

County Council Development

West Devon Borough: A new 420 place primary school (built in two phases), together with a Foundation Stage Unit (including a nursery) and a children's centre at land adjacent to Crediton Road, Okehampton (Grid Ref. 259810,95890)

Applicant: Devon County Council

Application No: 2829/17/DCC

Date application received by Devon County Council: 14 August 2017

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that permission be granted subject to the conditions set out in Appendix I to this report (with any subsequent minor changes to the conditions being agreed in consultation with the Chairman and Local Member).

1. Summary

- 1.1 This report relates to a planning application for a new 420 place primary school with a nursery and children's centre and includes school buildings, 2 sport pitches, a multi-use games area (muga), playground, landscape planting, parking and access arrangements.
- 1.2 It is considered that the main, material planning considerations in the determination of this application are: consideration of the proposed development against planning policy; highways and transportation issues; design and layout of the school; ecology; drainage/flooding, archaeology; construction impacts; impact on residential amenity and sustainability considerations.
- 1.3 The planning application, representations received and consultation responses are available to view on the Council website under reference DCC/4013/2017 or by clicking on the following link:
<https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4013/2017>

2. The Proposal/Background

- 2.1 The application site is located on the north eastern outskirts of Okehampton. It is approximately 1.7 hectares and forms part of two fields that are currently used as pasture and are enclosed by mature hedgerows. The site is bounded to the south by the B3215 Crediton Road and to the west by Chichacott Road. To the south of the B3215 and the west of Chichacott Road are existing residential areas.
- 2.2 Dartmoor National Park is approximately 1.2 km to the south of the site. The site can be viewed from the northern boundary of Dartmoor and is in views towards Dartmoor. The area has a number of archaeological and heritage assets. To the west of the site and Chichacott Road is a Roman fort, which is protected as a Scheduled Ancient Monument(SAM) and the land to the north of the school site is known to contain the remains of a Roman road.

- 2.3 The school site is allocated in the Local Plan and is within a larger area that has the benefit of an outline planning application granted by West Devon Borough Council for residential development of up to 375 dwellings, provision of a primary school and provision of a retail unit (West Devon Borough Council ref 01089/2013). The outline permission identifies the specific primary school site and the application subject of this report is a full planning application for the development of the primary school.
- 2.4 The new primary school would have a total capacity of 420 pupils, and would be built in two phases. Phase 1 is for a one form entry school with capacity for 210 pupils, with nursery provision (47 places) and a children's centre room. Phase 2, consists of a further 8 classroom extension which would provide space for an additional 210 pupils.
- 2.5 It is proposed that the new school would be accessed via a new road from the B3215 which would be provided to serve both the school and the proposed residential development. Reserved matters planning application for the construction of the first 80 metres of this road (which is required to provide access to the school) is subject of a current application to West Devon Borough Council.
- 2.6 The school buildings are located in the north eastern section of the site and two playing fields, a multi games play area (muga) and a carpark (33 spaces) are proposed in the southern and western sections of the site, adjacent to the Crediton Road and Chichacott Road. At the main school entrance, a drop off facility is proposed that includes 4 parking spaces, including 2 disabled spaces. At the rear of the main building is a service yard for deliveries. The proposal includes a comprehensive hard and soft landscaping scheme, with extensive tree and hedge planting, a forest school area and an archaeological study area. External lighting is proposed, mounted at low level on the buildings and on columns at the school site entrance.
- 2.7 The proposed phase 1 building comprises of a 2 storey, rectangular, pitched roof building with a double height hall, kitchen and plant room to the rear, connected via a link corridor. The entrance block on the eastern elevation of the main building, is single storey and flat roofed. A temporary enclosed staircase (fire escape) would be constructed on the western elevation of the main phase 1 building. This temporary staircase would be removed as part of the phase 2 development, which consists of a two storey extension on the western elevation of the main building. The extension consists of 7 additional classrooms and a studio.
- 2.8 The phase 1 building includes accommodation for the proposed nursery and a room to be used for children centre services to provide support for young families e.g. parenting and antenatal courses.
- 2.9 The walls of the two storey buildings would be finished in a combination of brick and larch wood cladding and coloured spandrel panels. Brick cladding would be used at the lower level of the buildings with the larch cladding above. A small number of spandrel panels in a range of yellows and greens would be incorporated into the principal elevations, to add colour and interest. The pitched roofs would be covered with a metal seamed sheet, in slate grey colour. The single storey entrance block would be entirely clad in brick and have a canopy and signage. The retaining wall on the eastern boundary of the site would be constructed of natural stone.

3. Consultation Responses

- 3.1 West Devon Borough Council (Planning) – No objections but request that the following issues should be taken into account when determining the application:
- The close proximity of potential new dwellings to the boundaries of the site, in particular to the north near to the proposed hall and playing pitches;
 - External materials, comments that brick used should be buff or black engineering brick teamed with timber cladding;
 - The proposed drainage system goes into parcel 2 which was approved at outline stage – need to ensure it has capacity for the school system.
- 3.2 West Devon Borough Council (Environmental Health)
- Noise – considers that the noise report adequately addresses the potential noise impact and no planning conditions are requested.
 - Contaminated land - satisfied that the potential risk of contamination is understood but requests a planning condition to cover the eventuality that contamination, not previously identified, is found during development.
 - Air quality – comments that the use of the travel plan could off-set any air quality impacts. Requests that the developer provide an electric vehicle charging facility for staff.
- 3.3 Okehampton Town Council – Resolved to give a neutral response to the application. The Council raised queries/concerns regarding: the orientation and design of the building; the accessibility of the school by road and the lack of collection/drop off point; the nature of the children’s centre and that a larger hall with a separate access had been envisaged and would be more use to the community.
- 3.4 Okehampton Hamlets Parish Council – Resolved to submit a neutral response to the application. Councillors raised concerns/comments regarding: the accessibility of the school by road and the lack of collection/drop off points; the role of the children’s centre; the community need use of the hall and a larger one would be more beneficial and the appearance of the building is not in keeping with the surrounding area.
- 3.5 Historic England – No comment.
- 3.6 Natural England: - No objection.
- 3.7 South West Water - No objection.
- 3.8 Environment Agency – No comment.
- 3.9 Dartmoor National Park – No objection. Comments that views from within the National Park will be distant and due to this the proposed development will not have a prejudicial effect on National Park interests.
- 3.10 Western Power Distribution - No objection, but comments that the sub-station will need to be installed and power lines diverted.
- 3.11 Lead Local Flood Authority - No objection subject to a planning conditions regarding the submission of a detailed design for the surface water drainage management system during construction.

4. Advertisement/Representations

4.1 The application was advertised in accordance with the statutory publicity arrangements by means of 4 site notices, notice in the press and notification of neighbours by letter (45 addresses). As a result of these procedures 4 representations were received from local residents and 1 from Redrow Homes who have an interest in the proposed residential development to the north of the school site.

4.2 Three representations from local residents support the proposed school development, but raise concerns regarding:

- Noise during the construction period and the need to have restricted construction times on a 5 day basis;
- Access to site works must be made directly from Crediton Road only.
- The pedestrian crossing on Crediton Road is inadequate and a zebra crossing or a traffic light crossing should be considered.
- Would like the school to be a nature school.

One representation raised an objection to the scheme due to concerns regarding:

- The need for adequate parking provision;
- Speed restrictions required on the Crediton Road as a vast amount of cars speed along the road;
- Noise and construction traffic during the construction period;
- Would local residents (those living over the road) have priority for places at the new school?

4.3 Redrow Homes has no objection to the principle of the school but raised of the following concerns:

- Design – the proposals give no consideration to the principles established within the outline permission; it is an ‘inwardly looking scheme’ which presents a very poor face to the rest of the site. The main elevation facing out over the coombe has higher level windows and no active frontage. The prominent corner of the school, visible as a focal point for the proposed new roads, has been given over to a raised service yard with a first storey plant room including louvres to its elevation and within close proximity to proposed residential elements. The ‘wind catchers’ are a dominant visual feature and not attractive.
- Traffic – the proposals do not give proper consideration to the traffic that will be generated and will cause significant problems at peak times. There is no provision for car turning (no turning head) unless the proposal is to take all car traffic into the school site and back out, if this is the case the proposed drop off area is not adequate, offering only two drop off spaces. The vehicle tracking within the service yard doesn’t work because the tracking clashes with the proposed bin storage. The service yard is raised and very tight and given its proximity to proposed residential properties is not an appropriate or safe design proposal. The travel plan allows for coach parking in the muga which wouldn’t be feasible.
- Surface water/FRA - the flood exceedance routing proposes routes which will run through residential areas to the north of the site and not within the school site which gives concern for potential flooding to the residential element.
- Noise – the noise impact assessment does not take account of the approved residential elements of the outline permission and the plant room is in close proximity to this element.
- Request that the application be deferred at committee until a more appropriate design solution can be offered.

5. Planning Policy Considerations

- 5.1 In considering this application the County Council, as County Planning Authority, is required to have regard to the provisions of the Development Plan insofar as they are material to the application, and to any other material considerations. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that where regard is to be had to the Development Plan, the determination shall be in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan policies are listed below and the most relevant are referred to in more detail in Section 6.

West Devon Borough Local Plan Review (Adopted March 2005) (WDBLPR)

BE08 (Locally Important Archaeology), BE09 (Archaeologically Important Sites), BE10 (Archaeological Remains), BE13(Landscaping), BE16(Pollution), BE17(Mitigating Pollution), BE18 (Noise), BE19 (Contaminated Land), H04WD (East of Oakhampton), H44WD (New or Replacement Community Uses), PS02 (Drainage Systems), T02WD (Pedestrians and Cyclists), T08WD (Car Parking), T09WD (The Highway Network)

West Devon Core Strategy 2006 - 2026 (Adopted April 2011) (WDCS)

SP01(Sustainable Development), SP04 (Infrastructure Provision), SP13 (Community Services & Facilities), SP14(Accessibility Planning), SP15(Traffic Management), SP17(Landscape Character), SP18(The Heritage and Historical Character of West Devon), SP19(Biodiversity), SP20(Promoting High Quality Design), SP21 (Flooding), SP22(Okehampton).

Plymouth and South West Devon Joint Local Plan 2014-2034 (Pre-submission March 2017) (PSWDLP)

DEV01 (Protecting health and amenity), DEV02 (Air, water, soil, noise and land), DEV03 (Sport and recreation),DEV20 (Place shaping and the quality of the built environment), DEV21 (Conserving the historic environment), DEV22 (Development affecting the historic environment), DEV24 (Landscape character), DEV28 (Protecting and enhancing biodiversity and geological conservation),DEV30 (Trees, woodlands and hedgerows), DEV31 (Specific provisions relating to transport), DEV32 Meeting the community infrastructure needs of new homes), DEV33 Waste management), SPT01 (Delivering sustainable development), SPT010 (Balanced transport strategy for growth and healthy and sustainable communities),SPT02 (Sustainable linked neighbourhoods and sustainable rural communities), SPT09 (Strategic principles for transport planning and strategy), TTV16 (Spatial priorities for development in Okehampton.), TTV18 (East of Okehampton) and TTV3 (Strategic infrastructure measures for the Main Towns)

National Planning Policy Framework

East of Okehampton Design Brief

East of Okehampton Masterplan SPD

6. Comments/Issues

Need

- 6.1 The existing Okehampton Primary School is at capacity and it is forecast that a new school is required for September 2018. The need for a new primary school in Okehampton arises both from demographic changes and significant housing developments in the town that have recently been completed or are allocated. Provision of the new school will enable Devon County Council to meet its statutory obligation to provide sufficient school places.
- 6.2 The proposed nursery would provide places for 2 to 4 year olds and it is expected that it would be open all year round Monday to Friday, 8am to 6pm. The need for additional nursery provision has arisen, in part, due to a change in Government legislation which has increased the entitlement for free education for 3 and 4 year olds, for many working families.
- 6.3 It is considered that the main material planning considerations in the determination of this application are consideration of the proposed development against planning policy, highways and transportation issues; design and layout of the school; ecology; drainage/flooding, archaeology, construction impacts, impact on residential amenity, and sustainability considerations.

Planning Policy Considerations

- 6.4 In relation to education provision the National Planning Policy Framework (NPPF) clearly requires that Planning Authorities take a positive and proactive approach:
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; and*
 - *Work with schools promoters to identify and resolve key planning issues before applications are submitted (paragraph 72).*
- 6.5 The adopted West Devon Core Strategy policy SP22 (Okehampton) allocates land to the east of Okehampton for approximately 900 dwellings and includes the requirement for appropriate educational facilities and the adopted East of Okehampton Masterplan Supplementary Planning Guidance (SPD) includes the requirement for a new primary school. This support for the provision of a new primary school in the east of Okehampton is retained as part of the 'East of Okehampton' allocation in the emerging Plymouth and South West Devon Joint Local Plan with policies TTV18 (East of Okehampton), TTV3 (Strategic Infrastructure Measures for Main Towns) and TTV16 (Spatial Priorities for Development in Okehampton).
- 6.6 West Devon Borough Council has previously granted outline planning permission for a primary school on the site, along with a residential development (ref 01089/2013).
- 6.7 In determination of this application Members will need to balance this strong policy support for the provision of the new school against any adverse impacts of the development.

Highways and transportation issues

- 6.8 Currently a reserved matters application is being determined by West Devon Borough Council for a new 80 metre access road from the Crediton Road, which would serve the school and would eventually be extended to serve the proposed residential development. The application includes a segregated right turn lane within the current hatch-marking on the Crediton Road, together with a central refuge to facilitate pedestrian crossing the Crediton Road.
- 6.9 The highways Officer has recommended that a 'School Keep Clear' area is provided in the section of new road at the school entrance. The applicant has agreed to making a £5,000 contribution towards the investigation of a Traffic Regulation Order and if approved, the installation of all the necessary signs and road markings.
- 6.10 The proposed 80 metre access road for the school does not have a turning head and concerns have been raised that this will cause congestion in the short term, before the road is eventually extended to serve the new housing development. The highways Officer is of the opinion that it may be necessary to provide an additional temporary turning facility on-site throughout the course of the school construction and the adjoining residential development. This could be provided in the staff parking area if required and is the subject of a condition.
- 6.11 Initially all pedestrians accessing the school site would need to cross the Crediton Road. However, as the housing estate develops to the north and west of the school site, it is envisaged that many of the pupils would access the school site from these areas. In addition, as part of the development of the housing estate a new pedestrian link is proposed that would link the school site with the existing footpath in Chichacott Road.
- 6.12 Local residents have raised concerns regarding the safety of pedestrians crossing the Crediton Road, which they consider to be a fast road although it has a 30mph speed limit. It is their view that traffic calming measures and/or a controlled crossing such as a zebra or puffin crossing is required. However, the highways Officer is of the opinion that the amount of traffic using the Crediton Road does not warrant the provision of a controlled crossing and that the provision of one would give rise to additional highway safety issues. This is because a controlled crossing on a road where it will be under-used, will give rise to drivers getting used to not stopping which would potentially prejudice the safety of pedestrians when they use the crossing. Also, as part of the development of the residential land to the east of the school site, there will eventually be a roundabout to the east of the access junction which will reduce vehicle approach speeds and ultimately vehicle numbers, when the link road is completed.
- 6.13 A 33 space car park is proposed for staff and will be controlled by a barrier. In addition two disabled spaces are provided along with 2 'drop off' spaces. It is considered that this level of parking provision is adequate.
- 6.14 Okehampton Town Council, Okehampton Hamlets Parish Council and Redrow Homes have all raised concerns regarding the lack of collection/drop off points for parents/carers. The width of the new access road (6 metres) would allow some on-road parking in the immediate vicinity of the school. However, the intention is that children and other users of the site will use more sustainable forms of travel to and from the school, including walking and cycling. Experience from other schools in the County shows, that providing parking and drop off facilities tends to encourage car use.

- 6.15 An interim travel plan accompanied the planning application, which sets out the aim to promote safer, active and sustainable travel to the school and includes the requirement to appoint a Travel Plan Co-ordinator. Initially the number of children accessing the school site will be low, 30 in the first year plus nursery children. It is envisaged that the travel plan will develop as the number of pupils grows and will respond to the development of the housing estates to the north and east. A condition is recommended requiring a full travel plan to be developed within 12 months of the building being occupied and this will include the requirement for the travel plan to be reviewed annually.
- 6.16 The West Devon Council environmental health officer has raised concerns regarding the impact of the school development on air quality, particularly with regard to associated car journeys. They support the travel plan as a means of reducing car travel and in addition suggested that an electric vehicle charging facility for staff is installed, to encourage ultra-low emission vehicle ownership. The applicant has agreed to ensure that electrical ducting is in place that would enable the provision of the charging facility in the future.
- 6.17 As a result of Redrow Homes comments regarding the use of the muga for car parking, the travel plan has been amended to state the turning circle at the school entrance could be used for short term coach parking instead of the muga.

Design and Layout of the School

- 6.18 The Town Council, Parish Council and Redrow Homes have all raised concerns regarding the design of the building. The Town Council envisaged a 'smart looking building that would enhance the area' and the Parish Council are of the opinion that the proposed building is not in keeping with the surrounding area. Redrow Homes are of the view that the scheme is 'inwardly looking' and presents a very poor face to the rest of the site. They are particularly concerned about the northern and eastern elevations of the hall building and the raised service yard which they believe to be unsafe and unsightly.
- 6.19 The layout of the school site is designed to make the maximum use of this relatively small, constrained site and to take advantage of the natural contours to reduce the cut and fill requirements to a minimum. In addition, consideration has been given to the close proximity of existing residential properties in Crediton Road and Chichacott Road and the proposed housing development to the north and east of the site. The school buildings are located in the northern portion of the site which is the lowest, and the playing fields, muga and carpark are situated on the flatter, southern portion of the site adjacent to Crediton Road and Chichacott Road. The main two storey school building is orientated north south to take advantage of the contours which run parallel to it. The existing hedgerow which divides the site is to be retained, this restricts the size of the main building and as a result the hall and kitchen are located in a separate building and linked by a corridor. Due to the sloping nature of the site, the land where the hall and service yard are located would need to be raised to allow access on one level. As a result a retaining wall constructed of natural stone is proposed on the north eastern boundary of the site.
- 6.20 The proposed two storey classroom building and hall building are functional in design, however they are enhanced by the proposed pallet of materials i.e. brick at low level with larch cladding above. Spandrel panels between the windows will be coloured in a range of greens and will add interest to the main façade. It is considered that this palette of materials is acceptable both in the context of the proposed residential development and in terms of the wider rural landscape. A condition is proposed to require samples of the brick and stone to be approved prior to construction of the buildings, to ensure that the colour is in keeping with the proposed new housing development.

- 6.21 The main school façade faces outwards towards the Crediton Road and as a result the more functional northern and eastern elevations of the buildings and the service yard face out towards the proposed residential development. Redrow Homes are particularly concerned about these elevations and how they relate to the proposed residential development. Although these concerns are valid, it should be remembered that no detailed planning permission currently exists for the residential development and that the developer's plans have evolved overtime and no longer fully reflect the approved masterplan of the outline permission, specifically landscape planting and the road layout to the north of the school site. However, as a result of Redrow Homes concerns, the applicants have revised the design, specifically the addition of attractive school signage on the eastern elevation and the raising of the natural stone retaining wall. The natural stone retaining wall provides an attractive feature and also prevents views into the service yard.
- 6.22 Redrow Homes also raised concerns regarding the wind catchers on the roof of the hall building which they consider to be ugly. These wind catchers are a significant feature but they will allow the natural ventilation of the hall. It is not possible to achieve the level of ventilation required solely through opening windows and if the wind catchers are not used then some form of mechanical air conditioning would be required, which is a much less sustainable option in terms of energy use
- 6.23 The Town Council and the Parish Council are concerned about the size of the hall, which they believe is too small for community use. It is intended that the hall would be available for community use out of school hours, however the primary use would be for the school. The hall is a sufficient size for the school and many community uses but due to the constrained nature of the site, a larger hall is not feasible. The hall isn't of sufficient height for badminton because a higher roof would block light to ground floor classrooms in the main building and would also increase the mass of the building when viewed from the proposed new residential development.

Impacts on Residential Amenity

- 6.24 A noise assessment accompanied the application which assessed the impact of potential noise arising from the proposed mechanical ventilation plant (mvp) and muga. Impacts were identified in the moderate range for the muga and low range for the mvp. The WDBC environmental health officer is satisfied that the report adequately assesses the impact on both the existing and proposed residential properties and no additional mitigation measures or conditions are required.
- 6.25 Given the layout and design of the school in relation to existing residential properties in Crediton Road and Chichacott Road and those proposed to the north and east of the site, overlooking or shading will not be a problem. Overall it is considered that the proposal accords with PSWDLP policy DEV01 (protecting health and amenity), which seeks to ensure 'that new development provides for satisfactory daylight, sunlight, outlook, privacy and the protection from noise disturbance for both new and existing homes'.

Construction Impacts

- 6.26 Disruption during construction period is a concern to local residents particularly with regard to noise and construction traffic. Any disruption during the construction period can be adequately mitigated by a construction management plan, which would control issues such as noise, dust, hours of working and construction traffic and the approval of a CMP is the subject of a condition.

Ecology/Landscaping

- 6.27 An extended Phase 1 habitat survey indicates that the improved grassland on the site is of relatively low ecological value. However the hedgerows around the boundary and across the site are of significant ecological and habitat value and have the potential to support dormice. The proposal retains the existing the hedgerows apart from creating 3 breaks to provide access paths and access to the new electricity substation on Chichacott Road. New hedgerows are proposed including one along the northern boundary of the site. Overall it is calculated that 43.5 m² of hedgerow will be removed and to compensate 440 m² of new hedge will be planted. The applicants have confirmed that they will apply to Natural England for a European protected species licence (dormice) prior to the hedgerow being removed.
- 6.28 Additional ecological and landscape enhancement measures are proposed for the site including extensive tree and shrub planting, areas of wildflower grassland and the creation of a 'forest school area'. The hedge and tree planting will provide screening for the school site and help it to integrate into the wider landscape.
- 6.29 The ecological assessment that accompanied the application suggested the provision of bird boxes along the northern boundary and these will be required by condition.
- 6.30 It is considered that the proposed school development accords with WDCS Policy SP19 (Biodiversity) which seeks to conserve and enhance biodiversity of the Borough and give appropriate consideration to nationally protected species.

Drainage/flooding

- 6.31 The site lies within Flood Zone 1 (low risk of flooding), however it is located within the Brightly Stream, Okehampton critical drainage area. The application is accompanied by a flood risk assessment.
- 6.32 The proposed surface water drainage strategy for run-off water from hard surfaces and roofs is one of attenuation using infiltration drainage and storage and restricted discharge into an existing watercourse. The playing fields will drain to the ground using natural drainage.
- 6.33 Redrow Homes are concerned that the proposed flood exceedance routes will run through the proposed residential areas to the north and that this could cause flooding of residential homes. However, the proposed exceedance routing across the site mimics the existing overland regime and although there will be instances where overland flows are passed from the school site to the development site to the north; this is no change from the existing situation. Run-off from the site will not increase as a result of the school development and the development will not create any flood risk issues to the wider area. It will be for the housing developer to ensure their layout and design can accommodate the existing regime without impacting on the new housing. The Lead Local Flood Authority is satisfied with the proposed drainage arrangements, but requires a planning condition regarding the submission of a detailed design for the surface water drainage management system during construction.

Sustainability considerations

- 6.34 The application demonstrates that the proposal incorporates a sustainable approach to design. In particular the building is designed to reduce energy use, maximise use of natural daylight and natural ventilation. The building is nearly 10% more energy efficient than is required by current building regulations.

- 6.35 WDCS policy SP2 states: *'At least 10% of all energy to be used in new development of more than 10 dwellings or 1,000m² of non-residential development should come from decentralised and renewable or low carbon sources unless it can be demonstrated that it would affect the viability of the scheme or is not practical on the site.'* The proposal accords with policy SP2 as photovoltaic cells on the roof will generate 10% of the building's predicted energy requirement.

Archaeology

- 6.36 The application site is within an area of archaeological sensitivity. To the north west of the site is a Roman fort that is protected as a Scheduled Ancient Monument (SAM) and archaeological investigations have revealed the remains of a Roman road immediately to the north the site. The school site is likely to contain some archaeological evidence relating to both the Roman road and fort and therefore a programme of archaeological work prior to the commencement of the development is required by condition.
- 6.37 Given the archaeological significance of this area of Okehampton, it is proposed that a specific 'archaeological study area' will be established on the northern boundary of the site, with views towards the Roman Road. This will include a 'Roman rampart' feature with sign posting of adjacent historic features, along with an interpretation board.

Other Matters

- 6.38 The proposed Western Power Distribution Switching Station Substation has been removed from this application. The substation/switching station will be required for the school development and Western Power Distribution has been advised to make a separate planning application to West Devo Borough Council which is the appropriate determining authority for such a development.

7. Reasons for Recommendation/Alternatives Options Considered

- 7.1 The Committee has the option of approving, deferring or refusing this planning application.
- 7.2 In conclusion it is considered that the school proposal is consistent with both local planning policy and national guidance. Outline permission already exists for a primary school on the application site. The early delivery of the school is vital to provide the required primary school places in Okehampton. Potential adverse impacts of the development have been considered and can be adequately mitigated by the imposition of the planning conditions set out in Appendix I. Taking all material considerations into account it is considered that planning permission be granted in accordance with the recommendation of the report.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Okehampton Rural

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
Casework File	Current	2829/17/DCC

jr101017dma
sc/cr/primary school crediton road Okehampton
04 171017

Location Plan



	<p>Head of Planning, Transportation and Environment</p>	<p>Development Management Committee County Council Development</p>	<p>date October 2017</p> <p>scale 1:15,000</p>
<p>West Devon Borough Council: A new 420 place primary school (built in two phases), together with a Foundation Stage Unit (including a nursery) and a children's centre at land adjacent to Crediton Road, Okehampton</p>		<p>Application No: 2829/17/DCC</p>	

Planning Conditions

Schedule of Conditions - West Devon Borough Council Application No. 2829/17/DCC Devon County Council Ref. DCC/4013/2017

STANDARD COMMENCEMENT

1. The development shall commence within three years of the date of this permission.

REASON: In accordance with Section 91 of the Town and Country Planning Act 1990.

STRICT ACCORDANCE WITH PLANS

2. The development shall be carried out in strict accordance with the details shown on the approved drawings and documents numbered:
Interim School Travel Plan Rev A, NPS-DR-A-00-12 Rev (Site Plan), NPS-DR-A-00-17 RevP1 (Location Plan), 17-1-1088-13 (Site Sections), 17-1-1088-14 (Contextual Sections), NPS-DR-A-04 Rev3 (Hall Building Elevations), NPS-DR-A-02 Rev 3 (Main Building Elevations), NPS-DR-A-(04)01 Rev 2 (Elevations Main Building), 17-1-1088-19 (Street Elevations), NPS-DR-A-03 Rev2 (First Floor Plan), NPS-DR-A-01 Rev A (Ground Floor Plan), NPS-DR-A-09 Rev 2 (Roof Plan), NPS-DR-L(90)-803 P2 (Green Infrastructure Plan), HBS-DR-C-(00)-071 RevP1 (Overland exceedance routes – existing and proposed), HBS-DR-C-(00)-060 Rev P1 (Drainage layout), HBS-DR-C-(00)-270 Rev P1 (Typical Construction Details), HBS-DR-C-(00)-271 Rev P1 (Typical Construction Details), HBS-DR-C-(00)-062 Rev P1 (Drainage Strategy), 14-1-0133-RL-PL-C-61 rev P6 (Outline Drainage Strategy), NPS-DR-A-15 (Proposed Phase 1 Ground Floor Plan), NPS-DR-A-16 (Proposed Phase 1 1st Floor Plan), NPS-00-00-DR-L-(90)-804 RevA (Proposed Cycle Store), HBS-DR-C(00)-072 Rev P1 (Surfacing Layout), NPS-Dr-L-(90)-802 Rev P2 (Proposed Planting Plan), NPS-DR-L-(90)-800 Rev P3 (Proposed Landscape Plan Part1), NPS-DR-L-(90)-801 RevP2 (Proposed Landscape Plan Part 2) 1755/TCP RevA (Hedgerow Protection Plan), Revised Waste Audit Statement A (19.09.2017) and Project Design for Archaeological Investigation, Mitigation and Outreach – ACD1656/2/1 (Sept 2017).

***** except as varied by the conditions below.

REASON: To ensure that the development is carried out in accordance with the approved details.

CONDITIONS (PRE-COMMENCEMENT)

ACCESS AND HIGHWAYS

3. Details of the site construction access shall be provided to the County Planning Authority for its approval in writing prior to the commencement of the development. Following the approval of such details the construction access shall be maintained in accordance with the approved details. For the avoidance of doubt the construction access shall provide for appropriate and safe entrance and egress to and from the B3215 Crediton Road.

REASON: To ensure that adequate facilities are available for the construction traffic attracted to the site in accordance with WDBLPR policy T9 (Transport) and the emerging PSWDJLP policy Dev 31 (Transport).

CONSTRUCTION MANAGEMENT INCLUDING TRAFFIC

4. No development shall take place until a Construction Management Scheme has been submitted to and approved in writing by the County Planning Authority. The CMP must clearly acknowledge that land adjoining the site contains significant archaeological features (Roman road) and that construction operations must not impact on them in any way, with particular reference to the location of compounds, facilities, storage of plant and materials and vehicle movements.

The statement shall provide details of:

- (a) Timetable/programme of works.
- (b) Measures for traffic management [including routing of vehicles to and from the site, details of the number/frequency and sizes of vehicles].
- (c) Days and hours of building operations and deliveries.
- (d) Location of loading, unloading and storage of plant and materials.
- (e) Location of contractor compound and facilities.
- (f) Provision of boundary fencing/hoarding.
- (g) Parking of vehicles of site personnel, operatives and visitors.
- (h) Wheel cleaning facilities.
- (i) Dust control.
- (j) Recycling during construction.
- (k) Details of how the public highway shall be kept clean and the creation of dangerous surfaces on the highway prevented.

The development shall be implemented in accordance with the approved scheme.

REASON: To ensure adequate access and associated facilities are available for the construction traffic and to minimise the impact of construction on nearby residents and the local highway network in accordance with WDBLPR policy T9 (Transport) and the emerging PSWDJLP policies Dev 31(Transport), Dev1 (Health and amenity).

ARCHAEOLOGY

5. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

The development shall be carried out at all times in strict accordance with the approved scheme, or such other details as may be subsequently agreed in writing by the District Planning Authority.

REASON: To ensure that an appropriate record is made of archaeological evidence that may be affected by the development in accordance with WDLPR policies BE10 (Archaeology) and emerging PSWDLP policy Dev22 (Historic Environment).

ECOLOGY/LANDSCAPE

6. No vegetation clearance shall take place during the bird nesting season (1 March to 31 August inclusive) unless the developer has been advised by a suitably qualified ecologist that clearance will not disturb nesting birds and a record of this is kept. Such checks shall be carried out in the 14 days prior to clearance works commencing.

REASON: To minimise impacts on nesting wild birds and ensure that no birds take up residence in the intervening period in accordance with paragraph 109 of the NPPF, the Wildlife and Countryside Act 1981 (as amended), WDCS policy SP19 (Biodiversity) and emerging PSWDLP policy Dev 28 (Biodiversity).

7. No development shall take place until a revised Landscape and Ecological Management Plan (LEMP) which is consistent with the approved Planting Plan (NPS-DR-L-(90)-802 Rev P2) and Green Infrastructure Scheme has been submitted to and approved in writing by the County Planning Authority. The revised LEMP shall include:
- (a) A timetable/implementation schedule;
 - (b) An annotated map(s) illustrating the measures to mitigate/enhance ecology and landscape on the site including the provision of bird nesting boxes along the northern boundary of the site.

The development shall be carried out in accordance with the approved LEMP. Planting and landscaping shall be maintained for a minimum of 5 years following the completion of the development. Any tree or grassed area, or any replacement of it, that is removed, uprooted, destroyed or dies within five years of the date of planting or seeding shall be replaced with the same or similar species in the same location.

REASON: To ensure that wildlife habitats and the local landscape are conserved and enhanced in accordance with WDCS policies SP17 (Landscape) and SP19 (Biodiversity) and emerging PSWDLP policies Dev28 (Biodiversity) and Dev24 Landscape)

8. Works to hedgerows that are likely to cause an offence against dormice shall not in any circumstances commence unless the LPA has been provided with either:
- (a) A licence by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorizing the development to go ahead; or
 - (b) A statement in writing from Natural England to the effect that it does not consider that the development will require a licence.

REASON: To ensure that dormice are protected in accordance with WDCS policy SP19 (Biodiversity) and emerging PSWDLP policy Dev 28 (Biodiversity).

9. All hedgerows and trees identified for retention, shall be protected during construction in accordance with the details on approved plan 1755/TLP Rev A (Tree /hedgerow protection plan).

REASON: To ensure that all hedgerows are protected in the interests of visual amenity and nature conservation in accordance with WDCS policies SP19 (Biodiversity) and SP17 (Landscape) and emerging PSWDLP policies Dev28 (Biodiversity) and Dev 24 (Landscape).

WASTE MANAGEMENT

10. No development shall take place until a Waste Audit Statement for waste arising from the development has been submitted to and agreed in writing by the County Planning Authority. The statement shall include:
- (a) methods to reduce the amount of waste material;
 - (b) methods to re-use the waste within the development;
 - (c) methods for the reprocessing and/or final disposal of excavated materials, including locations (which should hold appropriate planning permission, Environment Agency licences and exemptions) where such activities will take place;
 - (d) estimated quantities of excavated/demolition materials arising from the site;

- (e) evidence that all alternative methods of waste disposal have been considered;
- (f) evidence that the distance travelled when transporting waste material to its final disposal point has been kept to a minimum.

The development shall be carried out in accordance with the approved statement.

REASON: To minimise the amount of waste produced and promote sustainable methods of waste management in accordance with Devon Waste Plan policy WPC4 (Waste Audit).

MATERIALS

11. No development shall take place until details and a samples of the brick cladding to be used in the school building and the natural stone to be used in the retaining wall adjacent to the service yard, have been submitted to and approved in writing by the County Planning Authority.

The approved bricks shall be used in the school building and the approved stone in the retaining wall.

REASON: To ensure that the proposed building materials are in keeping with the proposed residential development in the vicinity of the school site and the wider rural landscape in accordance with WDCS policy SP20 (Design) and emerging PSWDLP policy Dev20 (Built Environment).

DRAINAGE

12. No part of the development hereby permitted shall be commenced until the detailed design of the proposed surface water drainage management system which will serve the development site for the full period of its construction has been submitted to, and approved in writing by County Planning Authority. This temporary surface water drainage management system must satisfactorily address both the rate and volumes, and quality of the surface water runoff from the construction site.

REASON: To ensure that surface water runoff from the construction site is appropriately managed so as to not increase the flood risk, or pose water quality issues, to the surrounding area in accordance with WDCS policy SP21 (Flooding).

13. No development shall take place until details for the management and maintenance of the surface water drainage system have been submitted to and approved in writing by the County Planning Authority. The surface water drainage system shall be maintained in accordance with he approved details.

REASON: To ensure that the development's permanent surface water drainage systems will remain fully operational throughout the lifetime of the development in accordance with WDCS policy SP21 (Flooding)

CONDITIONS (DURING CONSTRUCTION)

CONTAMINATION

14. If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an investigation and risk assessment and, where necessary, a remediation strategy and verification plan detailing how this unsuspected contamination shall be dealt with.

Following completion of measures identified in the approved remediation strategy and verification plan and prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing by the County Planning Authority.

REASON: To ensure that any unexpected contamination that is uncovered during remediation or other site works is dealt with appropriately in accordance with WDBLPR policy BE19 (Contamination).

ACCESS AND HIGHWAYS

15. No part of the development hereby approved shall be brought into its intended use until the access, parking facilities, commercial vehicle/school bus loading/unloading area, turning area (including any necessary temporary turning area) have been provided and maintained in accordance with details that shall have been submitted to and approved in writing by the County Planning Authority and retained for that purpose at all times.

REASON: To ensure that adequate facilities are available for the traffic attracted to the site in accordance with WDBLPR policy T9 (Highway network) and the PSWDLP policy Dev31 (Transport).

ARCHAEOLOGY

16. Prior to the school being occupied details of the archaeological study area, including a timetable for implementation shall be submitted to and approved in writing by the County Planning Authority. The study area shall be developed in accordance with the approved details.

REASON: To promote access to and understanding of the heritage relating to the scheduled Roman fort and associated Roman road in accordance with emerging PSWDJLP policy Dev21 (Historic Environment).

CONDITIONS (OPERATIONAL)

SCHOOL TRAVEL PLAN

17. Within 12 months of the school being occupied a full travel plan for the school and nursery, based on the approved Interim School Travel Plan, shall be submitted to and approved in writing by the County Planning Authority. The travel plan shall be implemented in accordance with the approved implementation programme.

REASON: To ensure safe and sustainable travel to the new school in accordance with the emerging PSWDLP policy Dev31 (Transport).