

<b>Application No:</b> 2009/0384	<b>Application Type:</b> Full Major Application
<b>Proposal:</b> Construction Of 4 Storey Building Providing 3,250 Sq M Floor Space For A New Post 16 College, Including Medical Training And Nursery Provision	<b>Location:</b> Alder Grange School Calder Road Rossendale Lancashire BB4 8HW
<b>Report of:</b> Planning Unit Manager	<b>Status:</b> For Publication
<b>Report to:</b> Development Control Committee	<b>Date:</b> 9 <sup>th</sup> November 2009
<b>Applicant:</b> Mr David Hampson	<b>Determination Expiry Date:</b> 13 November 2009
<b>Agent:</b> Hartington Fleming & Worsley	

**REASON FOR REPORTING**

**Tick Box**

- Outside Officer Scheme of Delegation**  - Major
- Member Call-In**
- Name of Member:
- Reason for Call-In:
- More than 3 objections received**

Other (please state) .....

**HUMAN RIGHTS**

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

**Article 8**

The right to respect for private and family life, home and correspondence.

**Article 1 of Protocol 1**

The right of peaceful enjoyment of possessions and protection of property.

## **APPLICATION DETAILS**

### **1. SITE**

- 1.1 The application site lies to the east of Burnley Road and to the south of Constable Lee and Reeds Holme, Rawtenstall. The site is accessed from Hollin Way and Calder Road and comprises the primary school at St. Paul's, Constable Lee and Alder Grange Community & Technology School.
- 1.2 The part of the application site at St. Paul's Constable Lee, is set down from the level of Calder Road which bounds the primary school site to the north-east whilst Footpath 200 bounds the site to the south as it runs along the edge of Rawtenstall Cemetery before it turns north-westwards along the western boundary of the school site which has a belt of mature trees. The school building itself is a single storey building in a c.1980 design, constructed in brick and concrete tile with a pitched roof rising to a small two storey height central section and is situated close to the northern boundary of the site. There is a soft surfaced play area as well as a playground forming a concrete apron to the building and there is an existing car park accessed from Calder Road adjacent to the rear of houses on Wiswell Close. The remainder of the site is grassed playing fields which wrap around the playground to the south of the school complex providing separation to Footpath 200.
- 1.3 The site at Alder Grange is raised above the level of Calder Road and is formed by ground rising to the north-east. The main school building is situated in the south-western corner of the school grounds and is a two storey building constructed in brick and tile with the large pitched roof being a distinctive feature of the building. There is a pond abutting the rear of houses in Pendleton Avenue to the north of the site where a linear staff parking area lies. To the north-east of the main school building on raised ground stands a fine gravel or Redgra running track whilst to the south-east stands a recently constructed sports hall and to the south-east again two playground areas. To the south-west of the school building there is an unmade area used for parking associated with Alder Grange. The remainder of the site is grassed playing fields, mainly to the east and south-east of the main school buildings. Footpath 200 runs along the western boundary of the school playing fields until it reaches the school complex and provides a pedestrian link to Hurst Lane.
- 1.4 The application site lies within the Urban Boundary and partly within the Greenlands as designated in the Rossendale District Local Plan.

### **2. RELEVANT PLANNING HISTORY**

- 2.1 2002/583 - Consultation from Lancashire County Council - Construction of New Extension to Form Two No. Classrooms with Additional Hard Play Area – Approved. (St. Paul's).
- 2.2 2003/200 - Consultation from Lancashire County Council - Erection of Sports Hall for School and Community Use, Incorporating a Single Storey Link

Corridor to an Existing Teaching Block Together with the Provision of an Additional 8 No. Car Parking Spaces – Approved. (Alder Grange).

- 2.3 2004/559 - Consultation from Lancashire County Council - Erection of Pre-Cast Concrete Sectional Garage for Storage of Outdoor Play Equipment – Approved. (St. Paul's).
- 2.4 2005/015 - Consultation from Lancashire County Council - Extension to Existing Sports Hall to Provide: Toilets, Special Education Needs Group Rooms, Classroom and Office Accommodation – Approved. (Alder Grange)
- 2.5 2009/0362 - Enabling Works for the Proposed Post-16 College Consisting of 1) Removal of Existing Redgra Surface to All Weather Pitch and Replacement with Synthetic Grass Pitch with New Perimeter Fence And Installation of New Drainage System. 2) Creation of New Staff Car Park on Existing Tennis Courts to Replace Shared 40 Space Car Park Located Between the Schools Forming Part of the Site of the Proposed Building – Submitted in tandem with the current application.
- 2.6 2009/0363 - New Access Road and Associated Car Parking and Alterations to Calder Road Enabling Works Prior to the Construction of New Post-16 College for 300 Learners – Submitted in tandem with the current application.

### **3. THE PROPOSAL**

- 3.1 The main block of the proposal would be located on the grassed strip of land between St. Paul's primary school and Footpath 200 and on the unmade parking area to the south-west of Alger Grange. There would be ancillary works to the main block to facilitate the overall development including the relocation of the parking lost from the unmade parking area to tennis courts the south-east of Alder Grange school with the lost play space relocated to a proposed MUGA (2009/0362) and upgrading works to Calder Road and provision of a loop road which would run around the periphery of St. Paul's playing fields (application 2009/0363).
- 3.2 The proposed building would be an L-shape, the main section aligned north-east south-west would measure between 69 and 71 wide by 14 metres deep although would have a series of projections, one on the northern elevation increasing the depth to 20 metres and a 3.5 projection on the eastern elevation. This section at its western-most point would be single storey measuring 4 metres high, the block would then increase its height in stages to reflect the topography of the site, from 2 storeys high achieving around 9 metres in height, 3 storeys at 12 metres high and then 4 storeys high at 16 metres high where it meets the second section of the building perpendicularly. This block would be constructed in natural stone elevations, with aluminium coated windows and curtain walling with a standing seam roof system which be constructed in aluminium on the upper rooves. The building has been designed to incorporate elements of sustainable design which include south facing windows to benefit from natural lighting whilst also treating the windows with solar glaze control to reduce solar thermal gain and the need for additional cooling. The roof on the single storey element of the school is proposed to be a sedum roof, essentially

covered in a moss which would help to attenuate water run-off, solar thermal gain and would not reflect heat back into the atmosphere.

- 3.3 The second block would be aligned north-west south-east and would stand perpendicularly to the first block effectively keying into it.
- 3.4 Application 2009/0362 seeks permission to upgrade the existing all weather pitch and create a new staff car park on the site of the existing tennis courts which is an enabling development to support the current an application for the construction of a new post 16 college adjacent to the Alder Grange school.
- 3.5 As part of application 2009/0362, it is proposed that the existing redgra surface of the all weather pitch will be replaced with synthetic grass. The all weather pitch would remain in the same location and would have the same dimensions as the existing facility. A new weld mesh fence would be erected around the perimeter of the all weather pitch, which would be 3m in height on the north-east, north-west and south east boundaries and 4.5m in height on south-west boundary. No floodlighting is proposed as part of the current scheme.
- 3.6 As a result of the MUGA that would be created under application 2009/0362, the remainder of the proposal seeks permission to create a new staff car park on the site of the existing tennis courts. This newly created parking area would accommodate the existing 40-space staff car park, which is located between the two schools, which would be the site of college building proposed under the current application, 2009/0384. The 46 parking standard size parking bays would be formed by removing the court markings and repainting them with parking spaces.
- 3.7 The enabling highways works for the current application would be as per application 2009/0363 which seeks permission to construct a new access road to the perimeter of St Paul's Constable Lee Primary School with alterations to the staff car park and Calder Road. The new road is proposed in order to minimise the impact of the construction of the new college on the surrounding area and to provide access to the nursery and PCT/Training suite located within the proposed post-16 college building.
- 3.8 The access to St. Paul's staff car park would remain open to two way traffic but once past this area the proposed access road would be open only to one-way traffic along its single-track width. The road would loop around the perimeter of the primary school's grounds heading north-west between the proposed post-16 college block and Footpath 200 back to Calder Road via the remnants of the existing car park between the two schools. The present access to St Paul's Constable Lee Primary School would be widened to enable larger vehicles to make the right turn onto the access road.
- 3.9 Calder Road will remain two way but the existing bus lay-by would be reduced in size and relocated to the opposite side of the carriageway. Kerb realignments would also be made to Calder Road and a reduced size mini-roundabout would be provided at the entry points to the Alder Grange Community and Technology School and the proposed Post 16 College.

- 3.10 A 24 space staff car park and 5 pick up/drop off parking spaces for parents would be provided to the north of the Constable Lee Primary School building. At the south of the Constable Lee Primary School grounds, adjacent to the footpath that runs alongside the cemetery, 7 car parking spaces would be provided for nursery staff and a further 7 pick up/drop off spaces would be made available. The existing gravelled area between the two schools that is presently used for car parking would be remodelled to contain 11 parking spaces for staff and nine spaces for visitors, including two spaces reserved for disabled motorists.
- 3.11 1.1m high bollard lamps would be installed along the route of the access road from the staff car park to the south-western corner of the school grounds. 6m high lamp columns would be installed along the section of the access road from the south-western corner of the school grounds to the existing car parking area between the two schools.
- 3.12 Three zebra crossings would be provided along the access road to provide safe crossing points for pedestrians walking to the school buildings from Rawtenstall.
- 3.13 Since submission, revised information and amended plans have been received following comments from the public meeting on 7<sup>th</sup> September 2009 and Lancashire County Highways. The revisions include a further traffic survey conducted on Thursday 17<sup>th</sup> September 2009, an increase in the number of drop-off spaces from 9 to 17 adjacent to the loop road to the east of St. Paul's, an additional 22 parking spaces have been provided to the west of Alder Grange on former tennis courts and a an additional staff parking space has been provided at St. Pauls. Other highway realignment changes include the relocation of a zebra crossing south of the entrance to the loop road and a right hand feeder turn into St. Paul's staff car park. The amended plans also propose highway works to Wiswell Close, Pendleton Avenue and Lee Brook Close in the form of the creation of pedestrian refuges at the junction mouth and proposes waiting restrictions at the junction of Calder Road/Hollin Way and Hollin Way/Burnley Road to ease flow of traffic and improve visibility. The schools/college have also proposed to stagger the start and finish times in order to relieve pressure at peak times as shown below:

The current starting/ finishing times are:

<b>St Paul's Constable Lee</b>	<b>Main School</b>	<b>Mon-Fri</b>	<b>8.45am-3.10pm</b>
<b>Alder Grange</b>	<b>Main School</b>	<b>Mon-Fri (excl Wed)</b>	<b>8.45am-3.15pm</b>
<b>Alder Grange</b>	<b>Main School</b>	<b>Wed</b>	<b>8.45am-2.25pm</b>

The proposed revised start and finish times would be:

<b>St Paul's Constable Lee</b>	<b>Main School</b>	<b>Mon-Fri</b>	<b>8.45am- 3.10pm</b>
<b>Alder Grange</b>	<b>Main School</b>	<b>Mon-Fri (excl Wed)</b>	<b>9.00am- 3.30pm</b>
<b>Alder Grange</b>	<b>Main School</b>	<b>Wed</b>	<b>9.00am- 2.40pm</b>
<b>Proposed Sixth Form</b>	<b>Sixth Form</b>	<b>Mon-Fri</b>	<b>9.00am- 3.45pm or later</b>

The staggering of start times would give 15 minutes between the start at St. Paul's Primary School and the rest of the Alder Grange complex. The staggered finishing times would mean that there would be 20 minutes between St. Paul's finishing and Alder Grange then another 15 minutes before the post-16 college finishes.

#### **4. POLICY CONTEXT**

##### **4.1 National Planning Guidance**

PPS1 – Delivering Sustainable Development  
 PPS 9 – Biodiversity and Geological Conservation  
 PPG13 – Transport  
 PPS 23 – Planning and Pollution Control  
 PPS 25 – Flood Risk

##### **4.2 Regional Spatial Strategy Policies**

###### **North-West of England Plan – Regional Spatial Strategy to 2021**

Policy DP 1 Spatial Principles  
 Policy DP 2 Promote Sustainable Communities  
 Policy DP 3 Promote Sustainable Economic Development  
 Policy DP 4 Make the Best Use of Existing Resources and Infrastructure  
 Policy DP 5 Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility  
 Policy DP 6 Marry Opportunity and Need  
 Policy DP 7 Promote Environmental Quality  
 Policy DP 8 Mainstreaming Rural Issues  
 Policy DP 9 Reduce Emissions and Adapt to Climate Change

Policy W 1 Strengthening the Regional Economy

Policy L 1 Health, Sport, Recreation, Cultural and Education Services Provision

Policy RT 1 Integrated Transport Networks

Policy RT 2 Managing Travel Demand  
Policy RT 3 Public Transport Framework  
Policy RT 4 Management of the Highway Network  
Policy RT 9 Walking and Cycling

Policy EM 1 Integrated Enhancement and Protection of the Region's  
Environmental Assets  
Policy EM 2 Remediating Contaminated Land  
Policy EM 5 Integrated Water Management

#### 4.3 Saved Policies of the Rossendale District Local Plan

DS1 – Urban Boundary  
E1 - Greenlands  
DC1 – Development Criteria  
DC4 – Materials

#### 4.4 Other Material Planning Considerations

Joint Lancashire Structure Plan – Parking Standards SPD – Adopted.  
Regional Spatial Strategy – Partial Review of Parking Standards – Draft.

### 5. **INTERNAL CONSULTATIONS**

5.1 **RBC – Forward Planning** – the site lies within the Urban boundary where development is acceptable in principle although also within the Greenlands which is the main issue for consideration. The site of the proposed Post-16 college would be located where it would be read as part of the group of existing buildings with the green sedum roof helping to reduce its physical impact. Whilst the scale of the proposed building is larger than what might usually be considered ancillary its location minimised its impact on the openness of the Greenlands area. Green Infrastructure within the site and pedestrian links to Rawtenstall town centre should be maintained and enhanced where possible.

5.2 **RBC – Environmental Health** – Contaminated Land – comments awaited – Noise – condition restricting the hours of construction

5.3 **RBC – Drainage** – no objection subject to conditions covering surface water regulation system and informative regarding the need to restrict run-off if choosing to discharge to water course.

5.4 **RBC – Community Safety Officer** – comments awaited.

5.5 **RBC – Consultant Arboriculturalist** – the potential loss of trees as a result of this development should be addressed by requiring replacement trees as well as and submission of tree protection measures which should be required by condition.

### 6. **EXTERNAL CONSULTATIONS**

#### 6.1 **Lancashire County Council**

- 6.1.1. Highways – Strategic Planning – have not indicated they have an objection in principle and have fed comments on the details of the highway works proposed back to the applicant. However, final comments are awaited in relation to the amended plans and transport contribution.
- Traffic & Management – as above, final comments awaited.
- 6.1.2 Travel Planning – comments awaited.
- 6.1.3. Planning Contributions – sustainable transport contributions likely to be required by Highways department otherwise no other planning contributions requested.
- 6.1.4 Ecology – no objections.
- 6.2 **Environment Agency** – have no objection to the scheme subject to conditions covering surface water regulation. The land contamination survey indicates that it would be unlikely that the development would pose an unacceptable risk to controlled water receptors.
- 6.3 **United Utilities** – Water - no objection subject to only foul water connecting to sewer and SUDS for surface water – Electricity – no objection but highlights the presence of electrical distribution equipment near the site.
- 6.4 **Lancashire Fire Service** – comments awaited.
- 6.5 **Lancashire Police** – Architectural Liaison - No objections.
- 6.7 **Rossendale Civic Trust** – comments awaited.
- 6.8 **Natural England** – are not aware of any nationally designated landscapes or any statutory nature conservation designations that would be affected by the proposal nor any National Trails, Access Land or areas of search for new national landscape designations.

## 7. REPRESENTATIONS

- 7.1 A press notice was published on 21/08/2009. 19 site notices posted on 28/08/2009 as listed on the site visit report sheet. 125 neighbours were notified by letter on 19/08/2009 to accord with the General Development Procedure Order.
- 7.2 85 responses received on the initial round of consultation objecting to the proposal in the form of 60 standard letters, 13 standard letters with an individual letter attached and 12 individual letters.
- 7.3 The standard letters whilst applauding the additional education provision give the following grounds for objecting to the proposal:
- The ability of the local roads to cope with the increase in traffic



- Additional congestion along Hollin Way and Burnley Road
- Would hamper residents' ability to access their properties
- The letters summarise the objection as follows  
 "I wish to submit my opposition to the proposed planning application reference number 2009/0384 based upon the likely impact on our quality of life brought about by the additional traffic flow when existing traffic flows cause difficulties for residents wishing to access their properties".

7.4 The individual letters stated the following grounds for objecting to the proposal:

- It would be inappropriate to site a 4 storey building overlooking a cemetery
- Traffic problems exist in the area
- Little work has been undertaken to improve the situation
- The survey work was not undertaken on a representative day
- The increase in traffic
- Highway safety implications
- Access for Emergency Services
- Calder Road is already in a poor state of repair
- Impact on standard of living due to additional traffic and listening to foul language (Hurst Lane)
- Potential increase for damage to property (Hurst Lane)
- Potential reduction in property values on (Hurst Lane)
- Intensification of use of an already unsafe junction of Hollin Way/Calder Road
- Inadequate parking provision
- Introduction of traffic calming measures
- Noise and disturbance
- Increased fumes and air pollution
- Traffic travelling down Hollin Way to Burnley Road approaches Calder Road at high speed
- Increase in litter and smoking
- Health issues from parents sat in their cars with the engines running
- Need for waiting restrictions on nearby residential streets to prevent over parking and blocking access to homes by parents on the school run
- Over-development of the site
- Loop road would be dangerous – running anti-clockwise, only one way in and one way out
- The scheme should be located in the town centre
- Building would be an encroachment on the sky-line
- Traffic issues, noise, dust etc during construction
- Loss of sports facilities
- No parking provision has been made for the additional sixth form students
- Will the additional screen planting be sufficient or have implications of its own re: overshadowing

- 7.5 A further 19 site notices were posted on 19/10/2009 and all 125 neighbours and any additional objectors were notified by letter on 19/10/2009 in relation to amended plans received in relation to additional drop off bays and traffic calming measures.
- 7.4 5 further responses received in relation to the amended plans raising the following objections:
- The revised plans make very little difference, not sufficient to overcome earlier concerns and therefore respondents in a number of letters reiterate earlier concerns
  - The amended plan proposing a pedestrian refuge on Pendleton Avenue will force cars to turn around farther up the road
  - Will this require the road being widened?
  - The proposed parking restrictions are wholly inadequate
  - Who will enforce the parking restrictions?
  - The proposed parking restrictions would add to the problem rather than solve it
  - Parents will not want to use the loop road as it will be congested and take too long.

## 8. REPORT

- 8.1 The main considerations of the application are the principle of the development in relation to Greenlands policy, biodiversity, contaminated land and flood risk with the main detailed considerations being the impact of the proposal on trees, visual and residential amenity and on the safety of the local highway network.

### Principle

- 8.2.1 The proposed development would be located within the Greenlands which is a comprehensive network of public and private land of open space value in that it helps to prevent town cramming and should be retained for their amenity, recreation or nature conservation value. The application site lies within an existing groups of buildings and would be partly built on an informal car park area. The remaining part of the site would be on part of the playing field for St. Paul's primary school. The scheme would be screened from the west and south by mature trees whilst from the east and north the rising land means that the proposed building would be screened at close range by the existing school buildings and would be looked down on and viewed as part of the group of buildings from higher ground when farther away. The Greenlands policy allows modest extensions to school buildings and it is accepted this is a significant addition to the existing complex. However, the building seeks to minimise its impact on the surrounding area by responding to the topography, gaining height nearest to the existing bulk of built form, which be some distance from the nearest built development. Indeed, it should be noted that if a low-level building of the same floor area were proposed it would cover more land and the larger part of the footprint of the building would be on land which does not have a high amenity, recreation or nature conservation value as it is currently used as a car park. Given that only a small part of the playing fields at St. Paul's school would

be lost, it is considered that the proposal would be acceptable in terms of Greenlands policy.

- 8.2.2 The application is supported by a Habitat Phase 1 Extended Survey which identified no Biodiversity Action Plan operating on the site, no vegetation warranting National Vegetation Classification and only one protected species which may find the site attractive which were great crested newts. However, following further survey work it was demonstrated that there was no evidence of great crested newts on the site. As such Lancashire County Ecology Service have no objections to the proposal in terms of its impact on biodiversity and the application is considered in this regard.
- 8.2.3 The application has been submitted with a contaminated land assessment and flood risk assessment. The Environment Agency raises no objection to the scheme as they consider run off from the site would not pose a threat to water receptors in terms of possible contamination and would not result in surface water flooding. However, they do recommend a condition be attached requiring surface water regulation to be submitted and agreed prior to the commencement of development. The final comments of the environmental health are awaited in terms of the contaminated land assessment, however, given that the site is currently used as a school, it is unlikely that the use of the site for such a use would be unacceptable in principle or that the site could not be suitably remediated, particularly given that any site contamination would effectively be capped by the proposal, thereby improving the current situation.
- 8.2.4 In summary, the principle of the development is considered acceptable in terms of Greenlands policy, biodiversity, contaminated land and flood risk.

#### Visual Amenity and Trees

- 8.3.1 The design of the proposed building would be sustainable, have a modern appearance and suited to its immediate surroundings. The proposed materials are considered acceptable, namely a natural stone facade with aluminium windows and roof, to be agreed by condition as also would the street furniture, hard landscaping materials and the stone retaining wall to the south of Alder Grange school.
- 8.3.2 The proposed development would not be visible from many public vantage points within the immediate vicinity owing to the dense mature woodland that surrounds the site and where visible, for the most part, the topography would reduce its visual impact since it would be viewed from higher ground. Where the building can be seen from a distance, the scheme is considered to hold sufficient architectural merit to stand up to scrutiny within the landscape. The size, height, position and design of the building and associated works is considered to be in keeping with the existing buildings and surrounding area.
- 8.3.3 Notwithstanding, a comprehensive planting scheme has been proposed which seeks to screen the building from close quarters and replace some trees lost as a result of the proposed development and for good management of the existing tree stock. In particular there would be two significant groups of trees to the west of St. Paul's school and the proposed college block where the applicant

has sought to address the Council's arboriculturalist's recommendation for beech and oak trees. The only exception to this is the elevation facing Footpath 200 where it is considered that the building and concrete apron around the building should be softened, which is the subject of a further condition. The impact of the proposal on trees is considered acceptable although it is recommended that a condition be attached requiring a method statement for tree protection measures during construction, to be submitted and approved by the LPA.

- 8.3.4 As such the proposal is considered acceptable in terms of its design and impact on visual amenity and trees.

#### Residential Amenity

- 8.4.1 The size, height, position and design of the proposed buildings together with their distance from the nearby properties means that the development would not incur a loss of light, privacy or outlook.
- 8.4.2 The proposed development would increase the intensity of use at the site, however, the majority of this would be during day time hours and would set against the existing background noise levels. The site is already open to community uses in the evening during the week and again any intensification of this use would set against the existing background noise levels. The majority of noise would be from traffic arriving and leaving as a number of uses take place indoors. In relation to the proposed relocation of the outdoor sports pitch to the north of the site, it has been concluded that there would be no material impact on residential amenity in terms of noise and that no lighting is proposed as part of that application.
- 8.4.3 As such, it is considered that the scheme would be acceptable in terms of residential amenity.

#### Highway Issues

- 8.5 The proposed development has been amended since submission in response to further survey work undertaken and comments of Lancashire County highways. It is understood that the Highway Authority do not object to the proposal in principle and a number of amendments suggested by them have been incorporated in to the amended plans submitted by the applicant. As such, it is anticipated that their final comments will recommend approval of the scheme subject to conditions and the package of transport measures proposed to be secured by legal agreement. The final comments and the recommended measures and conditions will be reported in the Update Report.

## **9. CONCLUSION**

- 9.1 The proposed development would be acceptable in principle with regard to Greenlands, biodiversity, contaminated land and flood risk and would be acceptable in detail as it would not harm the existing trees on site, would have an acceptable appearance, sustainable design and would not harm visual

amenity of the surrounding area, nor the residential amenity and would make adequate provision for car parking, drop-off zones and cycling facilities for it not to impact detrimentally on highway safety.

## **10. RECOMMENDATION**

- 10.1 That the Committee be minded to approve the application subject to conditions and the satisfactory completion of a section 106 agreement for the provision of a commuted sum payment towards the provision of transport improvement measures around and up to the site to remediate traffic congestion and highway safety concerns. If a legal agreement has not been satisfactorily completed by 13<sup>th</sup> November 2009 delegated authority be given to the Planning Unit Manager to refuse the application.

## **11. REASONS FOR APPROVAL/REFUSAL**

- 11.1 The proposed development would be acceptable in principle with regard to Greenlands, biodiversity, contaminated land and flood risk and would be acceptable in detail as it would not harm the existing trees on site, would have an acceptable appearance, sustainable design and would not harm visual amenity of the surrounding area, nor the residential amenity and would make adequate provision for car parking, drop-off zones and cycling facilities for it not to impact detrimentally on highway safety. The scheme thereby accords with PPS1, PPS 9, PPG13, PPS 23, PPS 25 Regional Spatial Strategy Policies DP1-9, W1, L1, RT1-4, RT9, EM1, EM2 & EM5 and the following policies of the Rossendale District Local Plan DS1, E1, DC1 and DC4.

## **12. CONDITIONS**

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

Reason: Required by Section 51 of the Planning and Compulsory Purchase 2004 Act.

2. The development shall be carried out in accordance with the following approved plans unless otherwise agreed in writing by the Local Planning Authority:

2181-08  
2181-03 Rev B  
2181-10 Rev E  
2181-11 Rev E  
2181-12 Rev E  
2181-13 Rev E  
2181-14 Rev E  
2181-30 Rev C  
2181-20 Rev D  
3838-02  
3838-03 Rev D

Reason: In the interest of visual and residential amenity pursuant to Saved Policy DC1 - Development Criteria and for the avoidance of doubt.

3. Notwithstanding what is shown on the submitted drawings, the development shall not be commenced until full details (including representative samples and where required sample panels constructed on site) of the materials to be used in the construction of the external elevations and roof of the development, the natural stone faced gabion wall to the south of the Alder Grange main building and for any means of enclosure forming part of the development hereby approved, have been submitted to and first approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved materials and shall thereafter be maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to accord with Saved Policy DC1 - Development Criteria of the adopted Rossendale District Local Plan.

4. No development shall take place until there has been submitted to and approved by the Local Planning Authority a landscaping scheme detailing the softening of the post-16 college block on the south-eastern elevation facing Footpath 200. All planting, seeding and turfing proposed in the approved details of landscaping and scheme to be submitted and approved, shall be carried out in the first planting and seeding seasons following substantial completion of the building to which it (most closely) relates, and any trees or plants which within a period of five 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, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity and to accord with Saved Policy DC1 - Development Criteria of the adopted Rossendale District Local Plan.

5. Prior to the commencement of development on site, samples of the materials to be used in the hard-surfaced external areas, together with freestanding signs, bollards, benches, litter bins, boundary treatment or other street furniture to be provided, including any structures proposed in the "meeting areas", shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details and thereafter maintained.

Reason: In the interest of visual amenity to accord with Policy DC 1 of the adopted Rossendale District Local Plan.

6. Prior to the development hereby approved first being occupied, the bin stores and cycle parking shall be provided and made available for use as indicated on the approved plans, or as subsequently amended and approved by the Local Planning Authority, and shall thereafter be maintained.

Reason: To ensure adequate bin storage in the interest of health and visual amenity pursuant to Saved Policy DC1 - Development Criteria of the adopted Rossendale District Local Plan and to encourage alternative methods of transport to the private car pursuant to PPG13 – Transport.

7. The hours of ground contamination remediation works shall on site shall be limited to 07:00 – 18:00 Monday to Friday and 08:00 – 13:00 Saturdays. Ground remediation work shall be carried out at no other time. Vehicle movements to and from the site shall be limited to 07:00 – 08:30, 09:30 – 15:00 and 16:00-18:00 Monday to Friday and 08:00 – 13:00 Saturdays

Reason: In the interests of highway safety and the residential amenities of the occupiers of adjoining properties pursuant to PPG24 – Noise Saved Policy and Saved Policy DC1 - Development Criteria of the adopted Rossendale District Local Plan.

8. Any construction works associated with the development hereby approved shall not take place except between the hours of 07:00 – 08:30, 09:30 – 15:00 and 16:00-18:00 Monday to Friday and 08:00 – 13:00 Saturdays. No construction works shall take place on Sundays or any Bank Holiday.

Reason: To safeguard the amenities of nearby residential properties, in accordance with PPG24 – Noise and the criteria of Saved Policy DC1 - Development Criteria of the adopted Rossendale District Local Plan.

9. Prior to the commencement of development on site, there shall be submitted to the local planning authority for their approval a method statement detailing the following: during the construction period, all trees to be retained shall be protected by 1.2 metre high fencing as specified in paragraph 8.2.2 of British Standard BS5837:1991 at a distance from the tree trunk equivalent to the outermost limit of the branch spread, or at a distance from the tree trunk equal to half the height of the tree (whichever is further from the tree trunk), or better. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the area(s) so fenced. All excavations within the area so fenced shall be carried out by hand. The statement should also include the timing of operations, responsible personnel and contact details. All demolition and construction work shall be constructed in accordance with the method statement agreed.

Reason: To safeguard the trees to be retained and in accordance with Policy DC1 of the Rossendale District Local Plan.

10. Prior to the commencement of development on site, the applicant shall submit a scheme/timetable detailing the facilities to be provided within the development to provide for 10% of total energy usage from renewable sources or a 10% reduction in energy usage through efficiency measures;

or a combination of the two. The renewable energy facilities shall be implemented in accordance with approved scheme/timetable prior to the first occupation of the development hereby approved and shall thereafter be maintained.

Reason: In order to encourage the use of renewable energy sources, in accordance with the aims and objectives of PPS1 – Delivering Sustainable Development and PPS22 – Renewable Energy.

11. Prior to the first occupation of the development hereby approved, a Car Park Management (and usage) Strategy shall be submitted to and approved by Lancashire County Council and Rossendale Borough Council. The strategy shall include allocation and location of spaces for all users (including disabled, cycle, and motorbike and students able to drive themselves to college), security and links to both Travel Plan and Service, Delivery, Waste Collection and Internal Maneuvering of Vehicles Strategy.

Reason: In the interests of providing adequate parking in the interest of highway safety pursuant to Saved Policy DC1 - Development Criteria of the adopted Rossendale District Local Plan.

12. Prior to the development hereby approved first being occupied, the parking, drop-off, waiting and turning areas shown on the approved plans shall be constructed, surfaced, demarcated and made available for use. These areas shall thereafter be maintained free of obstruction and available for use.

Reason: To provide adequate parking, turning and waiting areas to maintain the free flow of traffic in the interest of highway safety to accord with policy DC1 of the adopted Rossendale District Local Plan.

13. Prior to the commencement of development on site, a scheme for the provision and implementation of a surface water regulation system shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be carried out in complete accordance with the approved scheme and thereafter maintained.

Reason: To reduce the risk of flooding in accordance with PPS 25.

<b>Contact Officer</b>	
Name	Adrian Harding
Position	Principal Planning Officer
Service / Team	Development Control
Telephone	01706 238646
Email address	adrianharding@rossendalebc.gov.uk