

Regulatory Committee

Dorset County Council



Date of Meeting	01 February 2017
Officer	Service Director - Economy
Subject of Report	To consider planning application 3/17/2868/DCC for a new Wimborne First School building (15 Classrooms) with hall, meeting rooms, specialist teaching rooms and associated landscape works.
Executive Summary	<p>This application seeks permission for a new 3FE primary school to replace the existing Wimborne First School. The application site forms part of a wider housing development for 650 dwellings located to the north Wimborne. Outline planning permission for the housing development and school was granted by East Dorset District Council under planning application 3/14/0016/OUT. The proposal has been considered against National and Local Development Plan Policy. The report recommends approval of the application subject to planning conditions.</p>
Impact Assessment:	<p>Equalities Impact Assessment: This report concerns the determination of an application for planning permission and not any changes to any new or existing policy with equality implications.</p>
	<p>Use of Evidence: The recommendation has been made after consideration of the application and supporting documents, the development, government policy, legislation and guidance, representations and all other material planning considerations as detailed in the main body of the report.</p>
	<p>Budget: Generally the determination of applications will not give rise to any budget implications for the</p>

	Committee.
	Risk Assessment: As the subject matter of this report is the determination of a planning application the County Council's approved Risk Assessment methodology has not been applied.
	Other Implications: None
Recommendation	That planning permission be granted subject to the conditions set out in paragraph 9.1 of this report.
Reason for Recommendation	As set out in paragraph 6.69 - 6.76 of this report.
Appendices	<ol style="list-style-type: none"> 1. Location Plan 2. Context and General Arrangement Plan 3. Elevations 4. Illustrative Site Sections 5. Landscape Plan
Background Papers	Planning application file reference (3/17/2868/DCC)
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1. Background

- 1.1 Outline planning application 3/14/0016/OUT was submitted to East Dorset District Council (EDDC) for a new neighbourhood straddling the Cranborne Road, north of Wimborne. The proposed development comprised up to 630 dwellings, a 450 place first school, local centre and green infrastructure. A simultaneous application, 3/14/0017/COU, sought planning permission for the change of use of three adjacent parcels of land to a SANG (Suitable Alternative Natural Greenspace). Both applications were approved by Members of the EDDC Planning Committee in 2015.
- 1.2 A reserved matters application (3/17/1390/RM) for the main access junctions, spine road and school access road, foul water pumping station and associated infrastructure to serve the development was approved by EDDC on 5th October 2017.
- 1.3 A further reserved matters application (3/17/1389/RM) was approved by EDDC on 7th December 2017. This application included the first phase of development comprising: the construction of 318 residential dwellings; public open space; vehicular, cycle and pedestrian access; access for the proposed first school; landscape planting; surface water attenuation features; foul water pumping station and associated infrastructure.
- 1.4 An application for the new first school has now been submitted to the County Council for determination.

2. Site Description

- 2.1 The application site is located within a larger development site which comprises 24.3ha of agricultural land, to the east and west of Cranborne Road, Wimborne.
- 2.2 The eastern parcel of development land lies north of and immediately adjacent to residential properties in Walford Close and Burts Hill. Land further north, adjoining Dogdean Lane, is included in the eastern parcel and is proposed for allotments. The proposed eastern SANG (the subject of application 3/14/0017) is to wrap around the development site providing a buffer of open land to the southeast, east and northeast.
- 2.3 The western parcel is demarcated by Long Close Farm to the south and The Row to the west.
- 2.4 The proposed school site extends to 2.49 hectares and is situated within the eastern parcel of the larger development site between Burts Hill and Cranborne Road. The site adjoins Burts Hill on its southern boundary with residential properties in Walford Close immediately to the south west. The new residential housing and associated

infrastructure is situated to the north of the site with the SANG abutting the south east corner of the site.

- 2.5 The Burts Hill Conservation Area is located immediately to the east of the site. The boundary of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) lies approximately 750 meters to the west.

3. The Proposal

- 3.1 Planning permission is sought for a new 3FE First School to replace the existing 2FE school located in School Lane, to meet the needs of the area and to accommodate the increase in pupil numbers generated by the new housing development.
- 3.2 The new school accommodation will provide the following:
- 3 reception classes
 - 12 classrooms
 - Main Hall
 - Heart Space
 - Other learning areas, support facilities and ancillary spaces
 - A car park
 - External Learning and social spaces.
- 3.3 The proposed school building includes provision for a nursery/pre-school run independently from the main school. It is proposed that the new nursery would accommodate up to 30 children.
- 3.4 Accommodation will be provided in 3 principal interlinked components aligned broadly in a north south orientation across the site. The two main linear classroom blocks are located either side of a central block containing the main school entrance, office facilities, staff room and hall. This central component measures 44 x 17 metres and 8.8 metres in height. The two classroom wings measure 54 x 17 metres and 7.5 metres in height.
- 3.5 The building is of steel frame and masonry construction with vertical larch cladding under a slate grey metal mono-pitch roof. All windows are grey powder coated aluminium. Photovoltaic panels are proposed on the southern side of the central hall building.
- 3.6 Immediately to the east of the proposed school building is a staff/visitor parking area, turning space and play area. Games courts are located towards the eastern corner of the site with a larger sports pitch located to the south west between the proposed school building and properties in Walford Close.
- 3.7 A single vehicular access to the site is proposed from a new estate road that abuts the north east boundary of the site. Pedestrian access

to the site is provided by three access points; two of which are off new estate roads on the north east and north west boundaries of the site. A third pedestrian access point is proposed off Burts Hill to the south, opposite the junction with Allenview Road.

- 3.8 The new school is located approximately 850 metres (walking/driving distance) from the existing site in School Lane.

4. Consultations and Representations

4.1 East Dorset District Council:

The District Council's consultation response considered the principle of the development, the appropriateness of its design, the impact on the historic environment, relationship with neighbouring properties and lighting on some detail and raised no objection on these points.

The District Council also considered highway safety and parking. Its response was that the proposal would conflict with policies KS11 and KS12 of the Local Plan. The District Council's position is that parents' reliance on cars at the current School Lane site causes access problems during the busy drop off and pick up times despite constraints on car use. It considers that given the distance from the existing school and car parks, and the relatively limited pupil numbers from the new residential development, there will be greater reliance on the car to drop off and pick up. That will place a burden on the neighbouring residential areas which will impact on highway safety. The District Council also considers that the proposed staff parking provision is inadequate.

4.2 Environmental Health Officer - Christchurch and East Dorset Councils

In terms of Potentially Contaminated Land I have no concerns – it is essentially a greenfield site and nothing significant shows up on our Contaminated Land Register.

The Lighting Assessment is adequate. If installed as designed it will not cause a statutory nuisance. I do however wonder about the topography and the potential for light to be cast into nearby residents particularly those on Walford close. The lighting plan shows no lighting on the sports pitches – can this be confirmed please. The lighting plan also states "The lighting design is subject to change based on the final school layout." I cannot comment fully until I see the final plan.

I have read the Environmental Noise Assessment. Whilst very comprehensive, does not consider the effects of noise on residents of surrounding properties. I have some concerns about the level of noise that will be experienced by residents, primarily from children at

playtimes and during use of external play areas or sports activities. Before making comment on this application, I could do with some data on anticipated noise levels from such activities.

4.3 **Wimborne Minster Town Council:**

- The Town Council welcomes the construction of a New First School as part of the Cranborne Road development by Bloor Homes but has concerns surrounding the associated car parking and associated road safety
- Given that the on-site parking spaces are generously sized, consideration should be given to maximising the number of staff and visitor spaces by reducing the size of each space thereby creating additional spaces.
- Notwithstanding that the issue of on-street parking by parents in existing residential roads is outside the scope of the planning application, the Town Council would urge the County Council to take steps now to mitigate the problem by introducing appropriate waiting restrictions in those nearby at risk roads and cul-de-sacs.
- The Travel Plan submitted with this planning application should be amended to provide for a school crossing patrol (lollipop person) when the First School first opens to ensure the safe crossing by children of Burts Hill from Allenview Road.
- The proposal to impose a speed limit and traffic calming measures in Burts Hill should be extended to the junction with Smugglers Lane in view of the existing dangerous situation which vehicles travelling to and from Dumpton School have to encounter as a result of the layout and topography of the junction with Greenhill Road feeding into Burts Hill. Putting a lower speed limit on Burts Hill that reverts to the national speed limit shortly before Greenhill Road will exacerbate the current safety concerns in that location.
- Consideration should be given to additional public car parking on the north side of the town either by extending the existing car park near Walford Mill or by providing a new car park.

4.4 **Colehill Parish Council:**

The Parish Council supports the residents' comments. The Members are very aware of the consequences of poor parking through the parking problems that exist at Beaucroft School and St Michael's School, Colehill. The total failure of this application to recognise the traffic problems that will occur will be a blight on the new houses and on the existing properties if appropriate parking is not provided. The Council also considers that the provision of classrooms will not be adequate for the number of children attending the school.

4.5 **Highway Liaison Engineer:**

With the submitted layout and staff parking numbers being in line with the recommendations made at the pre-application discussions with the Education Authority and with the proposal having no apparent highway safety

implications, I have no objection, in principle, subject to the following conditions [as shown in paragraph 9 of this report].

4.6 **Flood Risk Management:**

With reference to the above consultation; on first inspection there appears to be no clarification of proposed surface water management.

We (FRM) have recently deferred to the EA with regard to the wider (Minster Gate) development (see attached response to EDDC), but have offered discretionary comment in respect of the receiving system/s and downstream sensitivities. Therefore if the current application for the new school is not supported by a viable & deliverable conceptual strategy of surface water management, we would be obliged to object.

Therefore please regard the above as an interim response, and possibly a suggestion that the applicant be invited to submit a site specific strategy, if not already supplied. I am happy to discuss the above if you feel that this would be helpful at this point.

4.7 **Cranborne Chase and West Wiltshire Downs AONB**

- Any external lighting should be approved by the Local Planning Authority and comply with the AONB's Position Statement on Light Pollution and the more recent Good Practice Note on Good External Lighting and Paper by Bob Mizon on Light Fittings.

- The site is close to the Stour and Avon Tributary Valleys landscape character area in the Chalk River Valleys landscape character type.

- The Landscape and Visual Effects Study does not include a description of the development . Without a description of the development it is not possible to consider whether or not the assessment by the authors is realistic, sufficiently objective, or appropriate. Without information about the scale, dimensions, materials, colours and height of the buildings, the table lacks the appropriate substance on which to base decisions.

- The study jumps from Section 4, Viewpoint Data Sheets, to Section 5 Mitigation Measures. There is no intervening stage which identifies the impacts. Hence there is no statement of which impacts can be avoided, which impacts can be mitigated, and whether there are any remaining impacts that need to be compensated for. The mitigation measures

identified are, therefore, very generalised and not specific to particular impacts, and therefore are of very limited value.

- It is helpful to see an External Lighting Report submitted with the proposal. However, it is noticeable that there is no mention of the AONB or the importance of dark night skies. Furthermore there is no mention of an Environmental Lighting Zone to which lighting provision is being targeted. In this edge of town/edge of AONB situation it would be entirely reasonable to expect lighting to comply with the Environmental Zone E1.

- Furthermore all lighting should, in the interests of minimising impacts on wildlife and minimising light bounce, be of a light temperature of 3000 degrees kelvin or less. There does not appear to be any statement of the basic principle within the lighting report that there should not be upward or sideways emission of light and this seems to be a significant weakness. The light temperature of 4000 degrees kelvin is outside of the recommended range for minimising impacts on wildlife and complying with dark night sky requirements.

- It is also important that the elevated lighting units around the parking areas are correctly set and the 'variation of mounting tilts offered' could create problems. Asymmetric units which throw light away from the mounting pole whilst the unit is fixed horizontally are both effective and easy to monitor.

- I am also concerned that the proposed bollards refer to using a 'polycarbonate diffuser'. This appears to send light in all directions rather than in a cone downwards towards the surface that is intended to be lit. Similarly there is equal concern about the wall mounted façade lighting even if an eye lid attachment is used. That can lead to sideways and upwards dissipation of light. This is because the 'eye lid' may not cover the light source and the nature of the polycarbonate diffusers is such that light is not directed in any particular direction but diffused in all directions.

4.8 **Wessex Water**

Foul Drainage

Provision of a lateral sewer and manhole to collect foul water flows from the school site has been proposed under the Minster Gate application by Bloor Homes and it is understood that the school site will discharge foul flows to the new foul sewers to be installed by Bloor Homes.

Wessex Water have been in discussions with the developer regarding the foul drainage strategy for the Minster Gate Site, technical details are still to be agreed but we can confirm that Wessex Water will adopt

the Minster Gate foul sewers subject to satisfactory engineering proposals constructed to current adoptable standards.

Surface water Drainage

The applicant proposes surface water disposal to SuDS with discharge to local land drainage systems which will be subject to approval by the Lead Local Flood Authority. Surface Water connections to the public foul sewer network will not be permitted. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system.

Water Infrastructure

Sembcorp Bournemouth Water are the statutory supplier for this area.

4.9 Historic England

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

4.10 Natural Environment Team – Dorset County Council

Having looked at the accompanying documents I can see that a preliminary ecological assessment has been carried out, resulting in an ecological mitigation plan and presumably further survey. As long as the recommendations in the ecological assessment are carried out, including further surveys and a completed Biodiversity Mitigation Plan, plus Certificate of Approval from DCC NET, I am satisfied that there will not be any residual impacts on biodiversity. I also note mention of a grassland management scheme which would ideally be contained as an ecological management plan within the BMP.

4.11 Rights of Way

Suggest that if there are no wide pavements that would connect the site and footpaths E36/27 & E36/26 (Burt's Hill) and E36/29 (off of B3076) then these should be considered to encourage walking to the school.

4.12 Senior Archaeologist

No objection

4.13 Other Representations:

45 representations objecting to the proposal have been received from local residents and parents/carers whose children currently attend Wimborne First School. The overwhelming majority of representations concern the lack of parking provision for parents/carers at or near the new school and the issues that will result from this lack of parking provision. These objections are summarised as follows:

- Greener and healthier alternatives of getting to and from school should be welcomed but they are simply not practical for parents/carers. Whilst the proposal attempts to encourage alternative

modes of transport to and from the new school it is located further away from the town centre. As a result more parents/carers will inevitably drive to the new school to drop off and pick up children. This is because it is too far to walk with young children and many of those parent/carers on the school run are under time pressures to get to work.

- Other than on-street parking there is a lack of alternative parking options in the locality of the new school. The current system works with the existing school because the car parks are close to the school. These car parks which are closer or within the town centre are already at capacity. The increase in the size of the new school will mean they will become even busier forcing people to drive at drop off and pick up times.
- There will be insufficient parking available on the surrounding road network for all those additional people wanting to park close to the school.
- Parking on the surrounding road network, including both the existing and proposed residential streets, will result in congestion at peak times. This will be inconvenient for residents who will be angered and frustrated by less than considerate parking by parents/carers who are in a hurry and have a lack of parking options.
- The congestion on the residential streets at peak times will result in dangers to pedestrian and other road users.
- The age of the children means that they cannot simply be dropped off. parents/carers have to accompany their children into school. This will result in cars being parked on the surrounding road networks for between 10-15 minutes.
- It appears that whilst the safety of children walking to school from the new estate has been taken into consideration, the needs of families in the rest of Wimborne have not been considered at all. Parts of the route to the new school from the town centre are unsafe.
- As this is a new greenfield development, adequate parking should be designed into the scheme.
- The provisions of the submitted Travel Plan are inadequate and the data that is presented is questioned. The proportion of children walking to school is stated as 72%, when this includes 28% who park in a local car park a very short walk away. There is a huge difference between the distance of the current school from the Westfield Close car park and the distance of the new school from the Allenvie Road car park.

- The lack of on site parking provision particularly impacts upon those children with disabilities who may require drop off/pick up at different times and who may not be able to manage a longer walk to school.

- Along with other traffic improvements associated with the Bloor Homes Developments, Dorset County Council Highways Department need to consider banning parking on Burt's Hill from it's junction with Cranborne Road to Allenvie Road. It should also ensure that parking on Walford Close is reserved solely for residents and guests.

- It is suggested that a new car park is required in the north of the town and that Burt's Hill Road should be better maintained as it is barely suitable for existing traffic levels.

One letter of representation states that issues concerning surface water drainage, surface water run-off and associated risk of flooding have not been addressed within the application. It is stated that owing to the land contours rain water falling on the site will cause saturation in the south-west corner of the site and will cause flooding in the gardens and properties in Burt's Hill and Walford Close. The representation states that an attenuation tank must be provided within the school grounds to control run-off and guidance must be sought from the Environment Agency on the need for such attenuation facilities.

Representation has also been made questioning whether a 3 FE school is really required for a small Dorset town.

It is stated that the architects could have acknowledged the Edwardian architecture of the existing Wimborne First School.

A letter of representation notes the need for a security fence and screening at the boundary with properties in Walford Close.

5. Planning Policy Framework:

5.1 The purpose of the planning system is to help achieve sustainable development. Applications for planning permissions must be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan includes the Christchurch and East Dorset Local Plan: Part 1 – Core Strategy adopted in April 2014. The term '*material considerations*' is wide ranging, but includes national and emerging planning policy documents. Material to all application is the *National Planning Policy Framework* (the NPPF) issued in March 2012 which sets out the Government's planning policies for England and how these are expected to be applied. The Framework has been supplemented by Written Ministerial Statements and Planning Practice Guidance (PPG), which can also be material. The most relevant policies and provisions are listed below.

5.2 The Development Plan

Christchurch and East Dorset Local Plan: Part 1 – Core Strategy, April 2014

- Policy KS1 Presumption in Favour of Sustainable Development.
- Policy KS2 Settlement Hierarchy.
- Policy KS3 Green Belt.
- Policy KS11 Transport and Development.
- Policy KS12 Parking Provision.
- Policy ME1 Safeguarding Biodiversity and Geodiversity.
- Policy ME3 Sustainable Development Standards for New Development.
- Policy ME4 Renewable Energy Provision for Residential and Non-residential Developments.
- Policy ME5 Sources of Renewable Energy.
- Policy ME6 Flood Management, Mitigation, and Defence.
- Policy HE1 Valuing and Conserving our Historic Environment.
- Policy HE2 Design of New Development.
- Policy HE3 Landscape Quality.
- Policy LN7 Community Facilities and Services.
- Policy WIMC7 Cranborne Road New Neighbourhood

5.3 Other Material Considerations

National Planning Policy Framework (the NPPF)

- Achieving sustainable development – paragraphs 6-10.
- Core planning principles – paragraph 17.
- Promoting Sustainable Transport – paragraphs 29, 30, 32, 34, 36 and 38.
- Requiring good design – paragraphs 56, 60 and 61.
- Promoting healthy communities – paragraphs 69, 70 and 72.
- Protecting Green Belt land – paragraphs 79, 80, and 87 -90.
- Meeting the challenge of climate change, flooding and coast change – paragraphs 93-96, 98 and 103.
- Conserving and enhancing the natural environment – paragraphs 109, 117, 118-121, 123 and 125
- Conserving and enhancing the historic environment – paragraphs 128, 129 and 141.
- Decision-taking - paragraph 186, 187 and 196.
- Planning conditions and obligations – paragraphs 203 and 206.

6. Planning Assessment

6.1 Having regard to the provisions of the development plan, the information submitted in support of the application and the representations received, the main planning considerations are:

- The principle of the development

- The highway impacts (Proposed Parking Provision & Highway Safety and Capacity)
- The amenity impacts resulting from on-street parking
- Landscape character, design quality and visual amenity
- Potential for flood risk and drainage considerations
- The noise impacts
- The impact on historic environment
- The impact on ecological resources and biodiversity

6.2 Principle of Development.

The wider development site was one of the proposed New Neighbourhoods (Minster Gate) that Members of EDDC supported in the Core Strategy for new housing under Policy WIMC7 of the *Christchurch and East Dorset Local Plan*. Policy WIMC7 included the provision of a new first school. The principle of a school on this site was further established by the grant of outline planning permission under 3/14/0016/OUT which again included provision for a new first school.

6.3 The applicant states that the existing school facilities in School Lane are outdated, undersized and no longer suitable as an educational establishment for 21st Century learning. Piecemeal developments have taken place over the years to accommodate the schools growing needs and the site has now been extended to its maximum capacity. The school hall is undersized as are most of the classrooms. The building is poorly insulated and suffers from damp areas, high energy bills and leaky roof.

6.4 A number of outdated mobile buildings can be found around the school site and these are coming to the end of their useful life. The swimming pool has become a maintenance problem for the school and is not currently used.

6.5 Access to the school during busy pick up and drop off periods is problematic. There is no footway along School Lane (both sides) presenting health and safety issues for pedestrians. The school playing field is located on the other side of School Lane, resulting in increased pupil/vehicle conflict when in use.

6.6 The applicant states that the masterplan for the school has been developed within the context of the overall site masterplan for Minster Gate, and through consultation with the Housing Developer, the Local Planning Authority, the school and stakeholders.

6.7 Highways Impact

Concerns and objections relating to lack of dedicated parking provision or drop off/pick up facilities and the associated traffic impacts around the proposed school site have been raised by a large number of respondents to the application. The concerns expressed relate to a wide range of matters including congestion, safety, on-street parking,

amenity of existing and proposed residents and the inconvenience parents/carers will face in taking pupils to and from the school.

Proposed Parking Provision

6.8 Adopted Core Strategy Policy KS11 provides that planning powers will be used to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. It is stated that development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided and that this shall be achieved through the implementation of measures identified within a submitted transport assessment or transport statement, including where appropriate:

- i. contributions to transport modelling work;
- ii. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;
- iii. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and
- iv. the implementation of works to the highway.

It is further stated that development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes and must be designed, amongst other matters, to:

- i. provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport;
- ii. provide safe access onto the existing transport network; and
- iii. allow safe movement of development related trips on the immediate network.

6.9 This approach is consistent with the NPPF, which states that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

6.10 In relation to parking, the adopted Core Strategy seeks provision that is appropriate for the type and scale of development and its location, together with the provision of high quality cycle parking to encourage a modal shift away from the car. Adopted Core Strategy Policy KS12 provides that adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development and that development proposals should make provision

for parking in accordance with the Local Transport Plan (LTP) parking guidance, including provision for parking for people with disabilities.

- 6.11 The County Council's adopted parking guidelines, which support the LTP state a requirement for 1 car parking space per 2 full-time members of staff plus visitor and disabled provision and cycle parking subject to individual assessment.
- 6.12 The reasoned justification to adopted Core Strategy Policy KS12 notes that the availability of car parking can have a significant effect on people's choice of transport and that past parking policy has sought to restrict levels of parking associated with new development in order to reduce the use of the car and promote more sustainable modes of transport. It is also noted that car parking can occupy a great deal of space and therefore impact upon the appearance of development and the efficient use of land. However, it is also noted that, given the rural nature of much of East Dorset and the limited availability of high frequency public transport, it is considered inappropriate to under-provide for parking and insufficient parking associated with new development can lead to inappropriate parking on streets, footways and verges creating highway safety problems and unsightly environments. Flexibility is therefore required to reflect the availability of non-car alternatives which might impact on the requirement for parking spaces.
- 6.13 The applicant has stated that there will be approximately 43 FTE members of staff at the new school when at full capacity. The precise number of staff has not yet been finalised. Therefore the proposal would require a total of 29 onsite parking spaces to accord with policy requirements. This would be based on 21.5 staff spaces, 2 accessible spaces, 2 visitor spaces and 3 staff spaces for the future pre-school on site. The proposal details the provision of 29 onsite parking spaces. The proposed provision accords with the adopted parking guideline and is considered adequate to serve the needs of a school in this location and would meet any minor variation in final staff numbers. Conditions are detailed in paragraph 9 of this report that secure the provision and maintenance of car, cycle and scooter parking.
- 6.14 The proposed development does not provide any parent parking provision within the school grounds to drop-off and/or pick-up children by car.
- 6.15 The Education and Inspections Act 2006 places a duty on local authorities to promote sustainable travel to school. The County Council's Corporate Plan, Dorset Joint Health and Wellbeing Strategy and Dorset Physical Activity Strategy all promote measures to increase active travel to reduce obesity and promote health and wellbeing. The principle of not providing onsite parking and dedicated drop off facilities is therefore aligned with wider national and cooperate objectives encouraging alternative travel solutions to reduce greenhouse gas

emissions, congestion and support health objectives. This is consistent with the approach taken on new schools across Dorset.

- 6.16 The application states that in considering the outline planning application for the Minster Gate housing development and the new school, various traffic and access improvements to provide suitable access to the development and to mitigate the impact of the proposals were identified. These were confirmed as requirements by East Dorset District Council and the Dorset County Council Highways Authority.
- 6.17 The package of measures was proposed, in part, as a response to local concerns about safety implications and congested areas of the highway network. Those measures particularly relevant to the provision of the new school include:
- the change of priorities at the junction of Allenvie Road and Burts Hill to calm traffic and to provide a safe crossing point to school.
 - provision of a new footpath to the school from Burt's Hill.
 - pedestrian phase added on the northern arm of the Stone Lane signals.
 - widening of footway along Cranborne Road to Walford Bridge.
 - Provision of new cycle route from Allenvie Road, utilising the existing path adjacent to the river at the Allendale Centre.
- 6.18 The implementation of the above measures is considered necessary to enable safe routes to school for parents, pupils and staff. These measures and the timing of their implementation prior to the opening of the school are secured through both the existing S106 agreement in place between EDDC and the developer as well as through the planning conditions detailed within paragraph 9 of this report.
- 6.19 Notwithstanding the provision of the above measures it is recognised that a significant percentage of parents/carers will drive to school at drop off and pick up times. A critical aspect of the school design has been to spread pedestrian access across three accesses to the site. This will ensure that on-road parking is not focused at one point but distributed through the estate roads that surround the school. It is considered that the surrounding road network, within both the existing and proposed estate roads, will provide adequate on street parking for those driving children to school.
- 6.20 The application is supported by a School Travel Plan which contains measures aimed at promoting sustainable transport and sets out initiatives that will be put in place by the school to reduce car use by staff and pupils. The plan will be implemented, monitored and updated at regular intervals by the school. It is considered that the continuing

requirement for a Travel Plan should be secured through a planning condition as detailed within paragraph 9 of this report.

- 6.21 In addition to the wider transport and access improvements that have been secured, the design of the new access road serving the school has been increased in width to provide greater scope for parking at busier periods.
- 6.22 No parking restrictions are currently proposed by DCC Highways on those estate roads immediately surrounding the school. The situation will be monitored following the opening of the school and appropriate measures put in place if required.
- 6.23 Given the extent of the development proposed, the context of the development within a residential housing area and the number of highway measures proposed, it is considered appropriate that a Traffic Management Plan should be put in place. The Traffic Management Plan would set out arrangements for the monitoring and review of the effectiveness of the implemented traffic and pedestrian control measures. The Traffic Management Plan can then direct potential future revisions and adaptations of traffic and pedestrian management measures if these were required. It is considered that the provision of a Traffic Management Plan can be adequately secured through a condition as detailed in paragraph 9 of this report.
- 6.24 It is inescapable that the relocation of the school facility will benefit some and disadvantage others in terms of the distance they will have to travel from their homes. The new school is located at a greater distance from the town centre than the existing school and as a consequence those currently utilising the public car parks within the town will have further to walk if they continue to use these facilities. The existing school is approximately 250 metres walk from Westfield car park and 400 metres walk from the Allenview car park (pedestrian access onto Hanham Road). The proposed school is approximately 550 metres walk from Walford Bridge car park and 700 metres walk from the Allenbourn car park (access on Allenview Road). Notwithstanding the greater walking distances for some, it is considered that the proposed school is in an inherently accessible location within close proximity to the town centre and surrounded by residential housing development that the facility will serve.
- 6.25 *Highway Safety and Capacity*
As a direct response to the new housing development and school, a significant number of measures will be undertaken to the highway network in order to improve highway safety for road users and to provide safer pedestrian access. The County Council's Highways Liaison Officer is satisfied that the proposals are satisfactory and acceptable in terms of highway safety.

- 6.26 It is considered that there is no technical evidence that the road network would not be able to accommodate the traffic generated by the proposed school development.
- 6.27 It is confirmed that a School Crossing Patrol will be available for deployment at the new crossing near the junction of Allenvie Road with Burt's Hill. This will initially be provided whilst the situation is assessed.
- 6.28 *Highways Impact Conclusion*
Having regard to the proposed package of highway works, those measures proposed to encourage and ensure the safe walking routes to the school through the School Travel Plan, the measures secured through planning condition to enable the monitoring and effectiveness of highway measures and the proposed level of on-site parking, it is considered that the proposals satisfy the requirements of Policies KS11 and KS12 of the adopted Core Strategy.
- 6.29 Amenity Impacts resulting from on-street parking
Concerns have been expressed regarding the amenity (as distinct from the capacity and safety) implications of increased traffic and activity within the residential areas that surround the school.
- 6.30 Whilst it must be acknowledged that additional traffic and activity will have some impact on the amenities currently enjoyed by those living in the vicinity of the school site and that inconsiderate parking and driver behaviour may well become a source of irritation, paragraph 32 of the NPPF provides that development should only be refused on transport grounds where residual cumulative impacts are severe.
- 6.31 Taking account of the character of the affected roads, the predicted increase in movements, the proposed traffic management measures and the commitment to implement a School Travel Plan, it is considered that the impact on residual amenity from the school development will not be severe and that any harm to amenity is outweighed by the public benefits associated with the proposed development. The proposals therefore accord with policies KS 11 of the Adopted Core Strategy and Paragraph 32 of the NPPF.
- 6.32 Landscape Character, Design Quality and Visual Amenity
Paragraph 56 of the NPPF notes that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development.
- 6.33 The site is located within close proximity to the Dorset Area of Outstanding Natural Beauty (AONB). Paragraph 115 of the NPPF states that great weight should be given to conserving landscape and scenic beauty in the AONB.

- 6.34 Adopted Core Strategy Policy HE2 provides that the design of development must be of a high quality, reflecting and enhancing areas of recognised local distinctiveness, and that to achieve this, development will be permitted if it is compatible with or improves its surroundings in layout, site coverage, architectural style, scale, bulk, height, materials, landscaping, visual impact, relationship to nearby properties and relationship to mature trees.
- 6.35 Adopted Core Strategy Policy HE3 provides that development will need to protect and seek to enhance the landscape character of the area and that proposals will need to demonstrate that account has been taken of the character of settlements and their landscape settings; natural features such as trees, hedgerows, woodland, field boundaries, water features and wildlife corridors; features of cultural, historical and heritage value; important views and visual amenity; and tranquillity and the need to protect against intrusion from light pollution, noise and motion.
- 6.36 The design of the school building follows the baseline template developed to meet central Government requirements for well-designed and cost-efficient school construction. It is considered that the design responds positively to the site context and the proposed materials are sympathetic to the setting and appropriate for such a key functional building.
- 6.37 Given that the wider housing development and the new school are to be constructed on existing agricultural land, the proposal will inevitably result in a significant change to the landscape character of the area. However, the proposed school should be considered in the context of the wider landscape including the new and recently approved strategic housing allocation.
- 6.38 The application is supported by a Landscape and Visual Effects Study which notes that there are very limited longer distance views of the application site. The Visual Effects Study assess the impact of the proposed development from a number of more local key viewpoints in the surrounding area. It states that from the majority of viewpoints the impact of the proposed school will not be significant owing to the context of the wider housing development. However, the study concludes that the impact from some viewpoints will be significant having regard to the degree and nature of the change experienced.
- 6.39 Owing to the land levels on and around the application site falling away to the south west, those viewpoints experiencing the most significant degree of change will be from the lower ground to the south; from the properties in Walford Close along Burts Hill. The impact on views from this area will be increased by the removal of some mature trees and vegetation along the southern boundary of the site, adjacent to Burts Hill. This is to allow for a new ramped pedestrian access that serves both the new school and the new housing development beyond.

- 6.40 In order to mitigate the impact of the proposal from Burts Hill, it is proposed to add further soft landscaping along the southern boundary of the site and around the school building itself. A key issue would also be the adequate protection during construction of those trees to remain along the southern boundary of the site. It is considered that with such measures the visual and landscape impacts of the development would be mitigated to an acceptable level. It is proposed that such a scheme will be secured through planning conditions as detailed in paragraph 9 of this report.
- 6.41 Notwithstanding the above mitigation it is noted that the arrangement of the three main school units have been designed to follow the natural contours of the site. As a consequence of the proposed orientation, the full lateral extent of the building will not be seen when viewed from the south of the site along Burts Hill.
- 6.42 From other views surrounding the site the school will be seen in the context of extensive areas of built development. This both limits the extent to which the site is visible in the wider landscape such that the school would neither be a dominant nor prominent feature.
- 6.43 A significant belt of mature vegetation currently exists along the north western and south eastern boundaries of the application site. This vegetation comprises a mixture of mature hedgerows and trees. A further hedgerow runs fairly centrally across the site. An Arboricultural Impact Assessment and method statement has been submitted in support of the application. The assessment identifies all trees on site as well as those in the immediate surroundings. In addition to the removal of a section of boundary vegetation along Burts Hill (see paragraph 6.39 above), the report notes a central hedgerow is to be removed as part of the development but considers that its loss can be appropriately mitigated against through the provision of additional planting. The report proposes a methodology for tree protection that if adhered to should not result in any detrimental impact on the remaining vegetation on or immediately surrounding the site. It is considered that an appropriate strategy for the protection of trees on site can be secured through a planning condition, as detailed in paragraph 9 of this report.
- 6.44 The application includes a plan to externally illuminate the principal school building and pedestrian access paths leading to the site. An objection to elements of the lighting scheme and its overall conclusions have been received from the Cranborne Chase and West Wiltshire Downs AONB Team. Following the comments received further explanation and details to be provided by the applicant. Further comments have been sought from the Cranborne Chase and West Wiltshire Downs AONB Team but have not been received at the time of writing this report. Notwithstanding the comments received concerning the proposed lighting scheme, it is considered that the precise details of the external lighting scheme can be adequately secured through the imposition of a planning condition and subsequent liaison with the Cranborne Chase and West Wiltshire Downs AONB Team.

6.45 It is considered that the landscape and biodiversity proposals satisfactorily mitigate the landscape and visual implications of the proposed development. Delivery of landscape and biodiversity mitigation measures can be secured by means of planning condition. Accordingly, whilst the development of the school would result in the permanent loss of the undeveloped land and would change the definable character of the site, the impact on the rural character of the site's landscape setting would be modest and views into the site would be relatively limited and include other elements that already contribute to a developed context. Therefore it is considered that the proposals satisfy the requirements of Policies HE2 and HE3 of the Adopted Core Strategy.

6.46 Flood Risk and Drainage

A concern has been raised as to the provision of surface water drainage measures. It is stated that the proposed scheme should allow for attenuation of water on site to ensure that the properties down slope are not adversely affected by a lack of appropriate drainage arrangements.

6.47 Adopted Core Strategy Policy ME6 states that when assessing new development, the sequential and exception tests set out in the NPPF will be applied, so all developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk. Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels of run-off overall. This will primarily be through the use of Sustainable Drainage Systems (SUDS) and a range of flood resistance and resilience measures.

6.48 The application site is located entirely within Flood Zone 1 (low risk of fluvial flooding) indicated on the Environment Agency's flood maps for planning. An existing watercourse abuts the north west boundary of the site which flows south-westwards towards the River Allen.

6.49 At the time of submission the application was not supported by full flood risk details or full surface water management details. These have subsequently been submitted and are now under consideration by the Council's Flood Risk Management Team. The scheme submitted does include and provide for the attenuation of water on site prior to discharge into the wider drainage scheme provided for by the new housing development. I am satisfied that this is a matter of detail that can be satisfactorily secured by way of condition. I have recommended the inclusion of a suitable condition in paragraph 9 of this report which requires a suitable drainage scheme to be submitted to, and approved by, Flood Risk Management, and thereafter for the scheme to be implemented.

6.50 Wessex Water have raised no objection to the proposed development.

- 6.52 Having regard to the above measures being agreed by the Flood Risk Management Team and the appropriate details being secured through planning condition, it is considered that the proposal would accord with policy ME6 of the Adopted Core Strategy.
- 6.53 Noise Impacts
The provision of the new school within a residential context has the potential to adversely impact upon the amenity of nearby residential properties through noise disturbance.
- 6.54 Paragraph 123 of NPPF notes that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and should aim to mitigate and reduce to a minimum other impacts on health and quality of life arising from noise from new development, including through the use of conditions, although it is acknowledged that development will often create some noise.
- 6.55 Comments have been raised by EDDC Environmental Health concerning the level of noise that will be experienced by residents, primarily from children at playtimes and during use of external play areas or sports activities. The EDDC Environmental Health Officer has requested further data on anticipated noise levels from such activities.
- 6.56 The applicant has provided further details on anticipated noise levels from the proposed external areas. This data is based upon noise surveys and monitoring from existing school sites with similar facilities. At the time of compiling this report comments from the EDDC Environmental Health Officer are awaited and will be reported verbally at Committee.
- 6.57 Notwithstanding the outstanding comments from the EDDC Environmental Health officer, taking account of guidance issued by the World Health Organisation, the applicant's acoustic consultant considers the likely level of noise impact to be acceptable. On the basis of the information available, and having regard to the relevant separation distance and the nature of the intervening areas which do offer potential for the implementation of noise attenuation measures (e.g. acoustic fencing and/or planting) should they prove to be necessary, it is considered that residential amenity can be satisfactorily protected.
- 6.58 A condition is recommended at paragraph 9 of this report to secure the submission of noise monitoring data and (if necessary) the implementation of appropriate remedial measures should justifiable noise complaints be received.
- 6.59 Subject to the EDDC Environmental Health Officer being satisfied with the further information submitted and the provision of a noise monitoring/remedial measures condition being secured as detailed

under paragraph 9 of this report, it is considered that the proposal would not result in adverse noise disturbance to adjoining residential properties. The proposal is therefore seen to accord with paragraph 123 of the NPPF.

6.60 Impact on the Historic Environment

The site is located adjacent to the Burts Hill/Merrifield Conservation Area which lies to the southeast. Policy WIMC7 states: "Development must be carefully planned to avoid a negative impact on the Burts Hill Conservation Area and the historic town of Wimborne Minster". Policy HE1 requires heritage assets to be valued, conserved and where appropriate enhanced for their historic setting.

6.61 Paragraph 128 of the NPPF notes that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. It is further stated that the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance and that where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

6.62 Paragraph 129 provides that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise and they should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

6.63 It is noted that the relationship between the wider development site (including school) and the Conservation Area was thoroughly considered by East Dorset District Council during the assessment of the outline planning permission and the subsequent reserved matters application. At that time it was noted that the Conservation Area has a distinctive and dispersed settlement pattern. It was considered that the outline development adequately sought to take account of the relationship between the site and Conservation Area by means of landscape buffers and additional planting alongside Burts Hill and the eastern boundary together with retention of some existing hedgerows on the site. It was recognised at outline stage that the new neighbourhood would impact on long range views from higher ground but was anticipated that more intimate views could be mitigated to an acceptable level.

- 6.64 It is noted that the landscape and visual effects study accompanying the application confirms that the school will have a negligible visual impact in elevated Conservation Area views.
- 6.65 In considering this application for full planning permission, it is considered that the separation distances between the school building and the Conservation Area, together with its siting, proposed orientation and landscaping measures will ensure that the proposal will not adversely impact upon the character of the Conservation Area. It is noted that a full archaeological assessment of the site has previously been undertaken. The Council's Senior Archaeologist has raised no objection. The proposal is therefore seen to accord with policy HE1 of the Adopted Core Strategy.
- 6.66 Ecological Resources and Biodiversity

Adopted Core Strategy Policy ME1 notes the aim to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including, amongst others, internationally designated sites (SPA, SAC, Ramsar), SSSI's, Sites of Nature Conservation Interest (SNCI), and priority species and habitats. It is further stated that the following criteria should be addressed when development is proposed:

- i. Avoidance of harm to existing priority habitats and species through careful site selection, artificial lighting design, development design and phasing of construction and the use of good practice construction techniques.
- ii. Retention of existing habitats and features of interest, and provision of buffer zones around any sensitive areas.
- iii. Enhancement of biodiversity through improving the condition of existing habitats and achieving net gains in biodiversity, where possible. Particular attention should be paid to priority habitats and species referred to in Section 41 of the Natural Environment and Rural Communities Act 2006 and the Dorset Biodiversity Strategy, and the Strategic Nature Areas identified on the Dorset Nature Map.
- iv. Where harm is identified as likely to result, provision of measures to avoid or adequately mitigate that harm should be set out. Development should be refused if adequate mitigation or, as a last resort, compensation cannot be provided.
- v. Provision of adequate management of the retained and new features.
- vi. Monitoring of habitats and species for a suitable period of time after completion of the development to indicate any changes in habitat quality or species numbers, and put in place corrective measures to halt or reverse any decline.

6.67 A Phase 1 ecological survey has been undertaken on behalf of the applicant and the application is supported by an Ecological Report setting out recommendations for mitigation measures to avoid harm to on-site protected species and to retain the ecological functionality of the site for other species (including bats and badgers). These mitigation include the following:

- Retention and/or creation of floristically rich meadow grassland.
- Retention and protection of trees and hedgerows during construction.
- Provision of appropriate replacement planting including that to mitigate the loss of the central hedgerow belt.
- Any removal of trees and shrubs should be avoid bird nesting season (March to end July).
- Assessment of identified current badger set within close proximity to school site along with measures for their protection during construction.
- Consideration given to lighting to avoid adverse impact on bat foraging navigation.

6.68 It is considered that the recommendations of the Ecological Report can be secured by means of planning conditions requiring the submission, approval and implementation of a biodiversity mitigation measures and a Landscape and Ecology Management Plan. The County Council's Nature Conservation Officer is satisfied that impact on the identified on-site protected species and priority habitat interests can be adequately and appropriately mitigated and/or compensated and that this can be achieved by securing by planning condition the recommendations set out within the Ecological Report. The proposal is therefore seen to be in compliance with Policy ME1 of the Adopted Core Strategy.

6.69 Conclusion

The wider development site was one of the proposed New Neighbourhoods (Minster Gate) that Members of EDDC supported in the Core Strategy for new housing under Policy WIMC7 of the *Christchurch and East Dorset Local Plan*. Policy WIMC7 included the provision of a new first school. The principle of a school on this site was further established by the grant of outline planning permission under 3/14/0016/OUT .

6.70 Having regard to the proposed package of highway works, those measures proposed to encourage and ensure the safe walking routes to the school through the School Travel Plan, the measures secured through planning condition to enable the monitoring and effectiveness of highway measures and the proposed level of on-site parking, it is

considered that the proposals satisfy the requirements of Policies KS11 and KS12 of the adopted Core Strategy.

- 6.71 Taking account of the character of the affected roads, the predicted increase in movements, the proposed traffic management measures and the commitment to implement a School Travel Plan, it is considered that any residual amenity impact of the school development will not be severe and that any harm to amenity is outweighed by the public benefits associated with the proposed development. The proposals therefore accord with policies KS 11 of the Adopted Core Strategy and Paragraph 32 of the NPPF.
- 6.72 It is considered that the landscape and biodiversity proposals satisfactorily mitigate the landscape and visual implications of the proposed development. Delivery of landscape and biodiversity mitigation measures can be secured by means of planning condition. Accordingly, whilst the development of the school would result in the permanent loss of the undeveloped land and would change the definable character of the site, the impact on the rural character of the site's landscape setting would be modest and views into the site would be relatively limited and include other elements that already contribute to a developed context. Therefore it is considered that the proposals satisfy the requirements of Policies HE2 and HE3 of the Adopted Core Strategy.
- 6.73 Having regard to the above measures being agreed by the Flood Risk Management Team and the appropriate details being secured through planning condition, it is considered that the proposal would accord with policy ME6 of the Adopted Core Strategy.
- 6.74 Subject to the EDDC Environmental Health Officer being satisfied with the further information submitted and the provision of a noise monitoring/remedial measures condition being secured as detailed under paragraph 9 of this report, it is considered that the proposal not result in adverse noise disturbance to adjoining residential properties. The proposal is therefore seen to accord with paragraph 123 of the NPPF.
- 6.75 It is considered that the separation distances between the school building and the Conservation Area, together with its siting, proposed orientation and landscaping measures will ensure that the proposal will not adversely impact upon the character of the Conservation Area. It is noted that a full archaeological assessment of the site has previously been undertaken. The Council's Senior Archaeologist has raised no objection. The proposal is therefore seen to accord with policy HE1 of the Adopted Core Strategy.
- 6.76 It is considered that the recommendations of the Ecological Report can be secured by means of planning conditions requiring the submission, approval and implementation of a biodiversity mitigation measures and

a Landscape and Ecology Management Plan. The County Council's Nature Conservation Officer is satisfied that impact on the identified on-site protected species and priority habitat interests can be adequately and appropriately mitigated and/or compensated and that this can be achieved by securing by planning condition the recommendations set out within the Ecological Report. The proposal is therefore seen to be in compliance with Policy ME1 of the Adopted Core Strategy.

7. Human Rights Implications:

7.1 The provisions of the Human Rights Act and the principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:

- i. Article 8 - Right to respect for private and family life; and
- ii. The First Protocol, Article 1 - Protection of Property.

7.2 Having considered the impact of the development, as set out in the assessment above as well as the rights of the applicant and the general interest, the opinion is that any effect on human rights does not outweigh the granting of the permission in accordance with adopted and prescribed planning principles.

8. Statement of Positive Involvement

8.1 In accordance with paragraphs 186 and 187 of the NPPF, the Council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by:

- i. providing a pre-application advice service;
- ii. updating the applicant's agent of issues as they arose in the processing of the application;
- iii. discussing possible solutions to potential planning issues; and
- iv. providing the applicant with the opportunity to address issues so that a positive recommendation to grant permission could be given.

9. Recommendation

9.1 That planning permission be granted subject to no objection from the EDDC Environmental Health Officer in relation to potential noise disturbance and securing a satisfactory drainage scheme in agreement with Flood Risk Management and the conditions set out below:-

SCHEDULE OF CONDITIONS

Time Limit - Commencement

1. The development hereby permitted shall be begun not later than the expiration of 3 years beginning from the date of this permission.

Reason

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

Materials

2. Prior to the commencement of development samples/details of materials shall be submitted to and approved in writing by the County Planning Authority. The development shall be carried out using the approved materials.

Reason

To ensure that the external appearance of the completed development is satisfactory and sympathetic to its locality in accordance with Policy HE2 of the Adopted Core Strategy.

Submitted Plans and Details

3. The development shall be carried out in strict accordance with the approved plans reference L200 Rev P12, L202 Rev P1, L210 Rev P8, L213 Rev P1, L214 Rev P3, L221 Rev P5, L222 Rev P5, L223 Rev P1, L230 Rev P3, L231 Rev P1, A100 Rev P5, A101 Rev P2, A105 Rev P3, A106 Rev P3, A107 Rev P3, MSA/BJH/01/02 (Sheets 1-4) and Wimborne First 3FE School Planning Statement dated August 2017 unless otherwise agreed in writing by the County Planning Authority.

Reason

To enable the County Planning Authority to deal with any development not in accordance with the approved plans having regard to policies HE2, KS11 and KS12 of the Adopted Core Strategy.

Landscaping Scheme

4. No development shall take place until full details of both hard and soft landscape proposals have been submitted to, and approved in writing by, the County Planning Authority. These details shall include, as appropriate:
 - (i) Proposed finished levels or contours.
 - (i) Means of enclosure.
 - (iii) Surfacing of vehicle and pedestrian access and circulation areas.
 - (iv) Hard surfacing materials.
 - (v) Implementation timetable.Soft landscaping details shall include
 - (i) Planting plans.
 - (ii) Written specifications (including cultivation and other operations associated with grass establishment).

- (iii) Schedules of plants, noting species, planting sizes and proposed numbers/densities, where appropriate.
- iv) Implementation timetables.
- v) Schedule of all vegetation to be retained and measures for their protection during construction.

The development shall be carried out in accordance with the approved details

Reason:

To enhance the character and appearance of the area in accordance with Policy ME1, HE2 and HE3 of the Adopted Core Strategy.

Access, Parking and Turning

5. The development hereby permitted shall not be occupied until the pedestrian and vehicle access points, geometric highway layout (footways and carriageway), parking and turning areas, all as shown on the application drawings have been constructed. Thereafter, these shall be maintained, kept free from obstruction and available for the purposes specified.

Reason:

In the interests of road safety and policies KS11 and KS12 of the Adopted Core Strategy.

Safe Routes to School

6. Unless otherwise agreed in writing by the County Planning Authority the development hereby permitted shall not be occupied until those measures described in the planning statement to assist in the provision of safe routes to school have been implemented.

Reason:

In the interests of road safety and policies KS11 and KS12 of the Adopted Core Strategy.

School Travel Plan

7. Within 6 months of first occupation of the school hereby permitted, a full School Travel Plan shall be submitted to the local planning authority for approval. The full Plan shall include:
- (i) travel to school data for pupils and staff in accordance with Dorset County Council's School Travel Health Check;
 - (ii) details of any consultation undertaken in the preparation of the Plan;
 - (iii) a statement of travel issues and problems and strategies to address them;
 - (iii) clearly defined travel targets;
 - (iv) detailed measures to be implemented to encourage the use of sustainable modes of travel (walking, cycling and

- public transport) to and from the school, reduce reliance on motorised modes of transport, promote a healthy lifestyle for the school community, encourage road safety awareness and reduce the school travel carbon footprint;
- (v) detailed measures to be implemented to reduce the impact of traffic during school drop-off and pick-up times; and
 - (vi) arrangements for the monitoring and periodic review of the Plan.

Unless otherwise approved in writing by the local planning authority, the Operational School Travel Plan shall be implemented in accordance with the approved details for a period of 10 years beginning with the date of approval of the Plan.

Reason

To secure the implementation of practical measures for achieving sustainable transport objectives and to limit the impact of the proposed development upon the surrounding highway network and local amenity by reducing reliance on private car journeys to and from the site having regard to Policies KS11 and KS12 of the Christchurch and East Dorset Local Plan and in accordance with paragraph 32 of the National Planning Policy Framework, March 2012.

Cycle and Scooter Parking

8. The development hereby permitted shall not be occupied or brought into use until cycle and scooter parking stands have been provided in accordance with a scheme that shall be first submitted to and approved in writing by the local planning authority. Thereafter, the cycle parking stands shall be maintained, kept free from obstruction and kept available for the purpose specified.

Reason

To secure the implementation of practical measures for achieving sustainable transport objectives and to limit the impact of the proposed development upon the surrounding highway network and local amenity by reducing reliance on private car journeys to and from the site having regard to Policies KS11 and KS12 of the Christchurch and East Dorset Local Plan

Traffic Management Plan

9. A Traffic Management Plan shall be submitted to and approved in writing by the local planning authority prior to the first

occupation of the school. The Traffic Management Plan shall set out arrangements for the monitoring and review of the effectiveness of the implemented traffic control measures. Unless otherwise agreed in writing by the local planning authority, the Traffic Management Plan shall be implemented in accordance with the approved details.

Reason

In the interests of highway safety and amenity having regard to Policies KS11 and KS12 of the Adopted Core Strategy.

Construction Traffic Management Plan

10. The development hereby permitted shall not commence until a Construction Traffic Management Plan and programme of works has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities). The development shall be carried out in accordance with the approved Plan.

Reason:

In the interests of road safety and in accordance with policies KS11 and KS12 of the Adopted Core Strategy.

Noise Monitoring and Mitigation

11. Within 28 days of a reasoned request from the local planning authority to the operator of the school hereby permitted following a justifiable noise complaint, the school operator shall arrange for noise monitoring to be undertaken in accordance with details that shall be submitted to and agreed in writing with the local planning authority and the results shall be reported to the local planning authority. If significant noise disturbance is identified as a result of the use of school site, measures shall be proposed to reduce and/or mitigate noise levels at any nearby sensitive receptors and any such measures then required by the local planning authority shall then be implemented.

Reason:

Having regard to the provisions of paragraph 123 of the NPPF.

Lighting

12. Prior to development commencing details shall be submitted to and approved by the County Planning Authority for the lighting for the building including external/security lighting. The development shall be carried out in accordance with the approved details.

Reason:

In the interests of the character and appearance of the area and in accordance with Policy ME1 and HE2 and HE3 of the Adopted Core Strategy.

Biodiversity Mitigation Plan

13. No development hereby permitted shall be commenced until a Biodiversity Mitigation Plan has been submitted to and approved in writing by the local planning authority. The Biodiversity Mitigation Plan shall include and set out provision for all those recommendations as set out within the submitted Ecological report dated 27th November 2015. Unless otherwise agreed in writing by the local planning authority, the Biodiversity Mitigation Plan shall be implemented in accordance with the approved details.

Reason

To mitigate the potential effects of the development in accordance with Policies ME1 of the Adopted Core Strategy

Surface Water Management Scheme

14. Prior to the commencement of any building operations hereby permitted a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development including detailed proposals based on sustainable drainage principles and supporting calculations has been submitted to and approved in writing by the local planning authority. Prior to the first use of the development the approved surface water management scheme shall be implemented in accordance with the approved details.

Reason

To prevent increased risk of flooding, improve and protect water quality, and improve habitat and amenity having regard to Policies ME1, ME3 and ME6 of the Adopted Core Strategy.

9.2 ADDITIONAL INFORMATION FOR INCLUSION IN DECISION NOTICE

- I. A statement explaining how the Council worked with the applicant in a positive and proactive way as set out in paragraph 8.1 above.
- II. Note to Applicant:
Contact with the County Highway Authority should be made in connection with the above conditions with Ian Madgwick of the Transport Development Team.