onto Normanby Road is an accident waiting to happen due to the volume and nature of traffic on this road.

On-street parking around this site has already resulted in highway safety concerns and 'near misses'; this problem will be exacerbated by this development.

Open views to the rear of our property will be lost due to this development.

Loss of amenity to rear garden spaces caused by loss of sunlight, overlooking and outside ventilation etc creating noise disturbance. Bins may smell and attract rats.

Disruption during the construction process.

Service vehicle at dawn will cause disturbance due to beepers.

Potential for construction vehicles to damage property.

Security of the site – youths already illegally enter the nursery site and this nuisance will be closer to my property.

It should be noted that most of the people who have written in support of the application have raised concerns with regard to the amount of parking spaces provided and most of these concerns have been raised by teachers of the current school.

ASSESSMENT

Site assessment

The site is located to the north of Scunthorpe within development limits. Land surrounding the site is predominantly residential in nature to the north, south and west. The eastern boundary of the site is formed by the B1430 Normanby Road, which is a major access road into Scunthorpe. There are commercial/industrial premises across this road and to the south-east of the site; these are initially car showrooms with heavier industry beyond and towards the steelworks.

The existing site is predominantly greenfield land and designated within the North Lincolnshire Local Plan as playing fields. There is one exception located centrally within the site which is a small nursery; this use comprises three buildings, car park and play equipment set within its own boundary. There are trees and shrubs within the nursery site close to the boundary, the wider site is cleared of vegetation but some trees are present adjacent to the site boundary. The site is generally flat, however there is a drop down from Normanby Road on the eastern boundary down into the site.

Access to the site is currently taken from Chatterton Crescent into the existing nursery. Chatterton Crescent is a residential cul-de-sac. Pedestrian accesses are available from Chatterton Crescent, and there is a pedestrian route on the western boundary of the site from Ajax Court but this does not allow access onto the site.

Proposed development

This application proposes the demolition of the existing nursery on the site and the construction of a new school building and creation of external areas and playing fields. The application includes the creation of a new vehicular access from Normanby Road which will

be graded into the site to account for the sharp drop down from Normanby Road into the site.

The proposed school building will accommodate up to 525 primary school pupils and 52 nursery children. The design and layout of the proposed school follows similar principles to other Priority School Building Projects in the area by ensuring a functional school environment and an attractive external environment is created. The proposed accommodation will replace the existing Crosby Primary School on Frodingham Road which is no longer fit for purpose. Given that this scheme takes place on a different site to the existing school, this building is unaffected by this application and any future re-development would have to be the subject of a new planning application.

The application aims to provide a modern facility, providing improved accommodation, higher quality sports facilities and better supporting infrastructure.

Pre-application discussions

A Statement of Community Consultation has not been submitted with this application. Community consultation has, however, taken place prior to the submission of the application in the form of a drop-in session where the proposals were displayed.

Main issues

The main issues to be considered in the determination of this planning application are:

the principle of development;

highway safety;

residential amenity;

design;

drainage and flood risk;

ecology; and

need.

Principle of development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the development plan consists of the North Lincolnshire Local Plan (NLLP) which was adopted in May 2003 and the North Lincolnshire Core Strategy (NLCS) which was adopted in June 2011. Material considerations exist in the form of national policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising National Planning Practice Guidance (NPPG).

This application proposes the replacement of an existing community facility with a modern replacement building and reorganisation of the existing site. The replacement unit is

considered to provide an improved facility which meets the functional needs of its ongoing and future users.

Policy CS13 of the NLCS supports improvements to educational facilities with the aim of enabling ‘everyone to share North Lincolnshire’s growing prosperity’. New developments should be of high quality design, well related to neighbourhood services and amenities and easily accessible by sustainable transport modes. They should also, in appropriate circumstances, make provision for community use.

Policy R1 seeks to protect playing fields within the site boundary and they should not be lost unless alternative provision is made of at least equal quality and quantity. Sports England has been consulted in this regard and has withdrawn an initial objection to this application subject to conditions. The removal of this objection was on the basis that a new area of playing field would be provided at Berkeley Road in Scunthorpe. This new playing field provision has been guaranteed by North Lincolnshire Council and will ensure no loss of playing field space over the whole Priority School Building Project. Sport England has requested the imposition of a Grampian condition which requires details of replacement provision and an implementation timetable prior to development commencing. The use of this condition ensures compliance with policy R1 of the NLLP.

Policy CS22 supports the principle of improving existing community facilities which meet the needs of local residents. Policy CS22 provides added support for facilities which meet the needs of a local community and are accessible by public transport, cycle and on foot and requires facilities to be of an appropriate scale to meet the needs of neighbouring properties.

Subject to consideration of sustainability principles and need, it is considered that the application complies with policies CS13 and CS22 of the NLCS and the application is therefore acceptable in principle. There are not considered to be any material planning considerations in the form of the NPPF and NPPG which would justify deviation from development plan policies.

The existing Crosby Primary School has an existing capacity of 483 pupil spaces and Crosby Nursery has capacity for 39 (total capacity 522). The proposed school will accommodate 525 primary school pupils resulting in an increase in capacity of 42 primary places and will include a nursery with capacity for 52 children which is an increase in capacity of 13 places. The proposed development is therefore considered to meet the current and growing needs of the community.

This existing educational facility is at the heart of the community which it serves. Many students will access the school on foot and cycling. The nearest bus stops are located close to the site entrance on Normanby Road and Scunthorpe train station is located 1,800 metres to the south. There are not considered to be any better sites available to meet the needs of this local community. The proposed buildings will also produce betterment over the school’s existing energy demands.

Highway safety

The application relocates the existing Crosby Primary School on Frodingham Road onto the application site. The application site is 360 metres to the north of the existing school. The existing site is located in a part of Scunthorpe characterised by narrow residential streets lined by terraced properties. The existing school site has no formal parking spaces and

users of the school would be expected to travel to the site via public transport or to park on the adjacent residential streets. This does result in congestion around the existing school.

The main access into the application site is taken from Normanby Road; this road is a strategic route into Scunthorpe, providing access into Scunthorpe town centre, into eastern Scunthorpe industrial areas and linking onto Queensway to the south. Although the proposed access into the site is acceptable in terms of meeting technical specifications, the council's Highways department has raised concerns regarding the potential for vehicles to park on Normanby Road when dropping off or waiting for children.

In order to prevent parking on Normanby Road, Traffic Regulation Orders are being progressed by the council. If successful, these will secure double yellow lines along parts of Normanby Road. Parents dropping off and picking up children would therefore need to do this via Chatterton Crescent and Ajax Court (new link to be provided onto the existing footpath) to the south and west of the site. The submitted Transport Assessment recognises that this is not an ideal scenario but will result in less highway safety concerns than dropping off and picking up from Normanby Road. A 20mph school zone will be created on Ferry Road/Old Crosby and at the junctions with Frodingham Road and Chatterton Crescent to slow traffic. Changes will also be made to the double yellow lines in this area to allow 15 minutes waiting. Improved pedestrian facilities, including dropped kerbs and tactile paving, will be provided on Ajax Court, Frodingham Road and Chatterton Crescent to improve pedestrian access. The existing zebra crossing on Old Crosby will be widened to accommodate increased use. The existing vehicular access on Chatterton Crescent will be stopped up but new crossing facilities provided for pedestrians.

This application will increase disruption to local residents, particularly to those on Chatterton Crescent and Ajax Court. Chatterton Crescent is currently used to access the existing nursery school resulting in congestion on these streets at opening and closing times. This congestion is caused by a 39-place nursery and this will be increased by the additional 13 nursery places and 525 pupil place primary school. The impact will be mitigated to some extent by the location of the site and the expectation that most pupils would access the site by sustainable nodes of transport, however the submitted Transport Statement does anticipate 106 pupils accessing the site by car/taxi. No dropping off or picking up would be allowed from within the school boundary or from Normanby Road, so most of the 106 vehicles would converge on Ferry Road, Old Crosby, Chatterton Crescent and Ajax Court.

It should be noted that the existing Crosby Primary School on Frodingham Road causes disruption in this part of Scunthorpe. This disruption is exacerbated by the location of the existing school closer to Scunthorpe town centre, close to narrow residential streets and the lack of any staff car parking. A similar number of cars, as anticipated at the application site, will arrive at the existing school causing congestion and disruption on Frodingham Road and on the surrounding streets.

This application currently proposes 29 car parking spaces but this has still resulted in objections from existing teachers and the council's Highways department. Discussions have taken place and a figure of approximately 60 parking spaces has been agreed as acceptable. Such an increase in on-site parking will ensure that all staff at the school will be able to park on the site; this removes parked cars from adjacent streets and makes a contribution to alleviating congestion which cannot be attained at the existing site. Although amended plans have not yet been submitted, these have been discussed and should be received shortly showing the additional car parking spaces.

In this instance it is considered that a balanced assessment should be undertaken and due regard given to the existing disruption caused on Frodingham Road and surrounding areas by the existing school. As such it is considered that this scheme is, on balance, acceptable for the following reasons:

Staff parking is available to remove all-day parking from the public highway.

The consolidation of the primary school and nursery together on one site will promote linked trips and reduce overall vehicle movements.

There will be no increase in vehicle movements in the wider area and congestion on Frodingham Road will be alleviated.

There are no highway safety concerns associated with this development.

Amended plans, increasing the number of parking spaces on the site up to approximately 60 spaces, are anticipated but have not yet been received at the time of writing this report. Until these plans are received the council's Highways department will maintain an objection to this application. As such the application is recommended for deferred approval to the Head of Development Management awaiting receipt of amended plans and confirmation of no objection and conditions from the council's Highways department. Subject to the receipt of amended plans providing approximately 60 car parking spaces, the application is considered to comply with policies T1, T2 and T19 of the NLLP, policy CS25 of the NLCS and Section 4 of the NPPF.

Residential amenity

The application involves the change of use of existing playing fields into a D1 use. As such there will be an increase in noise generation in the locality of the application site. This increase in noise will be caused both on the site and on local streets when pupils arrive at and depart from school. There will also be some disruption during construction operations. The main site access from Normanby Road is separated from residential properties and therefore disruption from this aspect of the development will not be significant and this access will carry the majority of construction traffic, therefore minimising the impact of HGV movements. Conditions are, however, still recommended to limit the hours within which construction can take place and HGVs can enter and make deliveries to the site. The demolition of the existing nursery will take place via Chatterton Crescent, however this will be a brief operation with short-term impact, but will still be required to comply with hours of operation conditions.

The proposal includes a single building which extends between the northern and southern boundaries of the site, acting as a barrier between the Normanby Road access and reception area, and the playing fields to the rear.

There is a 3 metre gap between the northern elevation of the building to the northern boundary of the site; this boundary is shared with residential properties which project rear elevations directly towards the site. These rear properties have rear gardens between 11 and 13 metres long resulting in separation of between 14 and 16 metres from residential properties to the school building. It is noted that the school building is located to the south of these properties and therefore has the potential to block sunlight. Dominance and loss of sunlight is mitigated by stepping the building down to single-storey; the two-storey element is set back a further 5 metres, at least 19 metres from residential properties. This is considered to ensure the school building is not overly dominant and will not reduce sunlight

into rear garden areas. The height to the top of the single-storey element is 4.8 metres and the height to the top of the two-storey element is 8.2 metres. These heights are not excessive and are considered to be acceptable in a residential area. In order to ensure there is no loss of privacy, there are no windows on this elevation.

The southern elevation of the building is located 6 metres from the southern boundary of the site. This gap acts as the main external access between the front and rear of the proposed school site. There are no residential properties directly adjacent to the school building adjacent to this southern elevation; views from Abey Garden are limited as the elevation facing the site does not contain active windows close to the site. One window is to the stairwell and other windows are behind conifer trees which block light and restrict all views. There are windows on the southern elevation of the proposed school, however these are stairwells and therefore have little impact upon amenity. Notwithstanding this any views between the proposed school building and residential properties will be at obscured views and are therefore considered to be acceptable. There are some intervening trees to soften the impact of the proposed building in terms of dominance and the building is to the north of these properties therefore not obscuring any sunlight.

Subject to conditions which control the construction process it is considered that the development will have an acceptable impact upon the residential amenity of the local area in accordance with policy DS1 of the NLLP and Core Principle 4 at paragraph 17 of the NPPF.

Design

The proposed school building has a functional design which makes effective use of internal spaces. The external appearance of the building is unassuming with different materials, colours and textures used at the site entrances to draw the observer's eye. The scale and massing of the building is not insignificant and this results in large elevations which are red brick with large reflective windows. The success of the building's design rests with the quality of materials to be used and the window detailing proposed. To ensure a high standard of materials is implemented a condition is proposed to ensure these are agreed with the local planning authority prior to development commencing.

The submitted Design and Access Statement highlights building examples which utilise simple design but generate a strong presence due to their standard of materials and the use of bold windows and frame detailing. The proposed building will implement recessed and louvre panels to add interest to the windows. This added colour and texture will add interest to the proposed building. The proposed windows are in many instances approximately 1.9 metres high and over 2 metres wide ensuring good levels of natural light emanate into the building and the surround environment is reflected against the building. Curtain walls are proposed near the site entrance and on stairwells to maximise light into the building and to break up walls.

The scale of the proposed building is acceptable in this context and does not dominate adjacent residential properties. The main view of the proposed development will be from Normanby Road at the front entrance; this is the most attractive elevation of the building as it contains more visually interesting features and a greater palette of materials, textures and colours. Other public views of the new building will be limited to glimpsed visibility from surrounding residential streets between existing residential properties. Private views into the site are available from surrounding properties. It is considered that the proposed

building will have an acceptable visual impact upon the local area, the proposed building is appropriate in its context and will have a subtle but positive impact.

It is therefore considered that the development proposes an acceptable standard of design in accordance with policies DS1 and DS3 of the NLLP, policy CS5 of the NLCS and Section 7 of the NPPF.

Ecology

The application is supported by a Phase One Ecological Survey and a Bat Survey. The Phase One Survey concluded that the site had limited potential for ecological habitat with the exception of the trees around the nursery site which are considered to provide habitat of local value for nesting and foraging. The Bat Survey did not find evidence of significant bat activity on the site and the existing nursery buildings have low potential to accommodate bat roosts.

The application is considered to comply with policies LC5 and LC6 of the NLLP, policy CS17 of the NLCS and Section 11 of the NPPF for the above reasons and subject to conditions.

Drainage and flood risk

The application site is located in flood zone 1 and is therefore not considered to be at risk of fluvial or tidal flooding. The site area is, however, over one hectare in size and therefore a Flood Risk Assessment has been produced and submitted in support of the application. The submitted Flood Risk Assessment has identified that the site is at a ‘medium’ risk from surface water flooding, as identified by the North Lincolnshire Preliminary Flood Risk Assessment and on mapping systems provided by the Environment Agency.

The risk from surface water flooding is mitigated via the raising of ground levels above the maximum estimated flood level. To ensure that this does not increase flood risk adjacent to the application site, compensatory storage is provided within the site within below ground Voided Cellular Storage Crates and within an overflow swale at the front of the site. These Sustainable Urban Design features will retain water on the site and release it at a Greenfield rate of discharge, therefore no increasing flood risk off site.

Foul and surface water flows will ultimately discharge into the 300mm combined public sewer which runs within the site adjacent to Normanby Road.

For the reasons outlined above it is considered that the application complies with policy DS14 of the NLLP, policy CS18 of the NLCS and Section 10 of the NPPF.

Need

Policy CS22 supports the principle of the proposed development so long as it meets the needs of the local community. The proposed development has sufficient capacity to accommodate an increase of 42 primary school students and 13 nursery school children; the application therefore clearly meets the existing educational needs of the area with some capacity for future expansion.

For the above reasons the application is considered to comply with the ‘need’ element of policy CS22.

Conclusions

The principle of constructing a new school on this site is considered to be acceptable. The new facility will meet the existing education needs of the area in a new modern building with improved infrastructure and facilities. A small increase in capacity will occur as a result of this application which ensures future demand is provided for.

Ecology within the site can be protected and enhanced via conditions which protect existing trees and promote ecological enhancements and habitat creation. The loss of the existing buildings complies with planning policies and guidance as they are not listed, in a conservation area or considered to be undesignated heritage assets. The site can be acceptably drained within increasing risk of flooding on or off site. The design and layout of the site is considered to be acceptable.

The application will result in additional noise for properties adjacent to the site. The proposal will also result in the loss of views across open space. No landowner has the right to a view; however, properties cannot be unacceptably affected by the loss of sunlight and/or dominated by new development. In this instance sufficient separation is considered to be provided between residential properties and the proposed school building. Elevations facing towards residential properties contain no active room windows; this ensures the impact of the new school building upon privacy is also acceptable.

Concerns have been raised regarding highway safety by the council's Highways department, local residents and existing teachers. These concerns will result in amended plans which increase staff car parking numbers on the site to a level which will ensure all staff can park within the site boundary. Subject to the council receiving an acceptable amended plan providing approximately 60 car parking spaces within the site, the Highways department will remove their objection to the application. TROs are also proposed to alleviate congestion in the area and make it easier and safer for parents to drop off and collect children whilst still promoting sustainable modes of transport. Although there will be some congestion on Ferry Road, Old Crosby, Chatterton Crescent and Ajax Court this application will alleviate congestion on Frodingham Road. Balanced against the existing concerns associated with the existing Crosby Primary School it is considered that this application is acceptable in this respect.

The application proposes a sustainable form of development, which makes effective use of a sustainable location close to existing services and public transport. The site is located close to the existing Crosby Primary School ensuring this site will continue to meet the needs of the community it serves. The new building results in energy efficiency savings which comply with the aspirations of national and local policy and improves financial viability.

RECOMMENDATION

Delegate approval to the Head of Development Management, subject to the receipt of amended plans which increase car parking provision on the site and confirmation from Highways that they have no objection to the application. Approval will be subject to the conditions outlined below and any additional conditions recommended by Highways:

1.

The development must be begun before the expiration of three years from the date of this permission.

Reason
To comply with section 91 of the Town and Country Planning Act 1990.

2.
The development hereby permitted shall be carried out in accordance with the following approved plans: GA(00)000 - Location Plan; GA(00)111 - Site Boundary; GA(00)001 - Proposed Site Plan; GA(10)001 - Ground Floor Plan; GA(10)001.1 - First Floor Plan; GA(10)002 - Roof Plan; GA(11)001 - Elevations; GA(11)002 - Elevations; GA(12)001 - Sections; and D/001 Rev P3 - Site Wide Below Ground Drainage General Arrangement.

Reason
For the avoidance of doubt and in the interests of proper planning.

3.
No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall:

- demonstrate that the surface water drainage system(s) are designed in accordance with CIRIA C697 and C687 or the National SuDS Standards, should the latter be in force when the detailed design of the surface water drainage system is undertaken;

- limit the discharge rate generated by all rainfall events up to and including the 100 year plus 30% (allowance for climate change) critical rain storm to ideally the greenfield run-off rates for the site. As a minimum, the developed site must not exceed the run-off from the undeveloped site and must not increase the risk of flooding off-site;

- demonstrate the provisions of surface water run-off attenuation storage in accordance with the requirements specified in 'Science Report SC030219 Rainfall Management for Developments';

- be supported by relevant plans, network details and calculations, including details of any attenuation system, and outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods;

- confirm how the on-site surface water drainage systems will be adopted and maintained in perpetuity to ensure long-term operation at the designed parameters.

Reason
To prevent the increased risk of flooding; to improve and protect water quality, to improve habitat and amenity and to ensure the future maintenance of the sustainable drainage structures.

4.
Development shall not begin until a scheme to deal with arsenic contamination of the site has been submitted to and approved in writing by the local planning authority.

(a) The above scheme shall include an investigation and assessment to identify the extent of arsenic contamination and the measures to be taken to avoid risk to the human health, buildings, and the environment when the site is developed.

(b) The development shall not commence until the measures approved in the scheme have been implemented.

Reason
To ensure that the future development has appropriate risk management procedures in place to address the issue of elevated arsenic levels and to comply with the provisions of policy DS7 of the North Lincolnshire Local Plan in relation to contaminated land.

5.
If, during development, any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement, detailing how this contamination shall be dealt with, has been submitted to and approved in writing by the local planning authority. The approved method statement shall be implemented in full prior to development commencing on the site.

Reason
To comply with the provisions of policy DS7 of the North Lincolnshire Local Plan in relation to contaminated land.

6.
No development shall take place until a scheme of works to achieve appropriate internal sound levels has been submitted to and approved in writing by the local planning authority. The submitted details of the scheme shall include details of sound insulation of the building envelope, including details of any ventilation plant and details of noise limits to be achieved. No use of the site shall take place until the agreed scheme of works has been completed and the results of acoustic testing to demonstrate compliance with the noise limits have been submitted to and approved in writing by the local planning authority. Any subsequent changes to the building envelope or ventilation plant shall not take place without written approval from the local planning authority.

Reason
To ensure that noise levels are suitable for use of the site as a school.

7.
No plant for refrigeration, ventilation, extraction or air conditioning shall be installed until the details have been submitted to and approved in writing by the local planning authority. The details shall include an assessment of likely impact of the plant on residential amenity, specifying noise output and any mitigation measures necessary. Details for the control of odour must be included with the details for any cooking extraction plant. All plant shall be installed and maintained in accordance with the details approved by the local planning authority.

Reason
To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

8.
No development shall commence until an assessment of the potential for light impact has been undertaken, submitted to and approved in writing by the local planning authority. The assessment shall include:

- identification of sensitive receptors likely to be impacted upon by light nuisance;

- a lighting scheme which proposes methods of mitigation against potential light nuisance, including potential glare and light spill, on sensitive receptors;

- days and hours of use of external lighting.

Once approved the agreed lighting scheme shall be installed, maintained and operated in accordance with the approved details and permanently retained. Any deviation from the agreed lighting scheme shall require approval in writing by the local planning authority.

Reason
To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

9.
Construction, demolition and site clearance operations shall be limited to the following hours:

- 7am to 7pm Monday to Friday

- 7am to 1pm on Saturdays.

No construction operations shall take place on Sundays or public/bank holidays.

HGV movements shall not be permitted outside these hours during the construction phase without prior written approval from the local planning authority.

Installation of equipment on site shall not be permitted outside these hours without prior written approval from the local planning authority.

Reason
To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

10.
No authorised development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. This shall include details of mitigation measures for the control of pollution, including noise, vibration, dust and light. All demolition, construction and site clearance work shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the local planning authority.

Reason
For the protection of amenity for local residents and adjacent school use in accordance with policy DS1 of the North Lincolnshire Local Plan.

11.
No development shall take place until a biodiversity management plan has been submitted to and approved in writing by the local planning authority. The plan shall include:

- details of measures to be taken to avoid harm to hedgehogs, bats and nesting birds during demolition and construction;

- details of nesting and roosting features to be installed in buildings to support swift (Apus apus) and pipistrelle bat (Pipistrellus spp.);

- details of bat boxes and bird nest boxes to be installed in the grounds;

- proposed timings for the installation of the above features in relation to the completion of works on each building;

- restrictions on external lighting to avoid impacts on bat roosts, bat foraging areas and sensitive habitats;

- prescriptions for the creation and management of wildflower areas, including details of soil properties and local origin plugs and seed mixes;

- prescriptions for a wildlife garden, trees, shrubs and mixed native hedges of high biodiversity value.

Reason
To protect and enhance features of recognised nature conservation importance in accordance with policy CS17 of the North Lincolnshire Core Strategy.

12.
The biodiversity management plan shall be carried out in accordance with the approved details and timings, and the approved features shall be retained thereafter, unless otherwise approved in writing by the local planning authority. Prior to the completion of the approved development, the applicant or their successor in title shall submit a report to the local planning authority, providing evidence of compliance with the biodiversity management plan.

Reason
To protect and enhance features of recognised nature conservation importance in accordance with policy CS17 of the North Lincolnshire Core Strategy.

13.
Prior to the commencement of development, a scheme setting out the provision of replacement playing field across other site(s) in North Lincolnshire (of at least the equivalent quantity and quality to that lost to the development) shall be submitted to and approved in writing by the local planning authority in consultation with Sport England. The scheme shall include the processes and methodologies set out in the Sport England

publication Natural Turf for Sport (March, 2011). The approved scheme shall include a timetable for the provision of the replacement playing field.

Reason
To ensure that the development does not result in a net loss of playing field with regard to policy R1 of the North Lincolnshire Local Plan.

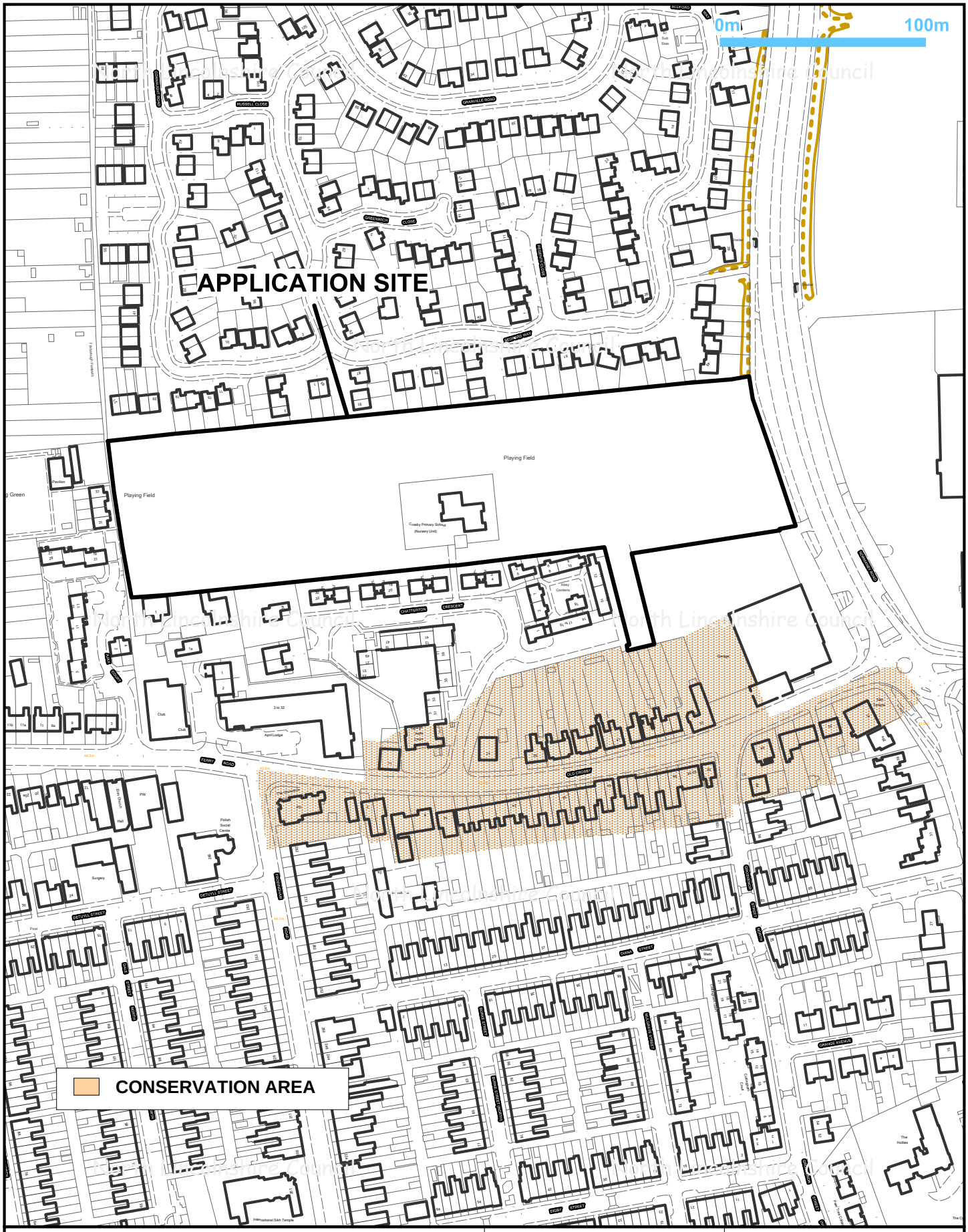
14.
Prior to the development being brought into use, a Community Use Scheme shall be submitted to and approved in writing by the local planning authority, after consultation with Sport England. The scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities, and a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.

Reason
To secure well managed, safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with policy R1 of the North Lincolnshire Local Plan.

15.
No development shall take place until proposals for landscaping (include planting plans of locations and sizes of trees/shrubs etc used together with a maintenance plan for at least the first three years) have been submitted to and approved in writing by the local planning authority. The proposals shall include indications of all existing trees and hedgerows on the site, and details of any to be retained, together with measures for their protection during the course of development.

Reason
In order to enhance the visual appearance and deliver biodiversity enhancements in accordance with policies CS16 and CS17 of the North Lincolnshire Core Strategy.

Informative
In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



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NORTH LINCOLNSHIRE COUNCIL
www.northlincs.gov.uk

Director of Places
Peter Williams
BSc,DMS,CEng,MEI,MCMI,AMIMechE

PA/2015/0097 Proposed Layout - Not to scale

PA/2015/0097 Proposed Elevations - Not to scale

Materials Key

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