



**Leicestershire
County Council**

DEVELOPMENT CONTROL AND REGULATORY BOARD

12TH SEPTEMBER 2019

REPORT OF THE CHIEF EXECUTIVE

REGULATION 3

PART A – SUMMARY REPORT

APP.NO. & DATE:	2019/0533/04 (2019/REG3Mi/0110/LCC) – 07.05.2019
PROPOSAL:	Construction of an 80 place ASD / Communication and Interaction School together with external works.
LOCATION:	Former Newlands Primary School, Moore Road, Barwell, Leicestershire, LE9 8AG. (Hinckley and Bosworth Borough Council)
APPLICANT:	Leicestershire County Council.
MAIN ISSUES:	Parking, Highways, Amenity, Flooding.
RECOMMENDATION:	PERMIT subject to conditions as detailed in the appendix to the main report.

Circulation the Under Local Issues Alert Procedure

Mrs. J. Richards CC

Officer to Contact

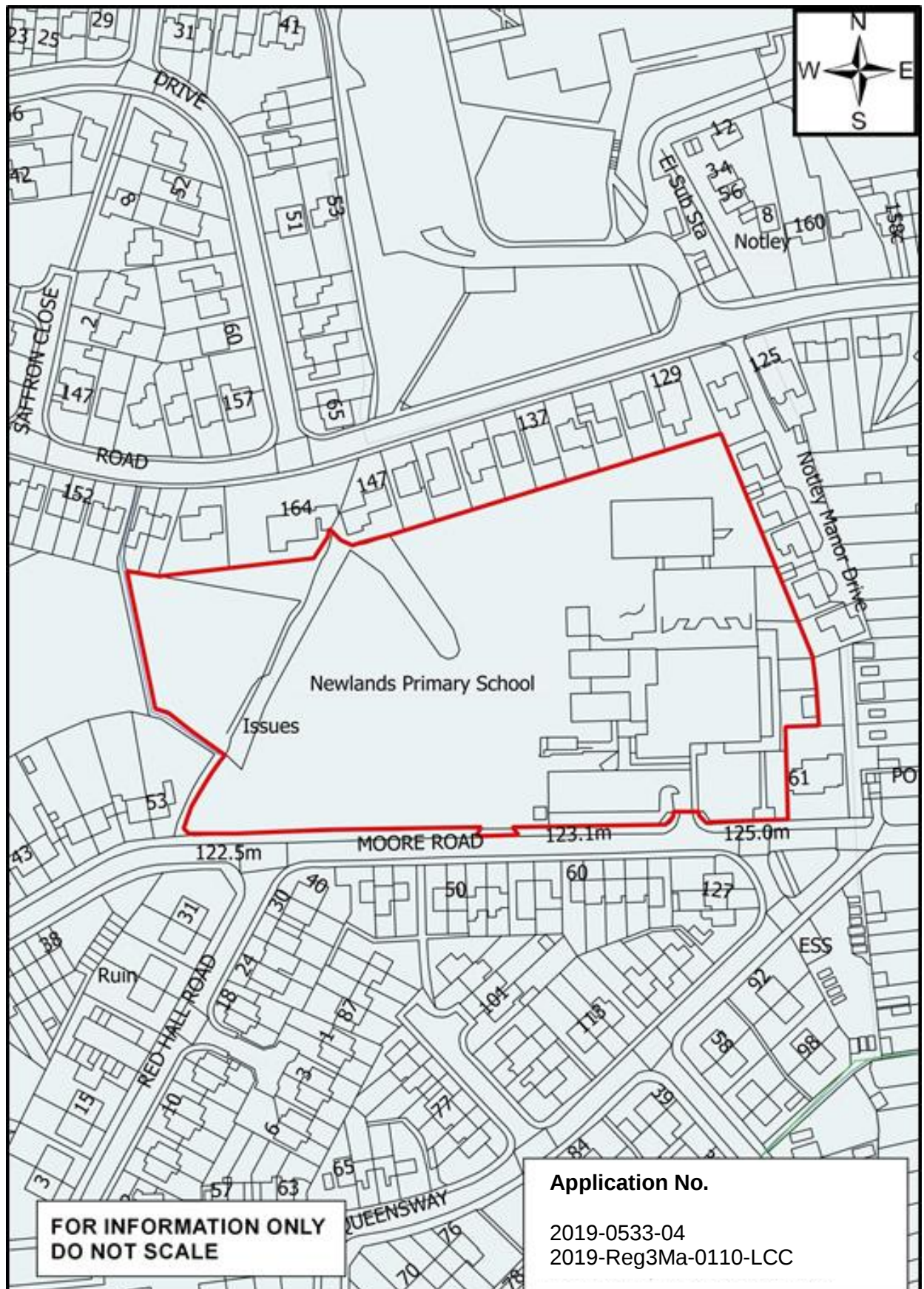
Katie Ferguson (Tel. No. 0116 305 7325)
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PART B – MAIN REPORT**Background**

1. Since its construction in the 1970's the County Council has granted a range of planning permissions at Newlands Primary School, relating to the retention of mobile classrooms, the erection of a canopies, replacement fencing, extensions to the building and new modular buildings. The most recent planning permissions granted were in 2017 for the retention of a single mobile classroom (Block D) and two double mobile classroom blocks, (H & J), references 2017/0461/04 & 2017/0474/04 respectively.
2. The former Newlands Primary School currently occupies the site and when open, accommodated 280 pupils. The school building is now closed, and the building is vacant as the primary school was relocated in 2018 to the former Heathfield Academy site, creating Newlands Community Primary School.
3. The former Newlands Primary School building was subject to a prior notification of demolition application (reference 2019/PN/0111/LCC) which was granted by Leicestershire County Council in June 2018, with demolition of the building expected to be completed in September 2019.

Location and Description of Site

4. The former Newlands Primary School lies to the north of Moore Road, on the eastern side of Barwell, in a predominantly residential area. Vehicular and pedestrian access to the site is obtained from Moore Road, via separate entrances.
5. The main school building is precast concrete and is located in the south east of the campus, with the three-mobile classroom blocks adjacent on its western side. The main school building is connected to the two-double classroom blocks via an existing canopy. North of the main school building are two marked out hard surfaced play areas. To the west of the hard surface is a jungle gym and play equipment. The school car park is located to the south of the existing main school building and currently accommodates 17 spaces. The pedestrian access, cycle storage and a grassed area with multiple trees is located in the south east. To the west of the school buildings is a large playing field, with a wooded area on the western boundary that was previously used by the pupils of the primary school for curricular activities. The school boundary consists of 1.8m high close board wooden fencing and mature trees and shrubs. Overall, the wider school site totals approximately 1.9 hectares.



6. Residential properties are located along Heath Lane to the north, Moore road to the south and Notley Manor Drive to the north east, which are the nearest, approximately 50m away.
7. A Public Right of Way Footpath (U31) runs to the western side of the site, connecting Moore Road with Heath Lane (where it becomes Charnwood Road), via a small park (Radford Park).
8. The topography of the site falls from the south west corner down to the North West. The total fall is just below 6m.
9. There is an existing water course onsite, which is fenced off, with trees and vegetation projecting into the playing field area. Existing storm water drains from the school and the surrounding area discharge into the existing water course.

Description of Proposal

10. The proposed development is for the establishment of an 80 place Autistic Spectrum Disorder (ASD) Communication and Interaction School. For the purpose of this report, the proposed school will be referred to as Newlands ASD School. The school would cater for 80 pupils with communication and interaction needs, particularly ASD aged from 7-19. The former Newlands Primary School catered for 280 pupils, aged 4-11.
11. The proposed school building would be single storey, with all the external doors having level access. The location of the proposed building would be sited on the same footprint as the existing school building, however, the proposed new school building would project further into the playing field area.
12. The internal school layout would include 10 classrooms with adjacent store and withdrawal rooms, sensory and calming rooms, medical/therapy rooms, pupil and staff WCs, changing facilities, a hygiene room, administration offices, a parents room, a learning resource centre, a kitchen, a hall, gym, common room, cleaners facilities, a plant room, store rooms and the main circulation of the building would be via two main wide corridors. On the eastern part of the building a courtyard is proposed. There are two entrances to the proposed school building, the main lobby and a Key Stage 5 (Post 16) entrance.
13. The overall shape of the school building is generally rectangular, and measures approximately 76m by 37m, with a maximum height of 7m. For comparison, the former Newlands Primary School building measured approximately 1152.70m².
14. The external materials of the proposed school building would consist of:
 - walls - blue engineering brick up to damp proof course level and render above. The external walls to the withdrawal rooms and the front of the administration area is full height engineering brickwork;

- roof – single ply membrane. The parapets have a powder coated aluminium capping, the colour has not been decided;
 - windows and doors - powder coated aluminium framed with toughed glass safety glazing;
 - rainwater down pipes - powder coated steel, the colour has not been decided;
 - security fences and vehicle access points - black powder coated weld mesh fencing on metal posts.
15. The development would result in 22 full-time equivalent employees. This figure is based on a current staffing assessment. At the former Newlands Primary School there were 32 employees.
 16. The existing car park (17 spaces) would be re-configured to create seven additional spaces to cater for the new teaching staff, giving a total of 24 car parking spaces. In addition, the proposal includes a further six spaces to be used as a drop off and pick up area.
 17. As part of the proposed car park improvements a second entrance would be created west of the existing access point on Moore Road. The new access into the car park would form the entrance and the existing access would be the exit – creating one-way traffic through the car park. The existing car park entrance (which would become the exit) is to be widened, and to facilitate this the existing gas meter housing is to be relocated. A pedestrian gate is also proposed adjacent to the vehicular accesses.
 18. Newlands ASD Primary School would be attended by pupils from a wider catchment compared to the former primary school, which would primarily have served the local community.
 19. As part of the proposal a sprinkler protection system is to be provided, and a sprinkler tank would be located adjacent to the extended car park area and south west of the proposed school building. It would measure approximately 9m by 5m and 3m high at its highest elevation.
 20. All of the existing boundaries are to be retained, with the exception of where the existing and proposed vehicular access points are located.
 21. A bin store area is proposed on the southern boundary of the proposed school building, the screen to the bin store area is 1.9 metres high fencing, with concrete posts stained dark grey.
 22. To facilitate the development, it would be necessary to undertake the removal of six trees: one Silver Birch and one Sycamore located north of the school buildings both of low quality; two Ornamental Cherry and one Whitebeam located centrally within the proposed footprint of the new building all of low quality; one Whitebeam located on the southern boundary of the car park near the existing

access which is classified in the unsuitable category. A section of Hawthorn hedgerow would also be removed on the southern boundary to allow for the proposed new access point to be created, the hedgerow is categorised as low quality.

23. An ecological report has been submitted with the application, which concluded that there are no protected species within the site and no statutory designated sites present within 1km of the site.
24. A Flood Risk Assessment has been submitted with the application, it concluded that the proposed development site currently lies within Flood Zone 1 and is classified as more vulnerable. It states that the disposal of surface water by infiltration to the ground is considered possible owing to the underlying ground conditions. The proposed surface water proposals for the development would reduce peak flows from the site to the existing watercourses and sewers and the risk of flooding is considered to be low.
25. The storm water on the existing site is currently discharged into the water course that projects into the site. As part of the proposed development it is proposed that a sustainable drainage system comprising an infiltration basin is constructed to the north of the school to allow storm water to infiltrate into the ground. The proposed development would substantially reduce the amount of storm water that is discharged into the watercourse.
26. The proposed school building would be larger than existing school and would have building mounted lights associated with external doors. No additional lighting/flood lighting of the external play areas is proposed.
27. The refurbishment of the existing school was considered, although this was not deemed to be a viable option as it was too costly to enhance the existing building to meet current standard and purposes of the ASD school; in addition, the layout of the existing building was unsuitable.
28. At the time of submission of the planning application, no operator had been appointed to run the school. The school design has been developed based on current best practice in the sector of ASD educational buildings, combined with site visits to, and discussions with the head teachers of existing ASD schools in the locality.
29. There has been a marked increase in demand for Specialist Educational placements for pupils with Communication and Interaction needs, particularly ASD, in recent years. The proposed development, Newlands ASD School would help achieve the vision for SEND (Special Educational Needs and Disability) in Leicestershire for all pupils to achieve well in their education.

Planning PolicyDevelopment Plan

30. The Development Plan for the application site includes the Hinckley & Bosworth Core Strategy 2006-2026 (December 2009), the Site Allocations & Development Management Policies DPD (adopted 2016) and the Earl Shilton and Barwell Area Action Plan (adopted 2014). The principal policy considerations relevant to the current application are set out below.

Hinckley & Bosworth Core Strategy 2006-2026 (December 2009)

31. Policy 2 - Development in Earl Shilton
32. Policy 24 - Sustainable Design and Technology

Site Allocations & Development Management Policies DPD (adopted 2016)

33. Policy DM 1 - Presumption in Favour of Sustainable Development;
34. Policy DM 2 - Delivering Renewable Energy and Low Carbon Development;
35. Policy DM 10 - Development and Design;
36. Policy DM 17 - Highways and Transportation;
37. Policy DM 18 - Vehicle Parking Standards;
38. Policy DM 25 - Community Facilities.

Earl Shilton and Barwell Area Action Plan (adopted 2014)

39. The application area is identified in the Earl Shilton and Barwell Area Action Plan as a community facility and therefore the following policies apply;
40. Policy 2 - Provision of Community Facilities;
41. Policy 3 - Primary, Secondary and Upper Education;
42. Policy 24 - Safeguarding Community Facilities.

National Policy

43. The National Planning Policy Framework (NPPF) (2019) provides the government's policies for the delivery of sustainable development through the planning system. The following policies apply:
44. Paragraph 11 advocates a presumption in favour of sustainable development, and for decision-taking this means approving development proposals that accord with an up-to-date development plan.

45. Paragraph 94 - of the NPPF states that it is important that a sufficient choice of school places are available to meet the needs of existing and new communities. Great weight should be given to the need to create, expand or alter schools.
46. Paragraph 175 - promotes the inclusion of ecological enhancements.

Consultations

47. The application had two consultation periods; the original consultation period and the re-consultation period as amendments were made to the original application which altered the car parking spaces and employee numbers. The consultee responses below combine both consultation periods.
48. **Hinckley and Bosworth – Planning:** No objection. The proposal would provide a replacement community facility on an allocated site, would retain the play and open space facilities within the allocated site and would not result in the loss of significant trees.
49. **Hinkley and Bosworth – Environmental Health:** No objection, it is not believed that the lighting would have a significant impact on neighbouring residential premises.
50. **Leicestershire County Council – Landscape:** No objection, comments made relating to tree replacement, tree protection and the submission of a landscaping scheme.
51. **Leicestershire County Council - Highway Authority:** No objection, subject to conditions relating to access arrangements, visibility splays, parking and turning facilities, signage, a travel plan and a construction traffic management plan. The Local Highways Authority considers that amendments to the existing advisory keep clear markings outside the school would be required due to the additional site/pedestrian access. It is considered that the keep clear markings should be made mandatory.
52. **Leicestershire County Council – Lead Local Flood Authority:** No objections, but advise conditions relating to the management of surface water and a surface water drainage scheme.
53. **Leicestershire County Council – Ecology:** No comments but recommended that sections 4.10 (badgers) and 4.18 (nesting birds) of the Ecological Appraisal are followed. Additionally, recommendations R2 and R3 of the Bat Survey should be followed.
54. **Leicestershire County Council – Public Rights of Way:** No objection, subject to conditions relating to boundary treatment, planting, public safety.

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55. **Barwell Parish Council:** No objection. Commented on a condition that the car park is used for drop-off, to stop road parking.
56. **Sport England:** No objection.

Publicity

57. The original application was publicised by neighbour notification letters dated 13th May 2019, site notices dated 15th May 2019 and a press notice dated 15th May 2019. The revisions to the application were publicised by neighbour notification letters and site notices dated 19th June 2019, and a press notice dated 26th June 2019.

Representations Received

58. Three representations have been received raising concerns to the proposal, on the following grounds:
- traffic along Belle Vue Road;
 - build-up of stationary vehicles at peak time along Moore Road and Belle Vue Road;
 - risk of flooding;
 - surface water issues;
 - smell of the proposed swale;
 - inaccuracy of the flood report submitted – not including flooding at Heath Lane that occurs from the field and ditch.

Assessment of Proposal

The Development Plan

59. This proposal, like any other application, must be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the following are the key issues for consideration.

Principle and Location of Development

60. The proposed development at the former Newlands Primary School, is required to provide a need for specialist educational placements for pupils with communication and interaction needs, particularly ASD. The proposal would provide an 80 Place ASD/communication and interaction needs school in the Hinckley area of the county. The school would cater for 80 pupils aged from 7-19. This is proposed to be achieved by re-developing the school site.
61. The proposed new school building would be sited in the same position as the existing one, with the proposal retaining the existing playing field to the west of the buildings and play areas to the north. The proposed new school building is

single storey, with all the doors having level access allowing easier access for wheelchair users and semi ambulant people. The school site would be accessed by a pedestrian entrance off Moore Road, in the south-eastern corner of the school site. Vehicle access to the site would also be from Moore Road, and the proposal includes alterations to the existing car park with a second car park entrance being formed to the west of the current car park entrance, allowing for one-way traffic through the car park. The existing car park entrance (which would become the exit) is proposed to be widened to allow easier vehicle manoeuvring. The proposal is fairly well screened to the south and west by hedgerow and woodland planting, there is little screening along the northern and western boundaries of the school site. The proposed development is a re-development of a former primary school site. The proposed works do not conflict with the existing school playing field, or significantly affect the amenity of the surrounding residential properties, and the access arrangements would be improved. The principle and locational factors of the development are therefore considered acceptable having regard to the development plan.

62. The proposed development would provide places for pupils with communication and interaction needs, particularly ASD and therefore make provision for a new community facility which is acceptable in accordance with Policy 24 of the Earl Shilton and Barwell Area Action Plan and paragraph 94 of the NPPF, which highlights the importance of ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities.

Landscaping

63. As part of the development, six trees would be removed, one located on the southern boundary of the school site, three within the footprint of the new school site and two to the north of the school building and the west of the hard-playing surface. Five of the six the trees for removal are categorised as low quality, with the other tree classed as unsuitable for retention as it is in poor health. In addition, a hawthorn hedgerow along the southern boundary, along Moore Road, categorised as low quality would also be removed as part of the proposals to allow for a new site access.
64. An outline landscaping strategy is proposed which includes the following:
- hedgerow extension to the east of the existing entrance;
 - a small planting and growing zone on the southern side of the school building;
 - additional shrub planting in the south east corner of the school site;
 - sustainable urban drainage approach through a smaller basins and a swale feature along the northern boundary of the school site;
 - wildflower and grassland areas along the northern boundary of the school site;
 - tree planting in the central part of the site, to the north of the proposed school building.

65. More details of the landscaping, such as size, species, layout of planting including protection and aftercare, treatment of surfaces, fencing requirements can be required by condition to ensure that the landscaping scheme enhances the appearance of the school site in line with the proposed outline scheme. The removal of six trees and the hedgerow would not be significant and the overall impact is considered to be low as the trees to be removed relate to a small proportion of trees within the site. The tree loss can be addressed by requiring replacement tree planting of appropriate species and of suitable size to ensure that the development achieves a high standard of landscaping in accordance with Policy 10 of the Hinckley and Bosworth Local Plan.
66. The arboricultural report and impact assessment submitted with the application makes recommendations for tree protection and mitigation planting, this can be conditioned requiring appropriate protection measures to be undertaken to the relevant British Standards, including fencing for the trees to be retained which are in close proximity to the proposed works.
67. Subject to the control of conditions relating to a landscaping scheme and vegetation protection, it is considered that the development is acceptable in accordance with policy DM 10 of the Hinckley and Bosworth Local Plan.

Highways and Parking

Highways Access

68. The primary school which previously occupied the site served the local community in which the pupils generally would have had only a short distance to travel to school. For the proposed development, as an ASD school, pupils would be attending from further afield, travelling to and from school via car, taxis and potentially mini buses. The current car parking arrangements at the school would be improved by the creation of a second car park entrance, created west of the existing access point on Moore Road. The new access into the car park would form the entrance and the existing access would be the exit – creating one-way traffic through the car park, with off-highway drop-off/pick-up area. The Local Highway Authority has advised that amendments to the existing advisory keep clear markings outside the school would be required due to the additional site and pedestrian access to reduce the risk of conflict at the main access
69. Subject to conditions relating to: a construction traffic management plan, access arrangements, parking, road markings, turning and cycle parking facilities and a one-way signage scheme, the highway safety and access implications of the proposed development is considered acceptable in accordance with Policy DM 25 of the Hinckley and Bosworth Local Plan.

Trip Generation and Transport Sustainability

70. The previous school had approximately 280 pupils whereas the proposed development is for 80 students. A trip generation analysis calculates that there would be a reduction of some 52-76 two-way trips compared to the previous use. Therefore, the development is likely to result in a significant reduction in the number of individual vehicles dropping off children outside the school compared to the former primary school. Traffic and parking have been raised as a concern, and the proposed development has the potential to add to the busy periods at the start and end of the school day, and for after of school activities. To help alleviate any parking congestion, it is recommended that the new school be required to produce a new travel plan in a phased manner as the school opens. In addition, the proposed development includes the provision of cycle stands which will accommodate up to 10 cycles, as some pupils may choose to cycle to school. The school site is also well connected to the public transport network. It is considered that the development accords with Policy DM 25 of the Hinckley and Bosworth Local Plan which supports the formation of new community facilities across the borough and the reduction in reliance on the private car. Subject to controls relating to a travel plan plus cycle facilities, the trip generation and sustainable transport implications of the development are acceptable.

Parking Provision

71. The proposal includes the expansion of the car parking facilities. The existing car park accommodates 17 car parking spaces and the proposed development would create an additional seven spaces, totalling 24. The proposed development includes the provision for 21 full-time equivalent employees, therefore, the level of parking proposed, satisfies the requirements of the County Council's design guide and is therefore, considered to be satisfactory. In addition to the car parking spaces, a pick up/ drop off area has also been provided within the site to accommodate taxis, minibuses and cars to drop off/ pick up pupils.
72. Subject to the control of the above parking provision matters it is considered that the development would be in accordance with the school parking requirements included in the County Council's design guide and meet Policies DM17, DM 18 and DM 25 of the Development Plan subject to the imposition of advised conditions.
73. Overall, subject to conditions relating to signage, a construction traffic management plan and access arrangements. The Local Highways Authority views that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be significant. Therefore, it is considered that the proposed parking and travel arrangements are appropriate to accommodate the proposed development and meet Policies DM17, DM 18 and DM 25 of the Development Plan.

Materials and Design*Materials*

74. The proposed school building has been designed to be robust. The walls are proposed to be blue engineering brick up to damp proof course level and render above, with the external walls to the Withdrawal Rooms and the front of the administration area in full height engineering brickwork. The roof is proposed to be single ply membrane, with the parapets having a powder coated aluminium capping. Windows and doors are proposed to be powder coated aluminium framed with toughened glass safety glazing. Rainwater pipes are proposed to be powder coated steel, and anti-climb. The security fencing around the school is proposed to be black powder coated weld mesh fencing on metal posts. The screen to the proposed bin store area is 1899mm high hit and miss fencing on concrete posts stained dark grey.
75. The colours of the external materials have not been specified and therefore a condition is recommended to require precise details of the external materials and finishes to be submitted for approval by the County Planning Authority. It is considered that this condition would ensure that these additional features would preserve visual amenity.
76. Subject to the above condition the materials and design are considered acceptable in accordance with policy DM 10 of the Hinckley and Bosworth Local Plan.

Ecology

77. An ecological report has been submitted as part of the application, which concluded that there are no protected species located within the application site. A bat survey was also undertaken as part of the application which concluded that no bats emerged from any of the survey's buildings and only a small amount of bat activity was recorded on site during the surveys, it is concluded that there are no bat roosts present in the buildings on site. Therefore, the proposed works are not expected to impact roosting bats. The report makes several recommendations, particularly for badgers, nesting birds and bats, to minimise the impact of the development and these will be brought to the applicant's attention.
78. The proposed development involves vegetation clearance, and this would need to be undertaken outside the bird nesting season (the bird nesting season is typically between March-August). If this is not possible then it will be necessary to undertake further checks for nesting birds. A condition can be imposed to control the timing of these works and any mitigation measures required.
79. The proposed development provides opportunities for ecological enhancements through the inclusion of bat and bird boxes which is stated in paragraph 4.24 of

the Ecological Appraisal submitted with the application. A condition is recommended to secure bat and bird boxes.

80. Subject to the above conditions, the proposal is acceptable in accordance with paragraph 175 of the NPPF.

Flood Risk and Drainage

81. Currently the storm water associated with the site is discharged into the watercourse that projects into the site. The proposal incorporates the construction of an infiltration basin to the north of the proposed school building to allow storm water to infiltrate into the ground. It is proposed that this would reduce the amount of storm water that is discharged into the watercourse. The LLFA has considered the proposals and has no objections, subject to conditions relating to surface water drainage scheme and the management of surface water.
82. Two representations raised concerns about the risk of flooding, drainage issues on Heath Lane and the smell of the proposed swale. One of the representations highlighted that the flooding is an ongoing issue and previous plans were made for maintaining the ditch, but this had not been completed.
83. The agent highlighted that the cause of the flooding was the lack of maintenance of the watercourse, with debris building up. This contributed to a reduction in the water flow and resulted in overflowing of the culvert. The debris from the culvert has since been cleared and it is running freely again. The proposed development includes the inclusion of access gates to be formed in the railings around the top of the culvert so that maintenance workers will be able to get to the bottom and clear it out on a more regular basis. With regards to the representation relating to the and the smell of the proposed swale, it is unlikely that the swale system will emit foul odours. For the proposed development, the foul drainage and stormwater systems are separate. The only water going into the swales and basin will be from roofs and hard/soft surfaces. The foul water taken from the proposed school via underground pipes and into an existing sewer, not above ground via the swale.
84. The LLFA has no objections to the proposals, and subject to a condition including the maintenance of the water courses on a bi-annual basis as part of the surface water drainage scheme and a condition relating to the management of surface water on site during construction, the development is acceptable in accordance with Policy DM 10 of the Hinckley and Bosworth Local Plan.

Sustainability

85. The re-use of the existing school grounds and the utilisation, where possible, of the arisings from the demolition of the existing school is in accordance Policy 24 of the Core Strategy and Policy DM 2 of the of the Hinckley and Bosworth Local Plan.

Lighting

86. A lighting assessment has been submitted as part of the application, and whilst the proposed school building is larger than the previous primary school building it

only incorporates wall mounted lights associated with external doors, no additional lighting is proposed within the external play areas. The Environmental Health Officer at Hinckley and Bosworth Borough Council advises that there would not be a significant impact from the lighting on neighbouring residential properties, and therefore the lighting of the proposed building is considered acceptable in accordance with policy DM 10 of the Hinckley and Bosworth Local Plan.

Conclusion

87. The scale, design and location of the proposed development would not result in significant adverse impacts upon the amenity of residents. The proposed development would provide the community and wider population with a purpose-built school for pupils with communication and interaction needs and would help achieve the vision for SEND in Leicestershire for all pupils to achieve well in their education. The provision of a landscaping scheme which enhances the existing landscaping onsite would compensate for the proposed loss of trees and would provide appropriate soft landscaping around the development as well as an improved environment for learning. The proposed parking and access arrangements for the school are satisfactory to meet expected demands at the site. The provision of a site-specific travel plan and its continual monitoring should help address any parking and traffic issues. The provision of a more sustainable surface water drainage scheme, which includes the maintenance of the onsite watercourses, would help alleviate the concerns raised about flooding. Therefore, subject to conditions, it is considered that the proposed development is satisfactory and that the requirements of the development plan mentioned above have been met and is therefore considered acceptable.

Recommendation

1. PERMIT subject to the conditions as set out in the Appendix.
2. To endorse as required by the Town and Country Planning (Development Management Procedure) Order 2015 (as amended) a summary of how Leicestershire County Council worked with the applicant in a positive and proactive manner:

In dealing with the application and reaching a decision account has been taken of paragraph 38 of the National Planning Policy Framework.

Appendix**Conditions****Commencement**

1. The development hereby permitted shall commence within three years of the date of this permission.
2. The development shall be carried out in accordance with the following plans and documents; unless otherwise specified by other conditions attached to this permission:
 - Application Form dated 07.05.2019;
 - Planning Design and Access Statement – Rev A, dated 04.05.2019, project no L1901, project title: Newlands ASD School, Moore Road, Barwell;
 - Site Location Plan, drawing no: 01, revision A, dated 27.03.2019;
 - Proposed Ground Floor Plan, drawing no: 10, revision J, dated 06.05.2019;
 - Elevations, drawing no: 11, revision B, dated 08.05.19
 - Visualisations, drawing no: 12, revision B, dated 08.03.19;
 - Sections, drawing no: 14, dated 06.05.19
 - Proposed Site Plan, drawing no: 15, dated 12.06.2019;
 - Roof Plan, drawing no: 17, dated 06.05.19;
 - Topographical Survey, drawing no: 32923_T, dated Feb 2019;
 - Sprinkler Tank and Elevations, drawing no: 19, dated 06.05.19;
 - Ecological Appraisal, Newlands Primary School Barwell, dated 02.04.2019;
 - Outline Drainage Strategy, drawing no: DS-001, revision C, dated 15.04.0219;
 - Flood Risk Assessment, reference C3012 – Newlands SEN Project, Revision B, date 2019;
 - Nocturnal Emergence Bat Survey, report number: RT-MME-130881, dated May 2019;
 - Arboricultural Report, Proposed Rebuilding of Newlands Primary School, dated April 2019;
 - Landscape Strategy, reference 1019 002, dated 7th May 2019;
 - Tree Retention and Removals, reference 1019 001, dated 7th May 2019;
 - Transport Statement, reference C3012 – Transport Statement, dated 14th June 2019.

Construction Works

3. All site preparation and construction works, deliveries of and movement of materials and machinery, in connection with the approved development, shall only take place between 0730-1800 hours Monday to Friday and 0730-1300 hours on Saturdays. No such activities shall take place at any other time on Saturday or Sundays or Statutory Public or Bank Holidays. There shall not be any work carried out under floodlights on the construction site.
4. No development shall commence on the site until such time as a construction traffic management plan, including: details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their

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provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Highways

5. No part of the development hereby permitted shall be used until such time as the access arrangements shown on HSP drawing number TSK001 have been implemented in full. Once provided, the visibility splays shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway.
6. No part of the development hereby permitted shall be used until such time as details of a one-way signing scheme including at the ingress and egress to the site has been submitted to and agreed in writing by the County Planning Authority. Thereafter, the submitted scheme shall be implemented prior to first occupation of the site.
7. The development hereby permitted shall not be occupied until a scheme to provide advisory 'School Keep Clear' markings in the vicinity of the site accesses has been agreed in writing with the County Planning Authority. Thereafter the markings shall be implemented and maintained in accordance with the approved details.

Car Parking Facilities

8. No part of the development hereby permitted shall be used until such time as the parking, turning and cycle parking facilities have been implemented in accordance with HSP drawing number TSK001. Thereafter the onsite parking provision shall be so maintained in accordance with the approved details.

Building Materials and Finishes

9. Notwithstanding any indicators given on the submitted plans and specifications, prior to the construction of any proposed buildings as part of the development, a written schedule of materials and colours to be used externally in the construction of the development shall be submitted to the County Planning Authority for its agreement in writing. The development shall be carried out in accordance with the approved schedule of materials and colours.

Lighting

10. Any lighting associated with the development shall be carried out in accordance with drawing titled 'Horizontal Illuminance Levels', design reference LS 24976/1, dated 04.07.2019.

Landscaping

11. Prior to the building coming into use a detailed landscaping scheme in line with the approved outline scheme shown on, Landscape Strategy, reference 1019 002, dated 7th May 2019, shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include details of:

- a) The species mix for new planting/seeding;
- b) Ground preparation and earthworks;
- c) Planting specification;
- d) Maintenance/protection and management measures;
- e) Phasing and timing;
- f) Trees/other vegetation to be removed;
- g) Trees/ other vegetation to be retained;
- h) Root protection areas;
- i) Layout of planting (including protection and aftercare);
- j) Treatment of surfaces;
- k) Fencing requirements.

The approved landscaping scheme shall be implemented in the first available planting season. All planted material shall be suitably maintained and replaced as necessary for a period of not less than 5 years from the date of planting.

Tree Protection

12. Prior to construction works, any trees to be retained within the extent of works, should be adequately protected with adequate temporary fencing in accordance with the provisions of BS 5837, 2012: 'Trees in Relation to Design, Demolition and Construction - Recommendations', and with reference to the root protection areas shown on the submitted tree survey, title Newlands Primary School, Tree Constraints Plan, drawing reference CD/1910468/TCP/01, dated 1st April 2019.

Surface Water

13. Prior to the commencement of construction works for the new building a surface water drainage scheme, including the maintenance of onsite watercourses, shall be submitted to and approved in writing by the County Planning Authority.
14. Prior to the commencement of construction works for the new building details in relation to the management of surface water on site during construction of the development has been submitted to and approved in writing by the County Planning Authority.

Ecology

15. The development hereby permitted shall not be occupied until a minimum of three bat boxes and a minimum of three bird boxes are erected within the woodland in accordance with paragraph 4.24 of the Ecological Appraisal, dated April 2019, submitted as part of the development.
16. Site clearance operations that involve the destruction and removal of vegetation shall not be undertaken during the months of March to August inclusive unless the area has first been checked by a qualified ecologist and an action plan agreed in writing with the County Planning Authority.

Travel Plan

17. a) Prior to the first use of the development, the Framework Travel Plan, titled 'Newlands ASD School' and dated June 2019 shall be implemented.

b) Within the first 12 months of first use of the development the Framework Travel Plan, titled 'Newlands ASD School' and dated June 2019 shall be reviewed and include actions and measures with quantifiable outputs and outcome targets, including the use of the drop-off area for parking outside of pick up and drop off hours. The reviewed School Travel Plan shall be submitted to and agreed in writing by the County Planning Authority and thereafter implemented in accordance with the approved details.

Limitations on Use

18. The development hereby permitted shall only be occupied by the school in association with and ancillary to the Leicestershire Education Authority's educational activities on the site and for no other purpose within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any other Order revoking or re-enacting that order).

19. The development hereby permitted shall only be occupied or in use between the hours of 06:00 and 18:00 between the days of Monday to Friday. There shall be no use on Saturdays or Sundays.

Reasons

- 1 To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, and to enable the County Planning Authority to review the position at the end of this period.
- 2 To ensure a satisfactory form of development.
- 3 To minimise the impact of the construction works on the surrounding area, and to minimise the impact on the amenities of nearby residents.
- 4 To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.
- 5 To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety
- 6 To ensure a safe and suitable operation of the site access, in the interests of general highway safety.
- 7 To mitigate the impact of the development, in the general interests of

highway safety

- 8 To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction), to promote travel by sustainable modes and in the interests of highway safety.
- 9 To ensure a satisfactory appearance and grouping of materials, in the interests of visual amenity.
- 10 To minimise the adverse impact of light generated by the operations on the local community and environment.
- 11 To ensure that the landscaping scheme is implemented as soon as possible and that the planting becomes established.
- 12 To ensure that important trees on the site are protected during the construction of the development.
- 13 To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.
- 14 To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems through the entire development construction phase.
- 15 In the interests of biodiversity.
- 16 For the protection of wildlife.
- 17 To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport.
- 18 & 19. To ensure the proposed use remains compatible with the surrounding locality and does not give rise to loss of amenity for occupants of nearby dwellings.