

01 Reference Number: 20/01068/FUL

Description of application: Demolition of existing school building; proposed new single storey primary school, associated hard and soft play areas and car parking

Site Address: All Saints Church Of England Primary School, School Green Road Freshwater Isle Of Wight PO40 9AX

Applicant: Ms Jade Kennett

This application is recommended for: Conditional Permission

REASON FOR COMMITTEE CONSIDERATION

The proposed development is of Island wide significance and is on land owned by Council.

MAIN CONSIDERATIONS

- Principle of the proposed development
- Impact on the character of the area
- Impact on neighbouring properties
- Highway considerations
- Impact on trees
- Flood risk
- Drainage

1. Location and Site Characteristics

- 1.1** The application site is located at the eastern end of School Green Road, a spur extending north from the main road (A3055), referred to as Bannerman's Path. It is currently occupied by All Saints Church of England Primary School and Freshwater Early Years Centre (a nursery).
- 1.2** The land slopes up from the access to the nursery, then further north to a group of buildings, including the original two-storey stone-built schoolhouse building with newer buildings to the west and north on varying levels. These buildings are single storey but vary in materials with bricks, stone and forticrete.
- 1.3** A playground and large playing fields extend eastwards and the site is bounded by part fencing, mature trees and hedges which provide screening. Public rights of way extend immediately beyond the western (F18) and northern (F17) boundaries of the site.

1.4 The applicant has stated that the existing school, while notionally a one form entry school, is capable of accommodating a maximum of 240 pupils given its overall footprint and number of classrooms.

2 **Details of Application**

2.1 The application seeks consent to demolish the existing school buildings. The layout of the school is over varying levels being poorly arranged and with many parts suffering from subsidence, structural cracking, dry rot and water ingress. The applicant sets out that these buildings are not now suitable for providing modern-day primary education. The existing nursery at the site would be retained as built.

2.2 The new school would incorporate both the existing All Saints School and the Yarmouth C of E Primary School and Little Stars Nursery. The maximum capacity for the school would be 210 pupils.

2.3 The proposed building would be in a similar location to the existing school and would be single storey under a flat roof, with the main hall extending higher. The elevations would be clad in buff brickwork with colour coated aluminium glazing and cladding panels. The south façade of the hall would incorporate a large panel of reclaimed ragstone from the existing schoolhouse.

2.4 New hard and soft play areas would be situated to the east of the buildings on the existing playing fields. Some levelling of land would be required to provide appropriate and useable level areas.

2.5 Access to the site would still be via the existing vehicle and pedestrian gates with new pedestrian pathways leading to the nursery and the school. A new pedestrian access would be provided from the public right of way to the west of the site.

2.6 Parking would be to the west of the site and would provide 27 car bays and 1 motorcycle along with cycle racks (3 racks for pupils and 5 racks for staff) and a scooter parking area.

2.7 No provision for drop-off of pupils is proposed due to the restricted size of the site and entrance approach. Currently parents are able to use the parking facilities in the West Wight Sports Centre and walk the short distance to and from school along School Green Road. It is envisaged that this arrangement would continue when the new school is in occupation. A School Travel Plan has been submitted and the promotion of alternative ways of travelling to school (walking, cycling, and bus) would be actively encouraged.

2.8 A revised proposed site plan has been submitted seeking to address initial highway comments made. The changes are:

- The north section of parking area has been widened to 7.2m to improve egress from the parking bays and large vehicle turning.
- The existing south parking bays have been enlarged to 2.4 x 4.8m.
- Scooter parking location clarified
- Pedestrian access from public bridleway widened to 2.5m and clarification

of bridge over the ditch

- Staff cycle parking area key clarified and parking spaces for 16 cycles is shown to allow expiation over the 11 spaces noted in the travel plan.

3 Relevant History

- 3.1** P/00071/13 - Proposed porch structure on front elevation – Approved - 07/05/2013.
- 3.2** P/02306/07 Renewal: Portable building for use as temporary classroom – Approved - 21/11/2007.
- 3.3** P/02085/04 - Temporary planning permission granted 25 November 2004 - Renewal; portable building for use as temporary classroom.
- 3.4** P/01751/01 - Consent granted 13 October 2001 - Renewal; portable building for use as temporary classroom.

4 Development Plan Policy

4.1 National Planning Policy

National Planning Policy Framework

- Section 8 - Promoting healthy and safe communities. Of note, this section covers the issue of educational development, and also issues relating to development on open space, sports or recreational facilities. Paragraph 94 sets out a requirement for a “proactive, positive and collaborative” approach and giving “great weight to the need to create, expand or alter schools”.
- Section 9 - Promoting sustainable transport
- Section 12 - Achieving well-designed places.
- Section 15 - Conserving and enhancing the natural environment

Local Planning Policy

4.2 The Island Plan Core Strategy defines the application site as being within the West Wight Smaller Regeneration Area Settlement Boundary. The following policies are relevant to this application:

- SP1 - Spatial Strategy
- SP5 - Environment
- SP7 - Travel
- DM2 - Design Quality for New Development
- DM7 - Social and Community Infrastructure
- DM11 - Historic and Built Environment
- DM12 - Landscape, Seascape, Biodiversity and Geodiversity
- DM13 - Green Infrastructure
- DM14 - Flood Risk

- DM17 - Sustainable Travel

Freshwater Neighbourhood Plan

- 4.3** The Isle of Wight Council on 12 March 2018, 'made' (brought into force) the Freshwater Neighbourhood Development Plan. The following policies are relevant to this application:
- FNP06 - High Quality Development
 - FNP07 - Transport
 - FNP12 - Natural Environment

5 Consultee and Third Party Comments

5.1 Internal Consultees

- 5.2** The Highway Authority has raised no objections, subject to the imposition of conditions requiring details of the parking areas (including drainage), a Highway Construction Management Plan and details of the pedestrian access to be submitted and agreed and for the provision of cycle/scooter storage.

- 5.3** The Council's Ecology Officer has raised no objections noting the submission of the Preliminary Ecological Appraisal (Hampshire County Council, June 2020) which identifies some potential for ecological impacts and includes a suite of avoidance and mitigation measures – it is recommended that these measures are conditioned.

- 5.4** The Council's Tree Officer has not raised an objection, but further information is required to ensure that trees within the site would not be adversely impacted upon by the development. A condition is recommended.

- 5.5** The Council's Archaeological Officer has raised no objections, noting that the proposed development site lies in an area of some archaeological potential but also that the school building is a non-designated heritage asset (see relevant section below).

5.6 External Consultees

- 5.7** Sport England has not raised an objection, noting that the bulk of the proposed school does not impact on playing fields but there would be a new multi-use games and basketball area which would be on playing fields. However, these would meet Sport England/NGB specifications and represents a qualitative improvement on existing hard-court provision at this site. In addition, Sport England states that the facility would not impact on any existing sports pitches or the potential to site additional sports pitches in the future.

- 5.8** The Badger Trust has not raised an objection following the Ecology Officer's comments and confirmation of the boundary fencing.

5.9 Parish/Town Council Comments

Freshwater Parish Council has raised no objections.

5.10 Third Party Representations

5.11 2 letters of objection have been received the content of which can be summarised as follows:

- No study into the effect of the closure of Yarmouth School would have on the community – there should have been a consultation;
- Yarmouth School has ample parking, the new school has none and the area outside would be chaos at pick-up/drop-off;
- Where do the public park if parents use Moa Place car park and it is full;
- Some features of the original school building which has played a vital role in the area, should be incorporated into the proposal (the proposed south façade panel would not provide this link);

5.12 Officers note that some third-party comments relate to the closure of Yarmouth School, however, this is a strategic school's decision and outside the remit of a planning application and therefore such comments are not considered material planning considerations.

5.13 2 letters of support have been received the content of which can be summarised as follows:

- Great to see modern a modern, purpose built primary school proposed in the most suitable area in terms of access and demographics;
- pleased to see that the green space has been kept, particularly the woodland area and garden and consideration has been given to ecology;
- pleased to see amphitheatre is to be kept and the re-use of the original stone and layout of the parking doesn't impact on drive and trees
- Whilst this comment is in support, they do suggest an eco-friendlier design is incorporated such as solar panels, grass covered rook, rain-water collection;
- The Councillor as Cabinet Member for Education has commented, stating:
 - His involvement in this process which included 3 public consultations and is aware of local views.
 - He sets out the poor state of the existing school and the commitment for a modern, well-equipped one form entry school fit for now and the long-term
 - That the playing fields, open space, woodland area was considered important by parents and the community so to achieve this the new schools is proposed on the same footprint;
 - The plans submitted delivery on all the requirements for Educational achievements and Environmental requirements, and long-term sustainability and therefore fully supports this application.

6 **Evaluation**

Principle

- 6.1** The proposed development seeks to replace the existing out-dated school, which is in poor condition, with a purpose-built replacement school. A feasibility study was undertaken in 2019 to look at upgrading the accommodation to current standards. This concluded that the demolition of the existing buildings and the construction of a new school would provide the best long-term teaching environment for the pupils and staff. The replacement of the school building is acceptable and whilst there would be some development into the playing fields, this would not be the school building itself but a new multi-use games and basketball area which would be a significant improvement on the current provision and would meet Sport England/NGB specifications (Sport England has not raised an objection).
- 6.2** Given the identified requirement for a replacement school and the benefit that this would provide for students and the local community, it is considered that the proposed development would comply with the principle requirements of policies SP1 and DM7 of the Island Plan.

Loss of the school building

- 6.3** The proposal would result in the demolition of the original school building. Much of the school is modern and of no design of historic merit and therefore, there is no objection to its removal. The original part of the building dates from the early 19th century. However, this is not listed, nor is a locally listed building but, it is considered a non-designated heritage asset, with the Council's Archaeologist stating that the earliest parts date from the Victorian era. The applicant has set out the reasons for its demolition, which include parts of the building being in disrepair (subsidence, structural cracking, dry rot and water ingres) and that the overall layout of the group of different buildings with varying levels are poorly arranged and not now suitable for providing modern-day primary education.
- 6.4** The case officer's site visit included an internal visit where it was noted the original school building is in a poor state of repair with many cracks (internal and external), along with significant damp and sections of walls and floors looking in poor condition.
- 6.5** The Council's Archaeologist has not raised an objection to the demolition of the building but states that in order that this heritage asset and any archaeological features encountered during groundworks may be adequately recorded, it is recommended that a condition is attached requiring access to be provided for the County Archaeology and Historic Environment Service.
- 6.6** Therefore, based on the justification provided and in line with the officer's site visit, officers agree with the justification for the demolition of the building and that there is a need to replace the school. Thus, there is no objection to the loss of the existing buildings, subject to the recording process set out above and it is considered that the development would comply with the requirements of policy

DM11 of the Island Plan.

Impact on the character of the area

- 6.7** Notwithstanding the merits of the original building as discussed above, the other buildings are a varying collection of single storey relatively typical school buildings, of differing design, materials and levels and have little architectural merit. Therefore, officers raise no objection to their demolition.
- 6.8** The replacement school building would be in the same location as the current one and the submitted plans show that the design of the proposed replacement building would be modern and a simpler box design. The school would be seen as a more coherent single building as opposed to the 'collection' of different buildings and would result in a functional building which would be putting the needs of the use first. This is considered to be appropriate in the context of a school, especially when taking into account the lack of any distinctive architectural vernacular or character in the immediate environs, noting also that the more modern nursery building in the overall site would remain (and does not form part of this application).
- 6.9** Furthermore, the school would be sited in the same location and thus benefit from trees and vegetation around most of its boundaries, which would provide some screening and softening of the new building. This would ensure that the proposal would not have an unacceptable impact on the character of the area.
- 6.10** The height of the building closest to the northern boundary would be more visible from the nearby public footpath. However, it should be noted that this footpath is on higher ground and the proposed building would still be single storey which would reduce any impacts (and it is noted as existing that this aspect comprises quite a mixture or collection of differing buildings which does detract visually). Members will note that the site is already occupied by the existing school and given the relatively well screened and discrete nature of the site when compared to its surroundings, it is considered that the redevelopment of the site would have little impact on the character of the wider area.
- 6.11** Officers therefore consider the benefits of one building rather than the collection of differing buildings on different land levels and with a mixture of flat and pitched roofs and materials would result in a better overall appearance within the landscape, and the school being in the same position as the existing would further ensure it would assimilate into the landscape – subject to the retention of the trees and green boundaries (as discussed below). Therefore, it is considered that the proposed development would comply with the requirements of policy FNP06 of the Neighbourhood Plan and policies DM2, DM11 and DM12 of the Island Plan.

Trees

- 6.12** This site comprises a number of trees of various species sizes and quality with the Tree Officer stating there are many high amenity trees of A and B grade and collectively the trees across the site are worthy of a "B2" grade. Thus, the arboreal setting of the site is important to the character of the school and the wider area it

is set in.

- 6.13** During the course of the application additional tree information has been submitted. The Council's Tree Officer does raise some concerns over the information and that it does not fully show that the demolition and construction would not result in a detrimental impact on the surrounding trees.
- 6.14** The applicant's arborist consultant has concluded that an Arboreal Method Statement would still be required before works start. The Tree Officer agrees this would be required although his preference is for it to be submitted prior to determination. However, officers consider that such information could be provided via a condition but that it would be critical for the condition to require information to be submitted prior to any pre-commencement (before any works take place at the site, including any demolition). Such a condition is therefore recommended. It is also recommended that a landscape condition is imposed to ensure the arboreal qualities of the site are retained. Subject to these conditions, it is considered that the development would comply with policy DM12 of the Island Plan.

Impact on neighbouring properties

- 6.15** The proposed school would sit within the footprint of the existing school and given the mature trees, vegetation and fencing around the perimeter, and noting the capacity of the school would not increase, officers do not consider that the proposal would result in any further or adverse impacts on neighbouring properties. Therefore, the development is considered to be acceptable in terms of impact on neighbours in accordance with Policy DM2 of the Core Strategy.

Highway Consideration

- 6.16** The site benefits from direct access onto a network of footways, public footpaths and bridleways that provide linkage to the local amenities, bus routes (7 and 12 serving Newport, Brighstone and Totland), a public car park, (West Wight Sports Centre) and on-street parking bays and residential areas. To assist with safe pedestrian access there is a zebra crossing on School Green Road to the west of the junction with Bannerman's Path and it is noted that the highway network within the immediate vicinity of the access and its associated access is protected by on-street parking restrictions.
- 6.17** The site is accessed via Bannerman's Path which in turn forms a junction with the A3055 School Green Road. The section of Bannerman's Path linking the site to School Green Road is an unclassified public highway. The Highway Engineer's site inspection determined vehicles speeds within Bannerman's Path to be reflective of a 10mph environment due to the geometry and alignment of the road. As well as providing vehicle access to the site, public bridleway FW18 runs along the length of Bannerman's Path (continuing adjacent to the western site boundary) linking into public bridleway F17 and public footpath F65 at the rear of the site.

- 6.18** The proposal includes the remodelling and provision of new onsite pedestrian routes, vehicle access and parking arrangements for both the school and the adjacent nursery, along with the relocation of the existing pedestrian access located within the western site boundary.
- 6.19** Bannerman's Path at its southern extent forms a junction with School Green Road and there is a continuous footway link between this site and this part of the highway network. School Green Road forms part of the Island's principal road network and is governed by a 30mph speed limit at the point in question.
- 6.20** The Highway Engineer does note that this junction is limited in respect to both width and visibility. The level of visibility available to pedestrians when crossing east to west is also limited and whilst the narrow width reduces the distance required to be crossed by pedestrians, it limits the ability of two private motor vehicles to pass and poses the potential hazard of standing vehicles on the A3055. There is also the potential for private motor vehicles to overrun the footway and conflict with pedestrians when turning into the site, with the width and alignment of Bannerman's Path restricting the level of forward visibility available to users.
- 6.21** No improvements to this situation have been proposed, however, given that the site currently has permitted capacity for 240 pupils, and this is the capacity proposed, there should be no increase in daily traffic movements passing through this junction. As a result, the Highway Engineer states that a reason for refusal cannot be raised on highway safety grounds relating to substandard junction width and visibility. Furthermore, officers do not consider the re-modelling of the access arrangements to improve junction visibility onto the main road would be necessary in this instance, given there would be no increase in student numbers and that the current school policy of parents parking in Moa Place and walking to the school would continue. Officers also acknowledged the applicant's contention that such a remodelling could have the detrimental impact of encouraging parents to drop off and turn in the mouth of the road – the applicant refers to Hampshire where they are narrowing many entrance ways to stop this behaviour.
- 6.22** The proposed revised layout would increase the width of the onsite access road to circa 5m over the majority of its length and would provide safe pedestrian linkage between the school and the nursery building. The proposals would also increase the level of onsite parking to 27 car bays and 1 motorcycle, providing for compliant bay dimensions and associated aisle widths. Provision is also made for a service vehicle turning area, two small areas of cycle racks (3 racks shown for pupils and 5 racks shown for staff) and a small area for the parking of pupil scooters.
- 6.23** A new access is proposed from the public right of way to the west which would further improve pedestrian and cycle access to the site, noting the networks of footpaths and bridleways to the north, east and west of the site. A condition is recommended for further details of this, noting that there is a drainage ditch which would need to be appropriately bridged and that any gate would need to open inwards so as not to adversely impact on the public right of way.

- 6.24** Due to the limitations associated with the site access and existing onsite layout a condition is recommended requiring a 'Highway Construction Management Plan' to be submitted and agreed.

Parking

- 6.25** As existing there is no drop-off/pick-up facility at the school and on-street parking within the vicinity of the site is limited. Furthermore, there are only 12 on-site parking spaces. Those choosing to travel to and from the site by private motor vehicle would predominantly be reliant on the public car park located to the west of the site (Moa Place Car Park – West Wight Sports Centre). This arrangement would continue. It is acknowledged that a third party comment raises concerns of parking issues at the public car park, but officers note that the school operates breakfast and after school clubs, so not all parents would be turning up at once – the submitted School travel plan encourages other methods of travel including parking at friends' houses. Moreover, Moa Place is a large car park, with a significant number of parking spaces and would remain adequate to operate as a drop off facility at the typical open and closing times for the school.
- 6.26** With regards on-site parking, officers acknowledge the proposed parking spaces fall below the Guidelines for Parking Provision as Part of New Developments SPD (a shortfall of 14 spaces). However, again giving weight to the fact that the existing capacity of the school is 240 and the proposed school would not increase this (in fact the maximum number would be 210), and that the proposal would result in improved vehicle turning facilities is seen to give potential to provide significant betterment over the existing situation.
- 6.27** However, the Highway Engineer recommends a minimum scooter and cycle parking requirements of 50 and 11 respectively be provided (and these figures be continually reviewed by the School Travel Plan process) and a condition is therefore recommended.
- 6.28** The Highways Engineer notes there are some concerns with the scheme, but as discussed above, has not raised an objection, given the capacity of the school would not increase and that there are betterments to the existing situation. The Highway Engineer does refer to a review of accident data, and that there has been a recorded accident in the last 3 years within the vicinity of this site. However, this was down to driver error and does not have any significant relevance to this application.
- 6.29** Therefore, with the imposition of appropriate conditions, officers consider the proposal would comply with Policies DM2 (Design Quality for New Development), DM17 (Sustainable Travel) and SP7 (Travel) of the Isle of Wight Core Strategy.
- 6.30** It is acknowledged that the Highway Engineer has suggested that officers consult the Local Chief Fire Officer, to ensure that the site is adequate for emergency service access. Whilst no formal comment has been received, it is noted that the access for the fire service would need to meet the requirements of The Building Regulations Approved Document B5 and they would be consulted on once the building regulations application is submitted. Should the proposal fail to comply

with the requirements then a suitable alternative solution would then need to be agreed with the fire service prior to the commencement of any construction. This alternative could include sprinklers systems or dry risers.

Flood Risk

- 6.31** The school is located within Flood Zone 1 although the southern part of the site is within Flood Zones 2 and 3. A Flood Risk Assessment (FRA) has been submitted. The school site itself is on a much higher ground level than the flood zones. It is also acknowledged that the proposal does not change the main access to the school nor alters the numbers of pupils who could currently attend the existing school.
- 6.32** The FRA acknowledges that the access via School Green Road could be temporarily restricted by flood water, but this would only be during extreme flood events. Officers note that there would still be a pedestrian access to the school from/to the public footpath in the north-west corner of the site, which is outside of the flood zones and on higher ground.
- 6.33** The FRA concludes that the site is located within Flood Zone 1 and is at very low risk from any source of flooding despite its proximity to the Western Yar River. Officers agree with this conclusion and consider the proposals to be compliant with policy DM14 of the Island Plan.

6.34 Drainage

- 6.35** Further to the FRA above, a drainage strategy has been submitted. With regards to foul water, this would be discharged to the existing system and given the proposed size of the school is similar to the existing (both scale and potential pupil numbers) officers agree with the engineer's report that there would be minimal, if any increase.
- 6.36** Site surface water would also discharge to the existing drainage system and the submitted engineer's report states that the run-off rates would be no greater than the existing. The submitted plans show that below storage tanks are proposed for attenuation and the Engineer's drainage report refers to a ground investigation undertaken, the geology and soakaway tests showing that ground infiltration would be restricted (predominantly clay) and therefore concludes the drainage solution would need to be a tanked system with connection to a watercourse. A condition is recommended which requires the drainage to accord with the submitted details.

7 Conclusion

- 7.1** Giving due regard and appropriate weight to all material considerations referred to above the application is considered to represent an opportunity to significantly improve the educational facilities on site, as well as providing a building which would not have an unacceptable impact on the character of the area and would not result in an unacceptable impact on the amenities of neighbouring properties, trees or the existing highway network.

8 **Recommendation**

8.1 Conditional permission.

9 **Statement of Proactive Working**

9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

- The IWC offers a pre-application advice service
- Updates applicants/agents of any issues that may arise in the processing of their application and, where there is not a principle objection to the proposed development, suggest solutions where possible

In this instance the application was considered to be acceptable following the submission of further information relating to trees and highways.

Conditions/Reasons

1. The development hereby permitted shall be begun before the expiration of 3 years from date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans, numbered/labelled:

- E03827-A-101 - Site Location Plan
- E3827 - L - 705 Rev P2 - Proposed Site Plan (Revised, received 21/09/2020)
- E03827-A-201 version 00 - Proposed Floor Plan
- E03827-A-202 version 00 - Proposed Roof Plan
- E03827-A-301 version 00 - Proposed Elevations
- E03827-A-302 version 00 - Proposed Sections
- E03827-A-303 version 00 - Proposed Site Context Elevations

Reason: For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with the aims of Policy DM2 (Design Criteria for New Development) of the Island Plan Core Strategy.

3. No development shall take place until a 'Highway Construction Management Plan' has been submitted to and approved in writing by the Local Planning Authority. This plan shall include:

- A Wheel-wash facility to ensure that no debris of surface water in discharge from the site into the public highway throughout the duration of the works. The form and location of the wheel-wash should be clearly defined with any means of associated drainage. A mechanical brush should also be held on standby throughout the duration of the works.
- A designated onsite service vehicle parking, turning, loading and unloading area.
- A designated onsite operative / construction working parking throughout the duration of the build process.
- A clearly defined traffic management plan showing how school / nursery staff and pupils will be safely segregated from construction traffic and deliveries while making provision for emergency service access throughout the build process.

The agreed 'Highway Construction Management Plan' shall be adhered to for the course of the construction/demolition process and any deposit of material from the site on the highway shall be removed as soon as practicable by the site operator.

Reason: This condition is a pre-commencement condition due to the limitations associated with the site access and existing onsite layout and in the interests of highway safety and the local environment to prevent mud and dust from getting on the highway and to comply with policies DM2 (Design Quality for New Development) and DM17 (Sustainable Transport) and policy of the Island Plan Core Strategy.

4. No development shall take place until an Arboreal Method Statement has been submitted to and agreed in writing by the local planning authority detailing how the potential impact to the trees will be minimised during demolition and construction works, including details of protective tree fencing to be installed for the duration of construction works. The agreed method statement will then be adhered to throughout the development of the site.

Reason: This condition is a pre-commencement condition to prevent damage to trees during construction and to ensure that the high amenity tree(s) to be retained is adequately protected from damage to health and stability throughout the construction period in the interests of the amenity in compliance with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

5. The development hereby approved shall be carried out in strict accordance with the avoidance and mitigation measures contained within the Preliminary Ecological Appraisal (Hampshire County Council, June 2020).

Reason: In the interests of the biodiversity of the area and to comply with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and Government advice contained within the National Planning Policy Framework.

6. The developer shall afford access at all reasonable times to the staff of the County Archaeology and Historic Environment Service, prior to demolition and groundwork, to record the current school building (heritage asset IWHER 7790 All Saint's Primary School).

Notification of commencement of demolition and groundwork and information as to whom the archaeologist should contact on site should be given in writing to the address below not less than 14 days before the commencement of any works:-

Isle of Wight County Archaeology and Historic Environment Service
Westridge Centre
Brading Road
Ryde
Isle of Wight
PO33 1QS

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Isle of Wight Council Island Plan Core Strategy.

7. No part of the building hereby approved shall be constructed above foundation level until details/samples of materials to be used in the construction of the external surfaces of the development hereby permitted 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: In the interests of the amenities of the area and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

8. The use hereby permitted shall not be brought into operation until space has been laid out within the site in accordance with drawing number E3827 - L - 705 Rev P2 - Proposed Site Plan (Revised, received 21/09/2020) and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for 27 cars and 1 motor cycle to be parked and for vehicles to be loaded and unloaded and for vehicles to turn so that they may enter and leave the site in forward gear. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

Reason: In the interests of highway safety and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

9. No building shall be occupied until the means of vehicular access thereto has been constructed in accordance with the principals of the layout as detailed on drawing number E3827 - L - 705 Rev P2 - Proposed Site Plan (Revised, received 21/09/2020).

Reason: In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

10. No building shall be occupied until the means of access thereto for pedestrians and cyclists from public bridleway F18 based on the principals of drawing no. E3827 - L - 705 Rev P2 - Proposed Site Plan (Revised, received 21/09/2020) has been constructed in accordance with details that have been submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of highway safety and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

11. The building hereby approved shall not be occupied until parking/storage facilities are provided for a minimum of 50 scooter and 16 cycles. These spaces shall be reviewed in accordance with the School Travel Plan review and increased accordingly.

Reason: To encourage alternative and sustainable forms of transport and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

12. The development hereby permitted shall not be occupied until the scheme for the drainage and disposal of surface and foul water from the development has been carried out and completed in accordance with the submitted details including drawing number E03827-ECH-ZZ-XX-DR-C-1002 titled 'Proposed Drainage Scheme' and document titled 'Flood Risk Assessment and Drainage Strategy' dated 08.07.2020.

Reason: To ensure a satisfactory means for the disposal surface and foul water from the development to minimise the risk of flooding and to comply with Policies DM2 (Design Quality for New Development), DM14 (Flood Risk) of the Island Plan Core Strategy and Government advice contained within the National Planning Policy Framework.

13. The development hereby approved, shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with new soft landscaping proposed.

Reason: To ensure the appearance of the development is satisfactory and to comply with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

14. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or

become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the appearance of the development is satisfactory and to comply with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

15. The development hereby permitted shall not be occupied until the panel of reclaimed ragstone from the existing school building is installed into the main hall as set out in the submitted 'Design, Access and Supporting Statement' dated June 2020 and shown on drawing number E03827-A-301 version 00 - Proposed Elevations.

Reason: To provide a link for the replacement school building to the history of the site and original school building to accord with Policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy.