Notice of special Planning Board meeting

Monday 10 November 2014 at 2.30pm

HMS Phoebe Committee Room, Town Hall, Bournemouth

Board Members:

Councillor David Kelsey – Chairman
Councillor Ron Whittaker – Vice Chairman
Councillor Sue Anderson
Councillor Linda Bailey
Councillor Mark Battistini
Councillor Beryl Baxter
Councillor Malcolm Davies
Councillor Johann Edward
Councillor Lynda Price
Councillor Philip Stanley-Watts
Councillor Roger West

All Members of the Board are summoned to attend this meeting to consider the items of business set out on the agenda at pages 3-5 below.

The public, press and any Councillor are welcome to attend this meeting.

For further information please contact: Jill Holyoake, Democratic and Overview & Scrutiny Officer, Legal and Democratic, Town Hall, Bourne Avenue, Bournemouth BH2 6DY. Tel: 01202 454715 E-Mail: jill.holyoake@bournemouth.gov.uk.

Note for Members of the Planning Board:

Members are asked to bring their copies of the Bournemouth Local Plan: Core Strategy and the District Wide Local Plan to the meeting for reference purposes.
Public involvement

The Board welcomes members of the public to contribute to the meeting

1. by asking to speak on an agenda item or a community planning issue as a ‘Deputation’; or

2. by asking a ‘Public Question’ - any member of the public whose name appears on the Electoral Roll for Bournemouth - which includes a person under the age of 16 years living in Bournemouth and who is escorted by a qualifying adult.

Please note that

deputations may not be permitted in relation to

1. planning application appeals as these appeals have a separate consultation process;

2. planning applications which an officer is going to determine under the Council’s scheme of delegation to officers

public questions may not permitted in relation to individual planning applications as these applications have a separate consultation process.

A request to speak as a deputation or ask a question must be sent in writing or email to Jill Holyoake at the address shown on page 1 by no later than 10.00am on Friday 7 November 2014.

A loop system for hearing impairment is provided in the meeting room. There is disabled access to the building. Councillors and visitors with particular needs should inform the Council before arriving at the meeting.

This agenda together with records of decisions and reports are available on the Council’s web site at http://www.bournemouth.gov.uk/CouncilDemocracy/Councillors/BoardsPanels/Planning.aspx

A copy of this document may be available on request in alternative formats.

For information on translating documents into another language visit the Council’s website: http://www.bournemouth.gov.uk/Main/Translate.aspx
Audio recording and filming

Please be aware that under the decision made by the full Council at its meeting on 4 March 2014 this Board meeting may be audio recorded or filmed for live or subsequent broadcast by members of the public or representatives of the media.

At the start of the meeting the Chair will make an announcement to confirm if all or part of the meeting may be audio recorded or filmed. The layout of the venue means that the Council cannot guarantee a seat/location that is not within the coverage area – images and sound – of any broadcasting or audio recording equipment.

By entering the meeting room and using the public seating area you are consenting to being filmed or recorded and to the possible use of those images and sound recordings through the media and/or public and commercial outlets.

If you have any queries regarding this please contact the Democratic Services Officer at the meeting.

Any persons intending to audio record or film this meeting are

1. Requested not to film the public gallery
2. Asked to respect requests from other members of the public to cease recording when they speak – for example when they are presenting a deputation or petition or asking a question.
3. Reminded of the Common Law Duty of Confidentiality. You could place yourself at risk of being sued by another private individual if you disclose confidential personal information about such persons in meetings.’

Agenda

Items to be considered when the meeting is open to the public

1. Apologies
2. Substitute Members

The Democratic Services Officer will report on any changes in the membership of the Board, under Procedure Rule 89.
3 **Declarations of interest**

Members are asked to declare any disclosable pecuniary interests at the meeting, under Rule 5 as set out below:

Declarations of Interest by Members and Officers

a. It is the responsibility of every Councillor to declare, at the relevant stage of a meeting, any disclosable pecuniary interest in any item under consideration as required by the Localism Act 2011 or in any event by the time the item of the business is reached.

Members are also asked to state fully the nature of the interest(s), which will be recorded in the record of decisions. If any member has a query on any particular matter, please contact the Democratic Services Officer in advance of the meeting.

4 **Public items**

a **Public Questions**

The Democratic Services Officer will report on any public questions received by the notice deadline.

b **Deputations**

The Democratic Services Officer will report on any deputation requests received by the notice deadline.

5 **Planning application – Avonbourne International Business and Enterprise Academy Trust, Harewood Avenue – 7-2014-3749-BU**

To consider the planning application deferred by the Planning Board at its meeting on 20 October 2014 for consideration of alternative access arrangements.

See report circulated at ‘5’.

Members will appreciate that the copy drawings attached to planning application reports are reduced from the applicants original and detail, in some cases, may be difficult to read. The submitted drawings can be viewed on the application file at the planning office or on-line at –

http://planning.bournemouth.gov.uk/RealTimeRegister/planappsrch.aspx
Human Rights

On making recommendations on those matters before the Planning Board at this meeting, consideration has been given to the rights set out in Article 8 - rights to privacy - and Article 1 of the first protocol - right to peaceful enjoyment of possessions - of the European Convention on Human Rights, as detailed below:-

ARTICLE 8: Right to respect for private and family life

1 Everyone has the right to respect for his private and family life, his home and his correspondence.

2 There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others

Site visits

Points for the Planning Board to consider when deciding whether to visit a site before determining a planning application:

1 Site visits can cause delay and additional costs and should only be used where the expected benefit is substantial.

2 Many Councils allow site visits to be triggered by a request from the Ward Councillor. It is acknowledged that this is a proper part of the representative role of the member, and should sometimes be acceded to, but the substantial benefit test should still apply. It is also good practice to keep a record of the reasons why a site visit is called.

3 A site visit is only likely to be necessary if:

   a the impact of the proposed development is difficult to visualise from the plans and any supporting material, including photographs taken by the officers - although if that is the case, additional illustrative material should have been requested in advance; or

   b there is good reason why the comments of the applicant and objectors cannot be properly appreciated without visiting the site, or the proposal is particularly contentious.
# Special Planning Board 5

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<td>10 November 2014</td>
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<tr>
<td>Report author</td>
<td>Simon Gould, Senior Planning Officer 01202 451323 <a href="mailto:planning@bournemouth.gov.uk">planning@bournemouth.gov.uk</a></td>
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| Reason for Planning Board decision | • More than 10 letter of objection  
• Application called in by local ward councillor Gill Seymour due to planned position of the school within the grounds, traffic and congestion issues and pollution – fumes, noise and light |
Previous Relevant Planning Applications

1. The site has a long planning history for alterations, extensions and the provision of new buildings within the school grounds. Most are not relevant to the current application. The most relevant is planning approval 7-2014-3749-BR for the erection of a temporary (3 year) single storey school building and formation of vehicular access and parking – Granted May 2014. The temporary building will provide the feeder years into the new primary school the subject of the current application. The temporary school is now operational.

Summary of Proposal

2. The current application is for the erection of a single storey Primary School, formation of Multi Use Games Area (MUGA) and parking area.

3. The proposals seek to deliver a new primary school (2,600sq m) which once fully occupied after 5 years will cater for 420 pupils aged between 4 – 11 years. It is proposed to site the new primary school towards the southern end of the existing school grounds on land currently used as school playing field. Once the Primary School is fully occupied there will be 54 full time staff. The proposals also include a nursery from September 2015 accommodating 28 pupils and 6 nursery nurses.

4. In addition it is proposed to erect a new purpose built MUGA with a footprint of 18.5 x 33m. The MUGA will be enclosed by 3m high weld mesh fencing but will not be floodlit.

5. The access arrangements build upon those previously approved under planning approval 7-2014-3749-BR and detail an ‘in’ arrangement from Newlands Road and ‘exit’ arrangements from the existing middle road, just to the west and currently used as an access to the staff car park.

6. The planning application came before Members at October’s Planning Board but was deferred for further assessment on the basis that Members wanted the Applicant to consider alternative access arrangements that utilise the existing road serving both Avonbourne School and Harewood College. The report focuses solely on this one remaining issue as Members expressed their support for the scheme in all other areas.
Relevant Policies

7.19 (School Playing Fields) – District Wide Local Plan

CS 1 NPPF – Presumption in favour of Sustainable Development
CS 2 Sustainable Homes and Premises
CS 4 Surface Water Flooding
CS 31 (Recreation, Play and Sports) – Core Strategy
CS 41 (Quality Design) – Core Strategy
CS 38 (Minimising Pollution) – Core Strategy

Paragraphs 72 & 74 of the National Planning Policy Framework (NPPF)


Issues

The alternative proposal would retain the proposed access into the primary school via Newlands Road and exit via the main secondary school access.

The Transport Consultants (Scott White and Hookins) acting on behalf of the applicant have submitted a Technical Review dated 21 October 2014 (ref: SG/W00664) in response to the impact of this new exit proposal (report attached separately.)

The issue of utilising the secondary school access was discussed at an onsite meeting between the Local Highway Authority, the Transport Consultants and the School Bursar when initial discussions began in the early part of the year. A walk around the site indicated that this would not be a favoured point of exit when an alternative suitable option was available. Therefore, whilst verbal discussions had been undertaken, it was decided that this would not be pursued in detail. That detail has now been submitted as a result of the deferred planning application.

The main points are summarised here:

Utilising the Secondary School Access Road

The access link though the school has not been used by vehicles for a substantial number of years and to this effect, it is overgrown. It is considered that there may be difficulties in terms of the width available in order to make this up to a satisfactory road width, with associated pedestrian footways and cycleways alongside due to the
proximity of the trees. This would also reintroduce traffic into an area of the school which is currently utilised by pupils.

16 Minibuses, delivery and service vehicles would not be able to use this route unless significant widening and alignment were carried out and this may not be possible. An increase in the depth of construction may also be required for larger vehicles. This area also contains the cycle storage for Avonbourne Academy.

17 Any traffic visiting the private dwelling on Newlands Road would have to drive through Avonbourne School grounds, as well as all of the traffic associated with the primary school.

18 Issues in relation to drainage and level differences would need to be assessed and likely to incur significant and extra costs as well as delay. Security issues within the school are also a consideration.

19 The secondary school access does not afford the option of introducing a left hand and right hand turning lane. It is already considered that this is a deterrent to existing parents at the secondary school as they have problems exiting onto Harewood Avenue in close proximity to the roundabout. This would further exacerbate this problem. If parents are deterred from using the Drop Off/Pick Up facility within the school grounds, then this will lead to further illegal and inappropriate parking in the vicinity.

20 The introduction of the secondary school access as the exit for the primary school also raises concerns if there were to be any future increase in secondary school pupils on the site, as this could potentially limit any available options.

The Original Proposal

21 The original proposal enables a separate point of access from the secondary school that does not mix with the traffic associated with the secondary schools in terms of staff, pupils, parents and school buses. This therefore currently makes it a more attractive proposition for parents as it is a dedicated access route, with left hand and right hand lane turning provision to reduce queuing times upon exit.

22 This proposal segregates vehicles and pedestrians as far as possible and keeps conflicts between cars and children to a minimum. It avoids sending vehicles through the secondary school grounds and allows the remainder of the school to be closed off to unauthorised entry even when the car park gates are open.
Traffic Impact and School Travel Plan

23 Reference was made to the potential traffic impact of the school. The Avonwood site was chosen because it is located in an area where demand for school places is highest. Whilst it is acknowledged that there will be a percentage of children that will be driven to school, this has been addressed in relation to the provision of a Drop Off/Pick Up area within the school site. Park & Stride from Kings Park will also be encouraged along with a new crossing point on Harewood Avenue adjacent to Newlands Road.

24 The School Travel Plan will ensure that realistic targets in terms of mode split to the school will be met. The school will be required to submit updated pupil information on an annual basis, including updated pupil postcode plots and work closely with the Local Highway Authority in terms of addressing any impacts. The Travel Plan also ensures a robust system of marshals on a rota basis will be implemented to ensure that the Drop Off/Pick Up will be adequately policed. The Local Highway Authority will work closely with the school and encourage walking and cycling initiatives in line with other schools across the Borough.

25 A Parking Management Plan will also be secured via condition in order to ensure that the parking is fully managed and operates according to its desired function. The provision of Parking Permits for Staff and visitors is one mechanism, along with the provision of staff car sharers spaces. This will operate in conjunction with the Marshals.

26 The Local Highway Authority is satisfied that it has the full cooperation of the school in achieving the aims of the Travel Plan in order to ensure that the school operates as a good neighbour. It is considered to be advantageous that the school is increasing at an incremental level year and year, and therefore any problems that arise can be dealt with at that time in order to ensure that further problems do not arise.

Conclusion

27 The proposal to use the existing secondary school access would create significant additional congestion and safety hazards at the roundabout junction, along Harewood Avenue and inside the school grounds due to the potential overlap of the schools traffic at certain parts of the day.
Increased delays are likely to occur due to the inability to provide left and right hand turning lanes from the secondary school access point, which can be accommodated within the current proposal.

The link road through the school would not be able to be constructed to a satisfactory standard when considering pedestrians, cyclists, servicing and deliveries. It would also have a detrimental impact on the current operation of the school. There may also be issues in relation to trees and drainage which may result in significant extra costs and delays.

It is considered that using the secondary school access as an exit for the proposed primary school has not been demonstrated to be satisfactory in highway safety terms, and a separate exit point for the primary school is supported by the Local Highway Authority for the reasons set out in the full report below that has previously been submitted to Planning Board.

Recommendation

- GRANT subject to compliance with the conditions listed in the Planning Board report for October 2014
- Application to be referred to Secretary of State if granted by Planning Board due to objection from Sport England
Avonwood Primary School
Bournemouth
Technical Review

Prepared By: .................................................................
Simon Garner BSc (Hons) FCIHT

Approved By: .................................................................
Richard Hemming BEng MEng CEng MICE

SG/W00664
21st October 2014
Introduction

This assessment looks at the potential options for vehicle exit points from Avonwood School, Harewood Avenue, Bournemouth and compares their impacts in terms of traffic flow and safety.

Planning permission is being sought for a new primary school on the playing fields of the existing secondary and sixth form schools (Appendix A). The proposal includes utilisation of existing vehicle access points as separate entry and exit points, a car park, service area and drop-off facility. The Council Planning Board have directed that the feasibility of using the existing secondary school access road as the exit point should be assessed as an alternative option (Appendix B).

The planning Board raised other concerns; specifically regarding the trip rate predictions and the effectiveness of the Travel Plan and Parking Management Plan. This assessment will also consider these concerns.
Exit Point Technical Assessment

Option One; Utilising The Secondary School Access Road

The secondary school access road joins Harewood Avenue close to the roundabout junction at the end of Harewood Avenue. Observations demonstrate that some parents avoid using the drop-off/pick-up facility at the end of the access road because traffic flows on/off the roundabout cause delays to traffic leaving the school. If all of the site traffic is forced to use the access road to exit the site there is a significant likelihood that more parents will avoid using the drop-off zones and start parking on the public highway to avoid queuing at the exit. This will increase existing congestion along Harewood Avenue and create safety hazards.

Concentrating all of the traffic leaving the site at one junction so close to the roundabout will inevitably impede the flow of traffic past the school and could add more delays and queues at the roundabout itself.

In order to link the primary school drop-off/car park zone to the existing secondary school access road it will be necessary to re-open the link road in front of the secondary school entrances to traffic. Currently this is a footpath used by children to move around the school. This would divert traffic through the school grounds and create significant safety problems.

Buses, delivery and service vehicles would not be able to use the exit route unless significant widening and road realignment was carried out. This may not be possible and even if it were it would also mean the destruction of the students’ lunch area, bike sheds and bees' habitat. Trees would have to be cut down. The route forms part of the emergency evacuation route used by the pupils including the fire escape route from the Humanities Block.

Any traffic visiting the private dwellings alongside the proposed entry route would have to exit through school grounds. This would mean opening the entire school to public access, creating very serious child protection and security issues.

There may also be technical issues relating to drainage and level differences if further road realignment and reconstruction works are required to create an adequate road link through the school. This would require more time to assess and would probably incur significant extra costs.

Option Two; Original Proposal

Creating a new entry and separate exit point disperses traffic along Harewood Avenue and reduces congestion at each access/egress. Crucially the drop-off area will allow parents to park close to the school entrance and leave quickly without getting stuck in a queue behind secondary school traffic, thus making the drop-off facility much more attractive to use than trying to park on the highway.
The new system creates a degree of flexibility. The schools are working closely together and have staggered their opening/closing times. Allowing the new drop-off to be used by the other schools on site is actively being considered, as this could alleviate congestion at the existing secondary school access road exit and help address existing overspill parking on the highway.

The proposal segregates vehicle and pedestrians as far as possible and keeps conflict between cars and children to an absolute minimum. It allows the traffic to flow in/out along a one-way system which avoids sending them through the main school grounds and allows the remainder of the school to be closed off to unauthorised entry even when the car park gates are open.

Retaining the existing footpath in front of the main school building for pedestrian use only offers advantages to travel management for the entire site. This path has been linked to the primary school so that large deliveries can be made to the existing secondary school service area and then transferred by hand to each of the buildings on the site. It also means primary school children can be walked safely to coaches waiting at the bays on the main access road for school trips. The footpath allows children from all of the schools to move safely around the site so that facilities such as the playing fields and the MUGA can be shared. For major events such as parents evenings or performances the schools can share their parking facilities to reduce overspill parking on the highway and visitors can walk safely around the site. This flexibility will be lost if traffic is diverted through the main school site.
Trip Rate Analysis

The Transport Assessment utilised data from several neighbouring primary schools and demonstrated that on average 32% of children are usually driven to school. However in Bournemouth approximately 60% of primary school children do not attend their closest school and, possibly as a direct result, approximately 35% are driven to school, historically the highest proportion in the south-west region.

The Borough Council has resolved that Avonwood will have a new primary school because it is in the middle of an area where demand for school places is highest. Currently children from the area have to attend schools further away because of the lack of places locally and for many of them the car is the only practical option.

The new school will mean that these children will be able to walk to school; locating it where demand is highest is the best way to reduce the need to travel. Furthermore walking (or travelling by bike or scooter) will actually be the quickest and most convenient way for most children to get to school from the surrounding area.

The design and layout of the school has incorporated features which encourage and enable children to travel by more sustainable modes of transport from the outset. The trip rate predictions deliberately make no allowance for potential modal shift from the car to more sustainable modes which the Travel Plan might achieve. One of the three schools surveyed (St James’) shows a significantly higher level of car trips (42%) than the others and this has inflated the average. Therefore it is considered that the predicted car trip rate of 32% of all pupil trips is most likely higher than the actual eventual rate.

Comparing trip rates between the primary school and the existing secondary/sixth form schools is potentially misleading. The existing schools travel profile shows that approximately 30% of pupils are driven to school, but of these nearly a quarter car-share. There are far more pupils at the existing schools and they come from a much bigger catchment area.

Potentially the overall proportion of car-share trips for the site will increase as parents who have children of different ages will be able to drive them all to school together and reduce the number of trips to different destinations. It should also be emphasised that these children have to attend school somewhere so the trips will occur on the network regardless of where the school is located.
Travel Plan and Parking Management Plan

Bournemouth Borough Council has demonstrated that it takes the enforcement of travel plans seriously. Officers have asked for the travel plan developed for the recently opened Avonbourne sixth form centre to be submitted for their approval in line with the planning imposed when permission was granted. They have already reviewed the draft Travel Plan (TP) and Parking Management Plan (PMP) prepared for the primary school and have indicated changes which needed to be made before they could approve them.

These plans are enforceable under the planning condition system. Some elements of both plans have been incorporated into the design of the scheme. Actions and Measures will be verifiable and plan reviews and updates will be required by officers. The Council has the resources to monitor and enforce these plans, which previously were unavailable.

It is a fact that often the benefits of a successful TP are not always evident without access to the data surveys. A plan may reverse the trend of increasing car trips and might achieve a small reduction, but this may not be discernible. Sometimes successful plans start slowly and achieve significant results over time. Plans for brand new or expanding schools can pre-empt problems which would otherwise have occurred and again this is not always easy to appreciate.

It must also be stressed that school travel plans influence the way children think about transport and environmental issues as they grow up. They learn about how their choices affect their own health and the environment and this can have a very positive long-term impact as they get older and assume more responsibility for their own travel choices.
Conclusion

Utilising the current secondary school access road as the only site exit would create significant congestion and safety hazards at the roundabout junction, along Harewood Avenue and inside the school grounds. There would be serious child safety and security risks as well as environmental and technical consequences. Large vehicles would not be able to reach the exit without changes to the existing road layout, which would also have adverse consequences on the efficiency and safety of the site. It is concluded that the original proposal offers the best solution and should be retained.

The Transport Assessment, scheme layout, Travel Plan and Parking Management Plan have been prepared with the considerable assistance of the highways officer and school travel plan officer, who have provided guidance and directions. The original proposal has been modified as a result so that the application presented to the Planning Board conforms to the officer's requirements. It is acknowledged that these modifications have improved the scheme and have mitigated or reduced the potential adverse transport impacts of the scheme. Therefore it is concluded that the current proposal should remain as presented to the Planning Board.
**Planning Board**

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                                 | • Application called in by Local Ward Councillor Seymour due to the planned position of the school within the grounds, traffic and congestion issues and pollution (fumes, noise and light) |
Previous Relevant Planning Applications and Appeals

1 The site has a long planning history for alterations, extensions and the provision of new buildings within the school grounds. Most are not relevant to the current application. The most relevant is planning approval 7-2014-3749-BR for the erection of a temporary (3 year) single storey school building and formation of vehicular access and parking – Granted May 2014. The temporary building will provide the feeder years into the new primary school the subject of the current application. The temporary school is now operational.

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Relevant Policies

6 7.19 (School Playing Fields) – District Wide Local Plan

7 CS 1 NPPF – Presumption in favour of Sustainable Development
CS 2 Sustainable Homes and Premises
CS 4 Surface Water Flooding
CS 31(Recreation, Play and Sports) – Core Strategy
CS 41 (Quality Design) – Core Strategy
CS 38 (Minimising Pollution) – Core Strategy
Paragraphs 72 & 74 of the National Planning Policy Framework (NPPF)


Issues

Impact on the character of the area

The application site comprises an area of existing school playing field within the grounds of Avonbourne and Harewood Colleges. The site lies in the mainly residential suburb of Littledown and Iford and is bounded by residential development to the south and west (Harewood Avenue), to the east (Petersfield Road) and to the north (Littledown Estate). Properties to the north are located at a significant distances and the existing school buildings serving Avonbourne and Harewood Colleges screen the application site from any meaningful views. Existing buildings on the site are mainly single and two storeys in height with red brick elevations.

The proposals as presented seek permission for the erection of a new 420 pupil primary school on an area of existing playing field situated towards the southern end of the site. The loss of the playing field will be discussed in further detail below.

The car park and drop off zone serving the new school will be located on the existing tennis courts which are to be relocated onto a redundant REDGRA to the north of the Avonbourne College buildings. The relocation of the tennis courts to a new 6 tennis court and 4 netball court facility was approved under planning application 7-2014-3749-BR. It is however proposed to erect a new MUGA measuring 18.5m x 33m under the current application on land to the north west of the proposed school adjacent to the new car park. As stated above in Section 2 of this report the MUGA will not be lit by floodlights or other forms of illumination.

The scale of the proposed school building is considered in keeping with other buildings on the site and with nearby neighbouring residential dwellings. Whilst the school has a relatively large footprint the prevailing single storey height of the school, with an element of two storey, is considered an appropriate scale in the context of the locality. From surrounding street scenes some glimpses of the new school will be afforded but I consider the proposed building will appear of an appropriate scale especially when read against the backdrop of the existing school buildings. The building will appear in keeping with the educational character of the land on which it will reside. In this regard I consider the proposals satisfy policy CS 41 of the Core Strategy.
Impact on residential amenity

14 The main properties to consider an impact upon are those situated in Harewood Avenue to the south and Petersfield Road to the east. Other residential properties located to the west and north in Littledown are located sufficiently far enough away from the application site to negate any adverse impact.

15 In terms of the proposed built form the school will be mainly single storey with a small element of two storey located in the central spine of the school. The two storey element will merely serve as a void over the main school hall so as to permit indoor activities requiring an element of height. In my opinion the height and design of the proposed building will sit comfortably in the context of the school grounds and with neighbouring residential development. The physical impact of the built form is further lessened by the preservation of distances exceeding 60m to the nearest residential properties in Harewood Avenue.

16 The main impacts to consider are noise pollution from the proposed use of the building as a primary school, noise pollution from the proposed MUGA and the intensification of the existing accesses from Harewood Avenue that will serve as the new ‘in’ and ‘out’ arrangement.

17 The layout of the school has been designed to focus the main noise intensive areas, such as the external playgrounds, within the middle of the site with the outer wings of the building designed to wrap around to minimalise noise pollution upon nearby residential properties. The openings to the inner courtyards also face west, again to focus any noise towards the existing school buildings and not towards neighbouring properties in Harewood Avenue and Petersfield Road.

18 It is however proposed to utilise areas within the school grounds beyond the outer walls of the school building for some outdoor activities. The areas situated closest to neighbouring residential properties in Harewood Avenue (Zone C, Zone A, Quiet Zone & The Orchard) and Petersfield Road (Zone A and Zone B) are primarily to be used for structured outdoor educational learning classes as opposed to free play. The only exception to this being Zone A which will be used as an outdoor play and educational space by children of pre-school and reception age.

19 In my assessment on the impact on neighbouring residential properties I have been mindful of the careful design and orientation of the school building to limit noise pollution and the consideration given to how the external spaces around the school building are to be used for controlled and more sedate activities. The school have arranged the internal layout so that the younger,
and often noisier children, are housed towards the northern end of the school whilst the older pupils in years 4-6 are located at the more sensitive southern end of the school. Pupils in years 1-3 would also have their own separate playground, again positioned towards the northern end of the site, whilst the playground serving years 4-6 will be gated to its south western corner to restrict free play from spilling around to the southern side of the school building. It is however proposed to allow access to zone C during and break and lunchtime but only for use as a supervised quiet area.

Other material factors I have considered include the frequency with which outdoor classes will take place, especially in the Autumn and Winter months between October to March, the existing authorised use of the land as school playing field which permits the playing of noise generating sports and the retention of distances in excess of 60m to the nearest houses in Harewood Avenue. In respect of properties in Petersfield Road I am satisfied that the retention of even greater distances in excess of 70m will be sufficient to negate an adverse impact upon residential amenity.

Notwithstanding the above I do share some of the concerns of local residents in relation to noise and to help alleviate these concerns I consider it reasonable to require additional supplementary soft planting along the rear boundaries of properties in Harewood Avenue who share a common boundary with the new primary school. Furthermore, whilst the schools noise report does not state the need for an acoustic fence to be erected along the same boundary I am aware the school are happy to erect one to help alleviate the concerns of neighbouring residents. Both mitigation measures can be conditioned.

The proposed MUGA will be approximately 75m from the nearest residential properties in Harewood Avenue. Existing foliage and vegetation along the boundary with these properties serves as a good visual barrier to the proposed MUGA and will also have some acoustical value as well. In my assessment of the impact of this structure upon nearby residential amenity I have been mindful that an existing larger hard court, recently relocated to another area within the school grounds, resided closer to properties in Harewood Avenue than the proposed MUGA, which is smaller. The Applicant has provided a noise report which considers the impact of the MUGA upon nearby residential properties, the report concludes that there will be no adverse noise pollution from the MUGA. The Environmental Health Officer has assessed the report and the impact of the proposed MUGA upon nearby residential properties in terms of noise pollution and raised no objection. Conditions are however suggested to limit the hours of use of the
facility and to stipulate no provision of backboards and kick boards so as to limit the noise generated by the MUGA.

23 Turning to the impact of the access arrangements upon neighbouring amenity there is no doubt that properties situated closest to Newlands Road (in access) and the existing access serving the staff car park (out access) will experience a degree of intensification on these side roads. In my assessment I have been mindful of the width of both roads and the generous set back of the properties adjoining these accesses. I also noted on my site visit that existing boundary screening in the form of planting and fences will provide screening and a visual barrier to cars entering and leaving the school grounds. In mind of the above and the limited periods of the day when these accesses will experience high levels of vehicular movements, coupled with the existing character of Harewood Avenue, I am satisfied that the proposed access arrangements will not compromise neighbouring residential amenity.

Loss of school playing field

24 Sport England is a statutory consultee and they have objected to the current application on the basis the proposals would result in the loss of approximately 1.5 hectares of playing fields which is contrary to Government and Sport England Policy. Sport England’s assessment of the proposals has been made against its playing fields policy.

25 Sport England’s Playing Field Policy ‘A Sporting Future for the Playing Fields of England’ defines in planning terms what is considered a ‘playing field’ which is: The whole of a site that encompasses at least one playing pitch. A playing pitch is a delineated area, which together with any run off is of 0.2 hectares or more.

26 The aim of the policy is to ensure an adequate supply of quality pitches to satisfy existing and estimated future demand for pitch sports. The policy identifies five exceptions to the normal position of opposing development which would result in the loss of playing fields. In summary the exceptions are;

- E1 - A carefully quantified and documented assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport.

- E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does
not affect the quantity or quality of pitches or adversely affect their use.

- E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

- E4 - The playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development.

- E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields,

27 Sport England’s objection is based on the fact the proposals would result in the loss of 1.5 hectares of existing playing field with no replacement playing fields being offered by the Applicant by way of mitigation. Sport England also draw reference to the adopted Bournemouth Playing Pitch Strategy which identifies the need to protect the existing supply of playing fields and pitches and the need to seek an additional 6 to 19 future pitches to meet future demand.

28 In mind of the above Sport England conclude that the proposals fail to accord with any of the exceptions set out above in Sport England’s playing fields policy and would also be contrary to paragraph 74 of the NPPF and Policy CS 31 of the Core Strategy.

29 The Applicant acknowledges that the proposed development will result in the loss of approximately 1.5 hectares of existing playing field. In support of their proposals the Applicant has undertaken an assessment of existing and proposed supply and demand in relation to playing field provision. The supporting statement (http://planning.bournemouth.gov.uk/RealtimeRegister/plandisp.aspx?recno=84888#) demonstrates that at present there is an oversupply of playing field provision on the application site, this includes looking at the demand from both Secondary Schools and the existing Sixth Form.
The report goes further and undertakes an assessment of playing field provision once the new school is built and 1.5 hectares of existing playing field is lost. The report identifies that through a more efficient use of the playing fields to be retained, as demonstrated on drawing nos. ID574 12 Rev D and ID574 13 Rev E, the upgrading of existing facilities (disused REDGRA area) and the provision of a new MUGA the site retains the capacity to increase its playing pitch provision to satisfy the demand generated by the new primary school, both Secondary Schools (Avonbourne & Harewood) and the Sixth Form.

The supporting statement prepared by Pure Town Planning comments on the recently adopted Playing Pitch Strategy by Bournemouth Borough Council focusing on its shortfalls relating to capacity assessments and how the immediate locality is well served in terms of playing field provision. Comment is made that a disused REDGRA area will be restored and slightly enlarged to house the relocated tennis and netball courts as part of the overall programme of works being undertaken on the Avonbourne site. In addition the Applicant highlights that the proposals include the provision of a new purpose built MUGA measuring 18.5m x 33m in area which will enhance all weather sport provision on the application site. As noted above a series of illustrative drawings showing proposed summer and winter outdoor and indoor sports provision have been provided to demonstrate how by making a more efficient use of the retained land the needs of all three schools and the Sixth Form can be met. A cross comparison between existing and proposed scenarios of both all weather and playing field provision is shown in table form on Page 14 of the Applicants supporting statement.

National and Local Planning Policy seek to resist the loss of school playing fields unless the benefits from a scheme and other material planning considerations outweigh the identified loss. At the National level paragraph 74 of the NPPF is relevant whilst policies CS 31 of the Core Strategy and 7.19 of the District Wide Local Plan addresses the loss of playing fields at the local level.

The loss of playing field is a key consideration in the determination of this planning application. It is however not the only material planning consideration and it is the role of the planning system to consider all material planning considerations and to arrive at a balanced decision. In this instance the loss of 1.5 hectares of playing field needs to be weighed against the provision of a new 420 pupil primary school for which there is an acknowledged need (Appendix A, Supporting Statement prepared by Pure town Planning).

In my assessment of the proposals against policy I have been mindful of all National and Local Planning Policy relating to the
loss of playing fields but equally I have been mindful of policy which supports the creation of sustainable communities and promotes educational establishments. Key to this assessment in my opinion are paragraphs 72 and 74 of the NPPF which address the need to create new school places and protecting existing playing fields respectively.

35 Paragraph 72 of the NPPF states;

*The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*

- Give great weight to the need to create, expand or alter schools;
- Work with school promoters to identify and resolve key planning issues before applications are submitted.

36 Paragraph 74 of the NPPF states;

*Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

37 It is clear that in this instance both policies appear to pull in different directions. Key to my consideration of the merits of the scheme is the fact there is an acknowledged need for additional school places in this locality (Appendix A, Supporting Statement prepared by Pure Town Planning), the robust approach to site identification by the Local Educational Authority, the fact a surplus supply of playing field will be retained to serve the increased demand and the emphasis placed by Central Government in the NPPF on the need to ensure that a sufficient choice of school is available to meet the needs of existing and new communities.

38 The emphasis Central Government places on the need to provide school places is set out under bullet point one of paragraph 72 where Local Planning Authorities are required to “give great weight to the need to create, expand or alter school”. The absence
of such emphasis in the wording of paragraph 74 in my opinion indicates that the NPPF seeks to attach more weight to the need to provide school playing fields than protecting school playing fields especially where they appear to be in conflict.

39 In this instance the conflict is lessened due to the fact that an adequate supply of school playing field will be retained even accounting for the loss of the 1.5 hectares to the development of the new school. In mind of the above it is my opinion that the benefits arising from the provision of a new primary school in this instance outweigh the loss of 1.5 hectares of existing school playing field.

Trees and landscaping

40 The Trees and Landscape Officer has assessed the proposals and commented as follows;

This is a major development proposal however major tree losses are not involved. All the trees of importance in the vicinity of these proposals are to be retained and well protected during the development phases. These proposals have been well thought out with a layout design from an early stage that takes into account the sites important trees. A high quality arboricultural method statement has been submitted with these proposals. Only two poor quality trees are proposed for removal. Some reasonable pruning of a few trees and a hedge are also proposed. I consider that new tree planting at this site will be required and this will need to be considered as part of the soft landscaping proposals for this site. Tree planting to improve boundary screening between the site and properties in Harewood Avenue would be desirable. I raise no objections to these proposals subject to conditions

Ecology

41 The Applicant commissioned Abbas Ecology to undertake a feasibility study including an extended Phase 1 ecology survey to establish the potential impact of the proposed development upon flora and fauna. The report concluded that the site is of little ecological interest in the open grassland areas affected by the proposal. In addition the fringe of trees that shield the development site from residential properties to the south in Harewood Avenue did not appear to be of high conservation value in general.

42 The only significant finding was that there is a small badger sett in the wooded bank to the east of the entrance gate with associated foraging tracks and snuffle holes nearby. The report concludes that the development will not impact the badger sett through disturbance as the existing tennis courts are already tarmac and
will be merely re-used as a surface car park for the new school but not otherwise disturbed. The report concludes by making a series of recommendations including the scope for a mitigation plan to provide additional habitat to benefit local biodiversity, examples being bird boxes, hedging boxes and a small pond all of which could also benefit natural environment lessons at the school.

**Environmental Health**

43 The Environmental Health Officer has assessed the proposals in respect of contaminated land and the potential for adverse noise pollution from the proposed MUGA upon nearby residential properties.

**Noise from MUGA**

44 The Environmental Health Officer agrees with the conclusions of the Applicant’s acoustic report that there will be a negligible impact upon residential amenity from the proposed MUGA due to the distances retained to the nearest properties in Harewood Avenue and the fact it is proposed to erect a new acoustic fence adjacent to the south western facing elevation of the court. It is also pertinent to note that the old hard court play area, recently relocated to another part of the school grounds, comprised 6 x tennis courts and was situated broadly in the same area as the new MUGA.

**Contaminated land**

45 The site is known to reside close to a former landfill site and records show the application site is known to contain contaminated land.

46 The Applicant’s have submitted a desk top study characterising all of the areas of the site affected by the development proposals. Additional characterisation of the land to the north of the proposed school but south of the access road leading to the Tregonwell Academy has also taken place to ensure the land is suitable for the creation of a new 3G all weather pitch should funding become available in the future.

47 The Council’s Environmental Health Officer has assessed the contaminated land report and concludes that the initial desk top study adequately characterises the application site. Conditions are attached to the recommendation to ensure ongoing monitoring and appropriate mitigation schemes are approved by the Local Planning Authority.
Highways

48 The Highway Officer has assessed the proposals and raises no objection subject to compliance with the highway conditions listed in the recommendation below.

Representations

49 38 letters and 1 petition with 32 signatures of objection to the proposed development have been received outlining the following concerns;

- Increased traffic congestion on Harewood Avenue
- Additional noise and pollution for existing residential properties on Harewood Avenue
- Alternative location for new school within school grounds should be considered with access from Petersfield Road

50 3 letters of comment and 1 letter of support have also been received.

Conclusion

51 The proposed development of a new primary school on land at Avonbourne School presents some challenging planning considerations. Clearly there is an acknowledged need for additional school places within the Borough especially within this catchment area, however, the need needs to be weighed against other material planning considerations.

52 The design, layout and scale of the proposed school and its associated facilities are considered in keeping with the character of the site as an educational facility. I am also satisfied that the quantum of development sought will not impact adversely upon nearby residential properties that surround the application site and that with appropriate planning conditions the issue of noise pollution can be satisfactorily controlled.

53 Turning to the impact of the development upon the highway network my Highway Officer has assessed the proposals and through the creation of a new ‘in’ and ‘out’ arrangement from separate accesses to control the flow of traffic, and by stipulating adherence to a series of planning conditions attached to this recommendation it is felt the proposals in this regard are acceptable.

54 The NPPF (Para 72) requires Local Planning Authorities to give great weight to the need to create, expand or alter schools and in
In this regard I consider the emphasis chosen by Central Government here is a determining factor in weighing up other policy considerations especially those relating to the loss of an area of existing school field.

In mind of the above and with the requirement for the Applicant to adhere to the planning conditions attached to this recommendation I conclude that the proposals are acceptable.

**Recommendation**

- GRANT subject to compliance with the following conditions
- Application to be referred to Secretary of State if granted by Planning Board due to objection from Sport England

**1. Development to be carried out in accordance with plans as listed**

The development hereby permitted shall be carried out in accordance with the following approved plans:

BG3762-200 Rev A, 201 Rev A, 250 P1,

2649.1E T1, P2


Scott, White & Hookins: 100 T4, 101 T2, 102 T3, 105 T1, 110 T2, 200 T1, 205 T1, 210 T2

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

**2. On site working hours (inc demolition) restricted when implementing permission.**

All on-site working, including demolition and deliveries to and from the site, associated with the implementation of this planning permission shall only be carried out between the hours of 8 a.m. and 6 p.m. Monday - Friday, 8 a.m. and 1 p.m. Saturday and not at all on Sunday, Public and Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS14 and CS38 of the Bournemouth Local Plan: Core Strategy (October 2012).
3. **Method statement to be submitted to include operatives’ car parking, noise reduction measures, storage of materials**

No [site clearance or development] work shall commence until there has been submitted to and approved in writing by the Local Planning Authority a Method Statement that includes the following measures:

- a) parking arrangements for operatives and construction vehicles working on-site;
- b) noise reduction measures [including times of piling operations]; and
- c) details and siting of equipment, machinery and surplus materials on the site.

The parking arrangements for operatives and construction vehicles shall be implemented prior to development commencing and the development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in the interest of highway safety in accordance with Policies CS38, CS41 and CS14 of the Bournemouth Local Plan: Core Strategy (October 2012).

4. **Prior Approval of Materials**

No development shall take place until details/samples of the materials to be used on the external surfaces of the proposed development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory visual relationship between the existing and the new development in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

5. **Ecological Enhancements**

Within 3 months of the date of this permission a scheme of ecological enhancements in accordance with, unless agreed otherwise in writing with the Local Planning Authority, Section 5 of the Extended Phase 1 Habitat Survey prepared by Abbas Ecology and dated October 2013 (Revised 2014) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in accordance with the timetable and other details within the approved scheme.

Reason: To promote local biodiversity in accordance with paragraph 118 of the NPPF.
6. Implementation of the approved Arboricultural Method Statement

The tree protection measures as detailed in the arboricultural method statement dated 16th May 2014 and prepared by Soundwood Tree Consultancy shall be implemented in full and in accordance with the approved timetable and maintained and supervised until completion of the development.

Reason: To ensure that trees and other vegetation to be retained are not damaged during construction works and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002).

7. Provision for Tree Planting (Detailed consents)

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of all proposed tree planting, to include semi mature trees of a species, numbers and locations, and the proposed times of planting, shall be submitted to and approved in writing by the Local Planning Authority. The approved tree planting scheme shall be carried out in accordance with those details and at those times and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual and residential amenity and effective arboricultural management and in accordance with Policies 4.25 of the Bournemouth District Wide Local Plan (February 2002) and CS 41 of the Core Strategy.

8. Soft Landscaping - larger developments

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Soft landscaping details shall include: (a) planting plans; (b) existing trees, hedges and shrubs to be retained; (c) written specifications (including cultivation and other operations associated with plant and grass establishment); (d) schedules of plants noting species, plant sizes and proposed numbers/densities; and (e) programme of implementation. The approved soft landscape scheme shall be implemented in full prior to the occupation use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development includes a properly designed scheme of landscaping in the interests of visual amenity and
to accord with Policy 4.19 and 4.25 of the Bournemouth District Wide Local Plan (February 2002).

9. Landscape Maintenance

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of a landscape maintenance plan for a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the arrangements for its implementation. The landscape management plan shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development includes a long-term management plan for the landscaped areas in the interests of visual amenity and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

10. Hard Landscaping - larger developments

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of hard landscape works shall be submitted to and approved in writing by the Local Planning Authority. Hard landscape details shall include: (a) Lighting; (b) Bollards; (c) Seating; (d) Tree grills; (e) Other street furniture; (f) construction and services details in proximity to trees; (g) proposed finished levels and contours, and (h) a timetable for implementation. The approved hard landscape scheme shall be implemented in full prior to the occupation or use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development includes a properly designed scheme of landscaping in the interests of visual amenity and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

11. Surface Water Drainage (SUDS Implementation)

Before the commencement of development, unless otherwise agreed in writing by the Local Planning Authority, a scheme for the whole site providing for the disposal of surface water run-off and incorporating sustainable urban drainage systems (SUDS), shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the approved details prior to occupation of the development or in accordance with a timetable to be agreed in writing by the Local
Planning Authority. The scheme shall include the following as appropriate:

a) A scaled plan indicating the extent, position and type of all proposed hard surfacing (e.g. drives, parking areas, paths, patios) and roofed areas.
b) Details of the method of disposal for all areas including means of treatment or interception for potentially polluted run off.
c) Scaled drawings including cross section, to illustrate the construction method and materials to be used for the hard surfacing (sample materials and literature demonstrating permeability may be required).

Reason: To provide satisfactory drainage for the development in accordance with Policy CS4 of the Bournemouth Local Plan: Core Strategy (October 2012) and in order to achieve the objectives set out in the Local Planning Authority’s Planning Guidance Note on Sustainable Urban Drainage Systems.

12. Drainage Hard surfaced areas

Any new or replacement hard surfaced area(s) shall either be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property.

Reason: To provide satisfactory drainage for the development in accordance with Policy CS4 of the Bournemouth Local Plan: Core Strategy (October 2012) and in order to achieve the objectives set out in the Local Planning Authority’s Planning Guidance Note on Sustainable Urban Drainage Systems.

Note: Further guidance in this regard is contained in the Department for Communities and Local Government publication entitled "Guidance on the Permeable Surfacing of Front Gardens" (September 2008).

13. Contaminated Land

1. Submission of Remediation Scheme

Prior to the commencement of the development a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, shall be submitted to and the written approval of the local planning authority obtained. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection
Act 1990 in relation to the intended use of the land after remediation.

2. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority. This will need to include a statement to the effect that the approved remediation has been completed as agreed and that in the reports producers opinion the site is suitable for its intended use.

3. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of paragraph 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of paragraph 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with paragraph 3.

Reason: To ensure that the development is carried out safely in the public interest and in accordance with best practice and with Policy 3.20 of the Bournemouth District Wide Local Plan (February 2002).

14. Access/Turning/Parking

Before the commencement of development, unless otherwise agreed in writing by the Local Planning Authority, details of the specification (a typical cross section of the surfacing is required) of the accesses (‘In’ & ‘Out’) and areas for turning, parking (including the marking out of spaces), loading and unloading shown on the approved plan shall be submitted to and approved in writing by the Local Planning Authority. These shall include 3 disabled bays, 45 staff spaces (including 15 car sharers spaces), 5 visitors spaces, 14 informal parking bays and 39 informal waiting bays within the Drop
Off/Pick Up area. These areas shall be constructed and surfaced in accordance with the approved details and permanently retained and kept available for the occupants and authorised persons of the development hereby permitted.

Reason: In the interests of highway safety and in accordance with Policies CS16 and CS41 of the Bournemouth Local Plan Core Strategy (Adopted October 2012.)

15. **Pedestrian Inter-visibility Splays**

Before the development hereby permitted is brought into use a pedestrian inter-visibility splay of 2m x 2m shall be provided on [each the East and the West side of the access, the depth measured from the back of the footway into the development site and the width of the splays measured outwards from the edge of the access. No fence, wall or other obstruction to visibility over 0.6m in height above ground level shall be erected within the area of the splay(s) at any time.

Reason: In the interests of highway safety and in accordance with Policy CS14 of the Bournemouth Local Plan: Core Strategy (October 2012).

16. **Specific Access "Entry/Exit Only"**

Before any development commences, unless agreed in writing by the Local Planning Authority details of appropriate "[Entry/Exit] Only" signs and markings shall be submitted to and approved in writing by the Local Planning Authority. These should be implemented in accordance with the approved detail prior to the [occupation/use commencing] and retained thereafter.

Reason: In the interests of highway safety and in accordance with Policy CS14 of the Bournemouth Local Plan: Core Strategy (October 2012).

17. **Off-Site Works a Pre-Requisite of Development**

No development hereby permitted shall be occupied unless and until the following works have been constructed to the specification to be agreed in writing with the Local Planning Authority in conjunction with other agencies as necessary, namely the pedestrian crossing on Harewood Avenue, adjacent to Newlands Road.

Reason: These works are seen as a pre-requisite in the interests of highway safety and in accordance with Policies CS14 and CS41 of the Bournemouth Local Plan Core Strategy (Adopted October 2012.)
18. Design of cycle store to be submitted

Before development commences, unless agreed in writing by the Local Planning Authority, details of a cycle store showing the site location, elevations and materials to be used in the construction shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle store shall be completed prior to occupation of the development granted by this permission and shall be retained and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

The cycle storage is to be in accordance with the guidance as set out in the Council’s standards which require 550mm between any wall and a Sheffield stand and 1000mm between the centres of the stands. 42 cycle spaces are to be provided as well as the provision of 50 bespoke scooter storage pods for the full Primary School. In addition, separate cycle storage is to be provided for staff, and this should be approved in writing with the Local Highway Authority prior to first occupation of the site. This cycle storage is to be covered and secure and remain as such.

Reason: In the interests of highway safety, to promote alternative means of transport and in accordance with Policy CS18 of the Bournemouth Local Plan Core Strategy (October 2012.)

19. Travel Plan (Updated)

A fully updated school Travel Plan shall be submitted and the written approval of the Local Highway authority obtained prior to occupation of the development. The approved Travel Plan and obligations therein shall be implemented and complied with by the applicant upon first occupation of the development, and the Travel Plan retained thereafter in perpetuity.

This Travel Plan will be updated on an annual basis by way of survey data from the school and include targets and monitoring, in agreement with the Local Highway Authority. The Travel Plan will include reference to the schools dedicated Travel Plan Co-ordinator and the use of marshals. The monitoring of the Drop Off/Pick Up facility will be undertaken, and staff car parking permits will be implemented in order to ensure that this can be adequately managed.

If required by the Travel Plan, then further cycling and scooter parking must also be provided where deemed appropriate and/or necessary as a result of monitoring of pupil travel patterns to the school.

The Travel Plan will include an Action Plan that will be assessed on an annual basis and agreed in writing with the Local Highway Authority.
Reason: In the interests of highway safety and promoting sustainable modes of transport, in accordance with Policy CS15 of the Bournemouth Local Plan Core Strategy (October 2012.)

20. **Construction Management Plan**

The developer shall submit and obtain the written approval of the Local highway Authority a Construction Management Plan prior to the commencement of construction works.

Reason: In the interests of highway safety and to ensure adequate connection with the highway network.

21. **Parking Management Plan**

Prior to occupation of the development, a detailed Parking Management Plan shall be prepared and submitted and approved in writing by the Local Planning Authority in conjunction with the Local Highway Authority. The approved Parking Management plan shall be implemented and complied with by the applicant upon occupation of the development and the Parking Management Plan shall be permanently retained and adhered to thereafter.

The Parking Management Plan will include the provision and management of the disabled spaces, and formal and informal parking bays within the Drop Off/Pick Up area adjacent to the school. In addition it will include the staff car parking spaces, along with the staff car sharers spaces. Reference should also be made to any staff permit system.

The marshalling of these areas will be clearly set out and include reference to the timings of the opening and closing of the locked gates at the start and end of the school day. Enforcement and incentives should be included to demonstrate how these issues will be addressed.

Reason: In the interests of highway safety and in accordance with Policy CS41 of the Bournemouth Local Plan Core Strategy (October 2012.)

22. **Refuse Bin Store (Euro bins)**

Before development commences unless agreed in writing by the Local Planning Authority details of a screened refuse bin store suitable for the housing of Euro Bins showing the site location, elevations and materials to be used in the construction of the bin store shall be submitted to and approved in writing by the Local Planning Authority. The approved store shall be completed prior to the occupation of any of the units of accommodation granted by this
permission and shall be retained and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of occupiers of adjoining and nearby residential properties and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

23. **Use of Outdoor Areas in Accordance with Management Plan**

All outside areas shall be used and supervised in accordance with the details set out in the management plan dated 7th September 2014 and entitled 'Management Plan for the use of outside space by students'.

For the avoidance of doubt Quiet area C which has been designated as and area for general play during lesson breaks shall be used for quiet play by only. There shall be no running, ballgames or raised voices. During the playtime/lunchtimes the quiet area shall be suitably supervised by staff to ensure quiet activities only take place.

Reason: In order to protect the environmental amenities of the immediate locality and in accordance with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

24. **No artificial illumination of the MUGA**

No artificial illumination of the MUGA at any time to be used.

Reason: To safeguard the residential amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS 38 and CS 41 of the Core Strategy.

25. **No Kickboards to be installed**

No rebound boards, kickboards or any other form of solid rigid enclosure shall be installed or used in the MUGA at any time unless otherwise agreed in writing with the Council.

Reason: To safeguard the residential amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS 38 and CS 41 of the Core Strategy.

26. **Acoustic Fencing (MUGA)**

Prior to commencement of the use of the MUGA a 2m close boarded fence with no gaps and with minimum superficial mass of 28kgm2 shall be erected in accordance with the details and position shown on drawing ID574.14 and maintained at the specified location thereafter.
Reason: To safeguard the residential amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS 38 and CS 41 of the Core Strategy.

27. **Acoustic Fence**

Within 3 months of the date of this consent details of an acoustic fence to be erected adjacent to the boundaries with 86 - 96 Harewood Avenue shall be submitted to and approved in writing by the Local Planning Authority. The approved fence shall erected in accordance with the approved details prior to the commencement of the school use hereby approved.

Reason: To safeguard the residential amenities of nearby residential properties in accordance with the aims of policies CS 38 and 41 of the Core Strategy.

28. **Hours of Use (MUGA)**

The hours of use of the proposed MUGA shall be limited to between 0800 hours and 1900 hours only and at no other time on weekends or bank holidays with the exception of Saturdays between 0900 hours and 1300 hours.

Reason: To safeguard the residential amenities of occupiers of adjoining and nearby properties and in accordance with Policy CS 41 of the Core Strategy.

29. **Use in Accordance with Acoustic Report**

The noise levels set out in Table 5743/T6, Section 6.8 of the Acoustic Design Review Report (5743/F/ADR Revision 3 dated 19th September 2014) shall be adhered to and not exceeded at any time.

Reason: To safeguard the residential amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS 38 and CS 41 of the Core Strategy.

30. **INFORMATIVE NOTE:** The applicant is advised that there should be no storage of any equipment, machinery or materials on the footway/highway this includes verges and/or shrub borders or beneath the crown spread of Council owned trees.

31. **INFORMATIVE NOTE:** The applicant is advised that in order to avoid contravention of highways legislation, provision shall be made in the design of the access/drive to ensure that no surface water or loose material drains/spills directly from the site onto the highway.
32. **INFORMATIVE NOTE:** The applicant is informed that any works arising from the development and having a direct effect upon the public highway, shall be carried out in consultation with the Local Highway Authority and to the specification and satisfaction of that Authority. It is recommended that the applicant contact the Service Director, Technical Services, Town Hall Annexe, St. Stephen’s Road, Bournemouth, BH2 6EA, to undertake the required consultation.

33. **INFORMATIVE NOTE:** The highway improvements referred to in condition 17 above shall be carried out to the specification of the Local Highway Authority in consultation with the Local Planning Authority (Section 278 of the Highway Act 1980), before any works commence on the site.

34. **INFORMATIVE NOTE:** The highway improvements referred to in condition 17 above shall be carried out to the specification of the Local Highway Authority in consultation with the Local Planning Authority (Section 278 of the Highway Act 1980), before any works commence on the site.