

**DCNC2008/1934/CD - PROPOSED REDEVELOPMENT
OF THE MINSTER COLLEGE. MINSTER COLLEGE,
SOUTH STREET, LEOMINSTER, HEREFORDSHIRE,
HR6 8JJ**

**For: Director of Children's Services per Haverstock
Associates 10 Cliff Road Studios Cliff Road London
NW1 9AN**

Date Received: 28th July 2008 Ward: Leominster South Grid Ref: 49724, 58334

Expiry Date: 27th October 2008

Local Member: Councillor R Hunt

1. Site Description and Proposal

- 1.1 The Minster College is located off South Street and is south-east of the town centre. There are three main access points, from South Street, Coningsby Road and Castlefields. A pedestrian access route to Coningsby Road passes the Leisure Centre and emerges onto its car park. This is currently used by the school, particularly as a drop off and pick up point for coaches. Access to the main staff school parking area is available via a gated entrance on Castlefields. It contains 44 parking spaces (including 5 disabled bays). A public footpath also cuts through the site from South Street, between the main school and the Leisure Centre and DT block, and then along the eastern boundary of the playing fields.
- 1.2 The Minster College currently comprises of mixture of buildings, which have been extended many times over the years. The converted Victorian Grammar School building faces onto South Street and a collection of two, three and four storey 1950's and 1960's teaching blocks spread across the central section of the site.
- 1.3 Although relatively flat towards the centre of the site, there is a level change of 1.6m from South Street. It is set within a predominantly residential area comprising a mixture of Victorian terrace and post-war housing. The majority of buildings in the area are two storeys, although there are some single and three storey buildings in the vicinity of the site. Beyond the playing fields to the south is an industrial estate and to the north is the Leisure Centre. This is a council managed facility and is used by the school and consists of double height flat roof building with a recent extension for a swimming pool. Adjacent to the Sports Centre is the Coningsby Children's Centre, which is a new brick nursery with an external play area.
- 1.4 Whilst the whole school site, including the playing fields and hard play areas, is relatively large, Sport England has imposed a building line to the southern edge of the existing tennis courts in order to ensure that the sports pitches beyond are not encroached upon. This results in the loss of the tennis courts but has been agreed on the premise that they will be replaced with Multi Use Games Areas (MUGAs) elsewhere on the school site. The planning history that follows shows that permission has been granted for this on land adjacent to the Leisure Centre and swimming pool.

- 1.5 The proposal is for the construction of a new school on an area lying immediately to the south of the existing buildings and including the tennis courts referred to above. The improvements to the facilities of Minister College would increase pupil capacity. The existing college currently has 680 pupils, whilst the new college accommodate 1020 pupils, including an extended sixth form allocation.
- 1.6 The new school building is effectively formed in two main blocks aligned generally on a north/south axis, although a third element projects along an east/west plane towards Castlefields. This reinforces the concept of an internal 'street' within the school linking the two main blocks together.
- 1.7 The main school entrance faces due north back into the centre of Leominster and towards the Leisure Centre. It is a large glass facade flanked by two and three storey elements, a community theatre to be available for use out of school hours, but an integral part of the school during the day, and the administration offices. A canopy extends over the entrance to give shelter providing the proposal with a clearly defined entrance.
- 1.8 The western boundary to the site is residential therefore this element of the re-development has been maintained at a two storey level. A new service road runs the full length of the boundary to act as a buffer. Similarly, due to its proximity to residential areas, the wing projecting eastwards has been kept as two storey. A three storey wing runs through the central part of the site and incorporates the community theatre and a glazed atrium lying at the heart of school.
- 1.9 The building is of a contemporary design, combining a mix of materials to include brick, render and glass. Light wells in the roof elevations draw daylight into the core of the building and the two storey elements have sedum roofs. The proposal also includes the provision of a helical wind turbine to be mounted on the roof of the three storey element of the building towards its southern end.
- 1.10 The proposed development incorporates a new access via South Street, operating with an In/Out arrangement. This requires the complete demolition of the former Grammar School buildings. Part of this area will accommodate a car park and bus drop-off facilities with the remainder being landscaped as a public square. The access from Castlefields will be closed, whilst the pedestrian link through to Coningsby Road will be maintained.
- 1.11 Secure and lockable cycle storage facilities are proposed with separate facilities made available for staff and students. Staff are allocated 5 Sheffield Stands (10 cycle spaces), whilst students are offered 100 Sheffield Stands (200 spaces) with potential for expansion of these facilities to 400 spaces should demand exceed this provision.
- 1.12 The proposed development scheme incorporates a number of measures to enhance pedestrian and cyclist safety, both within the immediate school environs and the wider local road network. The new access via South Street incorporates a 3m footway and 3m cycleway into the site, to link with the existing footways along South Street. Within the school the plans indicate safe pedestrian and cyclist routes within the main car park through the use of zebra-crossing type arrangements to give greater priority to them.
- 1.13 As well as the public square to the front of the school buildings, the scheme also includes a series of hard surfaced open spaces within the school compound itself. The

plans show two dedicated 'kick-about' areas as well as a courtyard to the southern end of the site for pupils to use on a more informal basis during breaks and lunch times.

- 1.14 The application is accompanied by a single document encompassing the following issues arising as a result of the proposal:

- Design and Access Statement
- Statement of Community Involvement
- Open Space, Sport and Recreation Needs Assessment
- Habitat Survey and Bat Report
- Tree Survey
- Transport Statement
- Draft School Travel Plan
- Site Waste Management Plan
- Technical Summary of Wind Turbine Technology

2. Policies

2.1 National Guidance

- PPS1 - Delivering Sustainable Development
- PPG13 - Transport
- PPG17 - Open Space, Sport and Recreation

2.2 Herefordshire Unitary Development Plan

- S1 - Sustainable development
- S2 - Development requirements
- S6 - Transport
- S11 - Community facilities and services
- DR1 - Design
- DR3 - Movement
- DR14 - Lighting
- T6 - Walking
- T7 - Cycling
- T8 - Road hierarchy
- T11 - Parking provision
- T14 - School travel
- CF5 - New community facilities

3. Planning History

DCNC2008/1171/CD – Proposed installation of five temporary mobile classrooms, one temporary mobile w.c. and six multi use Games Areas. – Approved 06.07.08

4. Consultation Summary

Statutory Consultations

- 4.1 Sport England - Raise no objection to the proposal as it is considered to meet the criteria outlined by paragraph 15 of PPG17.
- 4.2 Welsh Water - Require further information in relation to foul and surface water drainage of the site.

Internal Council Advice

Transportation Manager:

- 4.3 Highway Engineer - Raises no objection subject to conditions relating to the formation of the new access, cycle parking and travel plans.
- 4.4 School Travel Adviser - The Travel Plan to be developed should be a recognized School Travel Plan if it is to attract a Government grant. The work that has been completed so far is a good grounding but a lot more will need to be done to satisfy this criteria. The school has been made aware of this and is committed to producing a School Travel Plan.
- 4.5 Public Rights of Way Manager - No objection

5. Representations

- 5.1 Leominster Town Council - Raise the following points:
 - a. Concerns about the architectural design and whether it would enhance the area.
 - b. Clear resolution needed for safe traffic control of pedestrian and traffic movement along South Street as there is concern about conflict between pedestrians and vehicles, particularly at entry/exit points.
 - c. Footpath should be closed for a minimum period and re-opened on completion of the works.
- 5.2 Seven letters have been received in relation to the application from the following:

Mr Humphries, 120 South Street
 R. Ferguson, 96 Castlefields
 Mr & Mrs Crick, Copper Hall, South Street
 Mrs G. Davies, 80 Castlefields
 Mr A. Marshall, 2 Minster Court, South Street
 Mr C. Preece, 4 Minster Court, South Street
 Mr & Mrs Wall, 67a South Street

None of the letters express an outright objection to the proposal, but in summary, the following points are raised:

- a. The proposal will result in increased traffic levels and congestion along South Street.
- b. The introduction of two new access points will compromise pedestrian safety.
- c. Query whether any parking or speed restrictions, or traffic calming measures are proposed for South Street.
- d. Concern at the loss of on-street car parking for residents along South Street.
- e. Concern about the temporary closure of the public footpath and how this affects the ability of residents bounding it to maintain their boundaries.
- f. Concern about the boundary treatments and the impact on property during the demolition of the old Grammar School buildings.
- g. Feeling that there has been a lack of consultation.

The full text of these letters can be inspected at Northern Planning Services, Garrick House, Widemarsh Street, Hereford and prior to the Sub-Committee meeting.

6. Officer's Appraisal

Introduction

- 6.1 Minster College is typical of many schools in that it has developed over many years through piecemeal additions to accommodate an increasing population of school children as the town that it serves has grown. It is apparent that many of the buildings that currently form the school have reached the end of their life, suffering from a lack of maintenance to a point where parts suffer from problems of damp and structural decay, including the former Grammar School that fronts on to South Street.
- 6.2 A decision has therefore been reached to demolish the existing school and replace it with a new purpose-built campus. This however, is restricted by two critical factors;
 1. that the existing school must remain in place whilst the development of a new one takes place, and;
 2. a boundary has been set by Sport England to the south of the existing tennis courts beyond which development should not take place.
- 6.3 As a result the area to be occupied by the new complex of buildings is very restricted and it is clear that this has been a significant influence on the design and layout of the scheme.
- 6.4 Not only is the physical size of the site a constraint, but also the proximity of residential dwellings on South Street and Castlefields, and the fact that a public right of way dissects the site. These factors have also served to influence and dictate how the scheme has evolved.

Design and Layout

- 6.5 In response to all of these constraints the proposal is focused on the principle of an internal 'street' running through the spine of the campus. In order to accommodate all of the facilities that have been required by the design brief, part of the development is three storey, and logically this has been positioned towards the centre of the site in order that it does not dominate the residential properties on South Street and Castlefields.
- 6.6 The main two storey element runs parallel with the rear boundary of the properties fronting onto South Street. It should be noted however that four properties lie within this area, three of which are currently under construction. Nevertheless the elevation is approximately 10 metres from the boundary, separated from it by the proposed service road. The building presents a continuous frontage for a length of 95 metres at a height of 7.8 metres and is set against aspects of the three storey parts that lie behind. The boundary between the site and the properties is, for the most part, well vegetated and the dwellings fronting onto South Street are sufficiently distant to avoid any demonstrable impact on their residential amenity.
- 6.7 The gable end of the second two storey part opposes properties on Castlefields. It is a blank elevation, again at a height of 7.8 metres and is approximately 18 metres from

the facing elevation of 55 Castlefields. An outdoor performance area is also shown within this area, relating to the community theatre which lies beyond. A judgment has to be made whether this will be so harmful to the residential amenity of the immediate properties when assessed against the current situation where Castlefields is used for vehicular access and the area immediately within the school grounds for parking and generally as a circulation area. In your officers view the long term gain of these traffic movements being removed far outweighs the closer proximity of the building and outdoor performance area and therefore this aspect of the scheme is also considered to be acceptable.

- 6.8 The new campus is of contemporary design and has been developed to create a building that is both welcoming and 'user friendly' so that pupils are able to circulate with ease. It has been influenced by the views of current pupils and staff who suggested that the building should have an obvious entrance, open spaces to the fore to allow community use, reflect the school's sports specialism and should provide a 'wow' factor. The design and layout achieves all of these. The main entrance to the building is clearly defined by the large area of glazing and is immediately adjacent to the community theatre. The coloured glazing running through the body of the building as a curtain and emerging as part of the three storey element (described as the 'learning lantern'), provides a visual draw and the mix of materials and the variation in the heights of two and three storey elements adds interest to what might otherwise be very dominant and overbearing elevations. The various faculties of the school are positioned in relation to the facilities that they rely upon. Drama and English are located in closest proximity to the theatre and performance area, the PE block gives access directly to the playing fields whilst the Science and Technology classrooms and the school's kitchen, aspects which are likely to receive regular deliveries, are adjacent to the service road.
- 6.9 The design and layout of the scheme has been well considered so that it responds to the constraints of the site and the requirements of its users. It is visually pleasing and will represent an improvement in this respect over the existing premises. The proposal therefore accords with the relevant Unitary Development Plan policies in this respect.

Landscape

- 6.10 There are two distinct landscaped areas. Those that are provided principally for students and those that create the public front to the school and will be available for the wider public to use.
- 6.11 The scheme provides space within the campus for informal use by the students. These include two kick-about areas, one to the northern end and one to the south. These are essentially hard surfaced areas that can be used for informal recreation during breaks and lunch times.
- 6.12 An area lying between the two and three storey elements is designed as a more informal gathering area for students. A series of canopies and seating areas are to be provided and is readily accessible from the open centre of the building which, in part, provides a dining area.
- 6.13 The public realms are the square immediately in front of the main entrance and the car park with its frontage onto South Street. The plans again give an indication of seating provision, a suggestion of the type of surface to be used, and that planting will create a softer edge to what may otherwise be a large expanse of paving and tarmac.

- 6.14 It is vital for the setting of the school that this is something more than merely a few individually planted trees set in amongst a sea of hard surfacing and a detailed planting regime has yet to be properly considered, and whilst it is accepted that the re-development of the school has to take place within a limited budget, it would be unfortunate for such an effort to be made to provide high quality educational facilities, only for it to be let down by a lack of landscaping detail. The submission does include a plan indicating areas where soft landscaping will be placed, and suggests the use of semi mature trees in certain areas, although details of precise species is not included. A plan has also been included to suggest areas that will be lit, but again precise details of the equipment to be used is not included.
- 6.15 It is considered that a detailed scheme for hard and soft landscaping and lighting can be agreed through suitably worded conditions. This would also include the detailed boundary treatments along the western edge of the site shared with properties on South Street and also the boundary of the car park with 67a South Street.

Access

- 6.16 Policy DR3 of the Unitary Development Plan requires that development provides safe, convenient and attractive patterns of movement into, out of and across sites, particularly for pedestrians, people with disabilities and cyclists.
- 6.17 The site is already very permeable with the public footpath cutting through the school to the north from South Street, and then running along its eastern boundary with Castlefields, and also the pedestrian link to Coningsby Road further to the north. The proposal maintains and strengthens these links by creating a much more open feel in the vicinity of the public footpath, whereas it currently runs along the side of buildings giving it a sense of enclosure. This allows the creation of a combined pedestrian/cycle route within the site for those entering from South Street, completely separated from vehicular traffic, giving access directly to the front entrance without conflict.
- 6.18 The link with the Leisure Centre and parking on Coningsby Road remains and will continue to allow drop off and pick up by parents wishing to use this facility rather than the new entrance.
- 6.19 The school is of course designed to comply with all aspects of DDA requirements with levels accesses to all areas and lifts placed at strategic points to give access to upper floors.
- 6.20 The scheme complies entirely with the requirements of Policy DR3 of the Unitary Development Plan.

Sustainability

- 6.21 The building has been designed to be energy efficient, using a combination of simple methods such as its orientation, natural ventilation and the use of larger areas of glazing to maximize the availability of natural daylight; with more specific technologies such as heat recovery methods, glazing specifications and area specific ventilation and heating systems, the latter giving individual teachers the ability to control classroom temperature rather than a single thermostatic control for the whole building.
- 6.22 Natural ventilation offers a low energy solution to ventilating classrooms throughout the summer and mid-season periods. During the winter months, however, the opening of windows can lead to a huge increase in a buildings overall heat loss. Draughts caused

by natural ventilation in winter often result in the windows being closed which, in turn, can give rise to high levels of CO₂ in teaching spaces. The use of heat recovery ventilation during the winter ensures that the appropriate level of fresh air is maintained, promoting a healthy learning environment via energy efficient techniques.

- 6.23 A wind turbine is proposed to supplement the mains electricity supply to the proposed building. This will be placed at the end of the three storey teaching block and deep into heart of the site. This assures maximum output away from obstructions to the south west, whilst minimising the impact on the surrounding neighbourhood. As opposed to traditional wind turbines, the proposed 'Quiet Revolution' turbine features an aerodynamic design that not only reduces the noise and vibration to near silent operation, but also provides an attractive beacon for the School.
- 6.24 The desire to limit the carbon footprint of the new school reflects the requirements of current Building Regulations with regard to energy efficiency, but are also a key criteria of Government requirements for the funding of the scheme. It is therefore clear that efficiency targets must be met and will, where possible be exceeded and this ensures that the proposal also complies with the relevant policies in terms of sustainability objectives.

Highways

- 6.24 Perhaps the most significant impact of the proposal is the eventual demolition of the old Grammar School buildings to create a new access and car park onto South Street, and it is this matter alone which is the main concern of those local residents who have responded to the consultation process. In particular concern has been expressed about increased traffic movements on South Street, pedestrian safety, the loss of on-street parking and what measures are to be put in place for traffic calming.
- 6.26 A balance needs to be struck between the existing situation of traffic movements associated with the school and what is proposed. Currently a significant number of vehicles, principally staff and service vehicles, rely on the access from Castlefields. This is to be closed and represents a significant improvement to the amenity of that residential area. Similarly there is a high concentration of traffic using the car park on Coningsby Street and its junction with South Street. Whilst this is likely to continue, it is likely to be to a lesser extent due to the improved accessibility of the new campus.
- 6.27 The matter of pedestrian safety within the site has been considered earlier in the report and a conclusion has been drawn that there will be significant improvements in this respect. The use of a one way system for vehicles entering and leaving the site from South Street means that there are two points to be crossed by pedestrians walking along the road. Whilst this is a potential point of conflict, the fact that vehicles are only moving in one direction at each of these junctions means that pedestrians need only cross one line of moving traffic at a time.
- 6.28 With regard to on-street parking, a tracking diagram has been submitted in relation to the access onto South Street. In simple terms this shows the turning arc of a bus entering and leaving the site and it demonstrates that it can enter and leave without encroaching into a notional 2.5 metre parking zone on the opposite side of the road. This has been examined by the Transportation Manager who is satisfied that it is an accurate reflection of a vehicle movement into and out of the site. It should of course be highlighted though that there is no right to park within the public highway.

- 6.29 Clearly there is a desire to ensure that the safety of all highway users is maintained at all times. A Transport Statement and Travel Plan accompany the application and provide details about predicted traffic flows and how these might affect the surrounding road network. Should planning permission be forthcoming a condition should be imposed requiring the completion of a School Travel Plan. Within such a condition it is a requirement that plans are reviewed annually and it is anticipated that this process of monitoring would determine whether any highway improvement works or restrictions would be required at some point in the future. The latter would need to be completed through a Traffic Regulation Order and this is subject to its own consultation process and cannot be requested by a planning condition.
- 6.30 It is concluded that the proposal will result in a safer, more convenient pattern of traffic movement. It will result in less traffic travelling through residential areas to gain access to the school and the improved campus will actively promote more sustainable modes of transport by improving pedestrian, cycling and bus facilities, and continued improvements through a School Travel Plan. The scheme therefore accords with relevant policies contained within the Unitary Development Plan in this respect.

Community Involvement

- 6.31 The application is one of very few that has been accompanied by a Statement of Community Involvement and it is clear that a great deal of consultation has continued throughout the development of the scheme, including staff, pupils, local residents and officers of all disciplines across the Council.
Development Phasing
- 6.32 On commencement of the development the site will be fully fenced to create a clear and distinct boundary between it and the existing school buildings which must remain whilst the construction of the new school is completed.
- 6.33 Appropriate signage will be erected to give clear instructions on areas that are for the use of the school and areas that the school are excluded from whilst construction activities are taking place. In addition scaffold fans will be erected along the Northern boundary to protect against possible accidental damage to the existing school buildings. Construction activities will be strictly limited to the confines of the site. Matters of site safety are addressed through the Health and Safety Executive and need not be dealt with through planning conditions.
- 6.34 It is proposed to establish a site compound in the area to east of the school site currently used as a vegetable garden. Construction material deliveries will be off Castlefields and will be limited to specific times of the day to avoid any potential interface with the movement of the school pupils and staff. The proposals also include the establishment a Gateman's Compound where all vehicles arriving at the school will be logged and directed to their and be escorted through the construction area by site workers. The precise details of this should be the subject of appropriate conditions.
- 6.35 The principle works in Phase 3 is the demolition of the existing Minster School and the construction of the new car parking facilities and public square. The access for these works will be from South Street. The site area will be fully fenced off at all times. All construction personnel and vehicles will access the site from South Street and the details of this can be dealt with through the same conditions referred to above.

Conclusion

6.36 The scheme has been well considered and represents a significant improvement in terms of its visual appearance, highway safety for all users and sustainability over the existing campus. It responds well to a very restricted site and in turn this has influenced the design of the new buildings. The proposals accord with all of the Unitary Development Plan policies highlighted earlier in this report and it is therefore recommended that the application be approved.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

1 A01 (Time limit for commencement (full permission))

Reason: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

2 B03 (Amended plans)

Reason: The development hereby approved shall be carried out strictly in accordance with the amended plans received by the local planning authority on 27th August 2008.

Reason: To ensure the development is carried out in accordance with the amended plans and to comply with the requirements of Policy DR1 of Herefordshire Unitary Development Plan.

3 C01 (Samples of external materials)

Reason: To ensure that the materials harmonise with the surroundings so as to ensure that the development complies with the requirements of Policy DR1 of Herefordshire Unitary Development Plan.

4 G10 (Landscaping scheme)

Reason: No development shall commence on site until a landscape design has been submitted to and approved in writing by the Local Planning Authority. The details submitted should include:

Soft landscaping

- a) A plan(s) showing details of all existing trees and hedges on the application site. The plan should include, for each tree/hedge, the accurate position, species and canopy spread, together with an indication of which are to be retained and which are to be removed.
- b) A plan(s) at a scale of 1:200 or 1:500 showing the layout of proposed tree, hedge and shrub planting and grass areas
- c) A written specification clearly describing the species, sizes, densities and planting numbers and giving details of cultivation and other operations associated with plant and grass establishment.

Hard landscaping

- a) Existing and proposed finished levels or contours
- b) The position, design and materials of all site enclosure (e.g. fences, walls)
- c) Car parking layout and other vehicular and pedestrian areas
- d) Hard surfacing materials
- e) Minor structures (e.g. play equipment, street furniture, lighting, refuse areas, signs etc.)

Reason: In order to maintain the visual amenities of the area and to conform with Policy LA6 of Herefordshire Unitary Development Plan.

5 G11 (Landscaping scheme - implementation)

Reason: In order to maintain the visual amenities of the area and to comply with Policy LA6 of Herefordshire Unitary Development Plan.

6 H13 (Access, turning area and parking)

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway and to conform with the requirements of Policy T11 of Herefordshire Unitary Development Plan

7 H29 (Secure covered cycle parking provision)

Reason: To ensure that there is adequate provision for secure cycle accommodation within the application site, encouraging alternative modes of transport in accordance with both local and national planning policy and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan.

8 H30 (Travel plans)

Reason: In order to ensure that the development is carried out in combination with a scheme aimed at promoting the use of a range of sustainable transport initiatives and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan.

9 H31 (Outline Travel Plan)

Reason: In order to ensure that the development is carried out in combination with a scheme aimed at promoting the use of a range of sustainable transport initiatives and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

10 I16 (Restriction of hours during construction)

Reason: To protect the amenity of local residents and to comply with Policy DR13 of Herefordshire Unitary Development Plan.

11 I18 (Scheme of foul drainage disposal)

Reason: In order to ensure that satisfactory drainage arrangements are provided and to comply with Policy DR4 of Herefordshire Unitary Development Plan.

12 I33 (External lighting)

Reason: To safeguard the character and amenities of the area and to comply with Policy DR14 of Herefordshire Unitary Development Plan.

13 I41 (Scheme of refuse storage (commercial))

Reason: In the interests of amenity and to comply with Policy DR4 of Herefordshire Unitary Development Plan.

14 I44 (No burning of materials/substances during construction phase)

Reason: To safeguard residential amenity and prevent pollution and to comply with Policy DR4 of Herefordshire Unitary Development Plan.

15 The development hereby committed shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall address all aspects of the proposal including the location of the site compound and gatemens compound. No construction works shall be carried out on the site unless the measures set out in the Approved Construction Management Plan are in operation.

Reason: To protect the amenity of the local residents and to comply with Policy DR13 of the Herefordshire Unitary Development Plan.

16 H27 (Parking for site operatives)

Reason: To prevent indiscriminate parking in the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

17 H21 (Wheel washing)

Reason: To ensure that the wheels of vehicles are cleaned before leaving the site in the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

INFORMATIVES:

- 1 N15 – Reason(s) for the Grant of Planning Permission**
- 2 N13 - Control of demolition - Building Act 1984**
- 3 N14 - Party Wall Act 1996**
- 4 N19 - Avoidance of doubt - Approved Plans**
- 5 HN01 - Mud on highway**
- 6 HN04 - Private apparatus within highway**
- 7 HN05 - Works within the highway**

- 8 HN10 - No drainage to discharge to highway
- 9 HN22 - Works adjoining highway
- 10 HN26 - Travel Plans
- 11 HN27 - Annual travel Plan Reviews
- 12 HN28 - Highways Design Guide and Specification

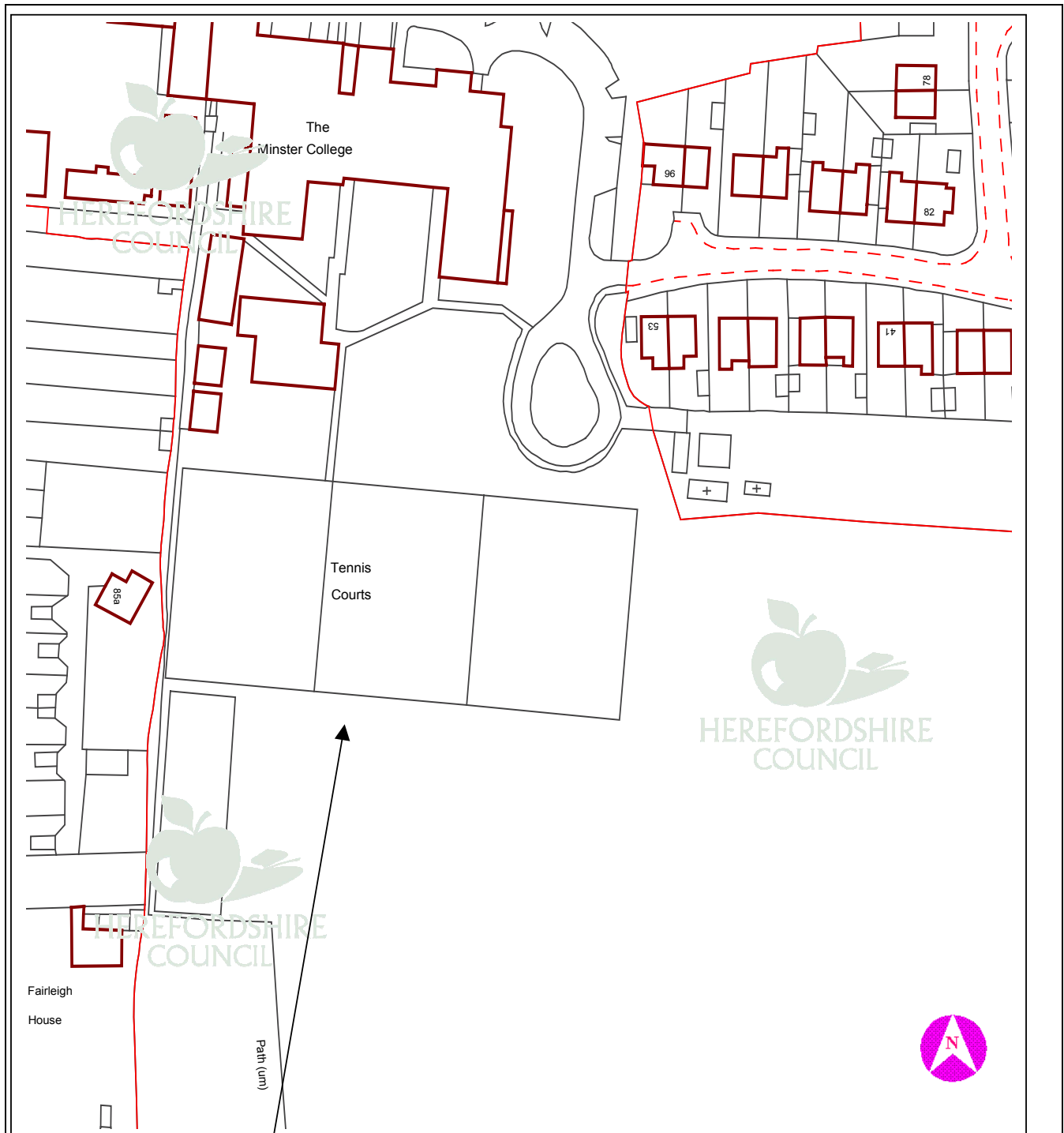
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCNC2008/1934/CD

SCALE : 1 : 1250

SITE ADDRESS : Minster College, South Street, Leominster, Herefordshire, HR6 8JJ

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