

Date of Meeting	17 December 2015
Application Number	15/06846/DP3
Site Address	Bulford Kiwi School Hubert Hamilton Road Bulford Camp Wiltshire SP4 9JY
Proposal	Extension of existing Kiwi Primary School (new block) with associated works including new access
Applicant	Mr P. Smith
Town/Parish Council	BULFORD
Electoral Division	BULFORD ALLINGTON AND FIGHELDEAN – (Cllr. Smale)
Grid Ref	418827 143826
Type of application	Full Planning
Case Officer	Simon Smith

Reason for the application being considered by Committee

This application has been submitted by Wiltshire Council. In accordance with paragraph 1.1 of the Council's Scheme of Delegation Specific to Planning, this application cannot be determined under delegated powers where an objection has been received raising material planning considerations.

1. Purpose of Report

To consider and determine the above planning application in accordance with local and national planning policy and guidance as well as other material planning considerations.

It is recommended that planning permission be granted, subject to the imposition of suitably worded conditions.

2. Report Summary

The main issues which are considered to be material in the determination of this application are listed below:

- Background to the Army Basing Programme
- Principle of development

- Design, layout, materials
- Impact upon neighbours
- Parking and highway considerations

The Bulford Parish Council supports the application.

3. Site Description

Kiwi Primary School comprises a site of c.2.2Ha and a series of largely brick built buildings located at its Southern end. The Northern part of the site is used as the school playing fields, which are set at a lower level. A modular building and fenced area in the central part of the site is used for the Bulford Children's Centre

Pedestrian access to the site is via Harrington Drive and Hubert Hamilton Road, with a further access from Marlborough Road, although the applicant suggests this access is not frequently used. Vehicular access is also via Hubert Hamilton Road and indicated with on-site car parking for staff only (some 19 spaces).

The school site itself is owned by Wiltshire Council, but is closely related to Bulford military camp and it is the case that the majority of the surrounding land is owned and used by the MoD for military and associated purposes. To the immediate North and East of the school site is an estate of military housing, although the nearest residential properties at Harrington Drive (arranged in a terrace to the immediate East of the playing fields) are understood to be in private ownership, as is the road itself.

The site is outside of any specific heritage or ecological designation and is located with Flood Zone 1 and therefore not within an area of risk in relation to surface flooding

4. Planning History

13/00230/FUL	External play canopy
S/2010/0216	Outside Covered play area
S/2010/0340	Change in roofing material to assembly hall
S/2010/0896	New children's centre
S/2012/1098	Retention of nursery unit
S/2012/1365	Retention of temporary nursery unit
S/1997/1431	Erection of temporary mobile nursery unit
S/2007/8009	Retention of nursery unit

5. The Proposal

Wiltshire Council have appointed B3 Architects to draw up plans and submit a planning application for the expansion of Kiwi Primary from a 1FE to a 2FE and finally to a 3FE school

across 2 phases. The proposals will eventually accommodate some 364 additional pupils, the majority being derived from the expected increase in military families in the area. The development is to comprise:

- Phase 1 – provision of 1.0FE of junior accommodation in a new 2 storey building to take the total to 2.0FE, raising pupil numbers from 266 to 420. A total of 53 car parking spaces are to be provided. A small sprinkler and refuse store is proposed for the car parking area.
- Phase 2 – Provision of 1.0FE of accommodation via an extension to the phase 2 building (delivering an additional 13 classrooms, hall and library) taking the school to 3.0FE, raising pupil numbers from 420 to 630.

Since the second phase of development is only necessary once all those new SFA (Service Family Accommodation) anticipated as parts of the Army Basing Programme are completed, the application seeks flexibility of implementation.

Please note that the submitted plans reference 3 phases of development, the first of which comprising works that is regarded as “permitted development”, not requiring planning permission. For the purposes of this report, that first phase is ignored, although imposed planning conditions do need to adopt the applicants nomenclature.

All new buildings are to be of modular construction and are to be positioned within the confines of the school site.

6. Local Planning Policy

The Wiltshire Core Strategy (WCS) was adopted by the Council in January 2015. For the purposes s38(6) of the Planning and Compulsory Purchase Act 2004 and Annex 1 of the NPPF, the WCS is now the statutory development plan. Nevertheless, several policies within the Salisbury District Local Plan (2011) have been saved and continue to be relevant to this application.

Policy PS5 of the Salisbury District Local Plan confirms that new education facilities required by the Local Education Authority will normally be permitted on suitable sites either within or adjoining settlements.

Previously saved policies within the Salisbury District Local Plan relating to design and townscape (particularly D1 and D2) have been replaced by CP57 of the WCS. This policy confirms the need for high quality design in all new developments.

Policies relating to highways and transportation are now addressed by Core Policy 61 of the WCS and parking requirements by Core Policy 64 and by the Council's LTP3 Car Parking Strategy.

7. Summary of consultation responses

Bulford Parish Council – Supports the application.

Council Highway Engineer – No objection, subject to the imposition of conditions. See highways section below.

Council Environmental Health Officer – (i) Contaminated Land – require the imposition of a planning condition requiring the investigation of the site and implementation of any necessary decontamination; (ii) Noise - recommend a condition is imposed so as to ensure a detailed assessment with proposed mitigation measures is submitted and implemented.

Council Ecologist – *“A comprehensive ecological survey of the site has been carried out by RSK Environment. The habitats within the site that will be directly affected by the proposal consist solely of hard standing, close mown amenity grassland and an existing portacabin, none of which have any ecological conservation value. RSK have made recommendations within their report for precautionary working practices with particular regard to nesting birds, reptiles and bats, as well as general good practice methods that will ensure wildlife species are not harmed as a result of the construction process. I consider that the proposal would not result in any adverse impacts to biodiversity. I request that the following condition be added to any permission you are minded to give this application. The development will be constructed in strict accordance with the recommendations given in the Ecological Survey Report by RSK Environment for this site, dated May 2015.”*

Council Archaeologist – *“I have now received the archaeological evaluation report for this application. The report demonstrates that the only archaeological feature present within the trenches is a chalk platform that is likely to be associated with the military use of the site. I would therefore like to change my advice to No Objections and do not recommend that an archaeological condition is required for this application.”*

Council Drainage Engineer – *“Application form states foul disposal will be via main sewer – drainage drg within submission shows a layout but it based on an assumed connection level to the main sewer – condition required which will include the need prove actual level of connection to ensure site can drain by gravity to the sewer.....storm water disposal will be via soakaway and main drainage but drainage drg only appears to show soakaways being used (and indicated to be phased) – phase 1 system relies on being able to cross foul system to reach soakaway. Whilst the school site is in FRZ 1 and not within an area of risk in relation to surface flooding according to EA mapping there are issues with small areas of surface flooding risk to the east, north and south of the site. The flood risk statement in the submission states testing has been undertaken to determine that soakaways will work in the chalk subsoil – however the test results and calculations for the soakaway sizing have not been submitted – applicant should be asked to supply these in line with the requirements for “major” developments – report says new system will be sized to prevent flooding but drg already shows sizes.”* Recommends conditions be imposed.

Historic England – No objection.

MoD Safeguarding – No objection.

8. Publicity

A single letter of objection has been received from the “*Bulford Residents Steering Committee*”, raising the following concerns:

“Having now read the transport plan. there is no mention that the Southern end of Harrington Drive is a Private Road and that any recent changes to alleviate traffic to the church car park has had little effect (about 4 cars per day). 90% of traffic uses Harrington Drive as the exit route as there are less speed bumps. Cars also park and turn on drives, pavement. cars arriving half an hour before school opening/closing. The plan does not rule out any access

from Harrington Drive. As part of The Bulford Residents Steering Committee we have not been consulted at all."

9. Planning Considerations

Background:

In March 2013, the Secretary of State for Defence announced the Regular Army Basing Plan. This set out the future lay down of Army units in the UK as units move back from Germany and restructure to deliver the Army 2020 future operating Model. The Army Basing Plan has transitioned into a delivery as Army Basing Programme (ABP). This proposes an optimisation of the UK estate including greater concentration of the Army on Salisbury Plain Training Area (SPTA), where three high readiness Reaction Force Brigades will be based. It is anticipated that the unit moves to Wiltshire are to occur in the 2015 – 2019 period.

This reorganisation of the Army will involve significant new development in and around the Ludgershall, Perham Down, Tidworth, Bulford and Larkhill areas, so to accommodate the additional activity, personnel and their families as well as the infrastructure to support them. In particular, some 917 new Service Family Accommodation (SFA) homes are proposed, spread across sites at Ludgershall, Bulford and Larkhill.

Due to the increase in population for the areas allocated, the Defence Infrastructure Organisation and Wiltshire Council have earmarked schools where the capacity will need to be increased to accommodate the children moving into the new homes. Bulford is expected to be the location for an additional 227 Service Family Accommodation units and, as a consequence, Kiwi Primary School has been identified as a school that will need to expand so as to accommodate the additional pupils derived, in large part, from those houses.

Principle of development

Policy PS5 of the Salisbury District Local Plan 2011 continues to be saved. It states that new education facilities required by the Local Education Authority will normally be permitted on suitable sites either within or adjoining settlements and required to be implemented concurrently with the developments they are intended to serve. In this particular case, Bulford Kiwi Primary is both sited within the settlement boundary as well as immediately adjoining a large area of military housing.

Design, layout, materials

The first phase of development is to create a new classroom block, separated from the existing school buildings, being positioned at the back/Northernmost edge of the existing playground to the playing fields beyond. The new classroom building would be some 41m in length, 12.0m deep, 6.8m in height.

The second phase takes the form of an extrusion from the first phase Westwards towards Marlborough Road, with a connecting internal door. The second phase building would necessitate the removal of the existing Bulford Children's Centre complex and is a somewhat larger building (47m (w) x 23.8m (d) at its deepest x 7.6m (h)).

All new buildings are of a modular format, enabling off site construction at the same time as the completion of ground works. Nevertheless, the external finish, outward appearance and substantial nature of the two phases of building do not appear to be significantly different to that of a traditional build. Being clad in a combination of red brick slips and through colour

cement board in colours that are intended to compliment the red brick of the existing school and the brick/lighter coloured render panels of the surrounding residential properties. The roof is described as being of a felt type construction.

The new buildings, especially considering phase 1 and 2 in totality, would be undeniably substantial. Indeed, approaching a height of 8.0m in parts the new building would also have a flat roof, thereby perhaps increasing the perception of bulk. Views of the development would certainly be possible from Harrington Drive and Marlborough Road across the playing fields. Nevertheless, all possible views of the development will be in the context of an existing school complex and substantial buildings. Even when considered in its totality, the development is not thought to be out of character or obtrusive in that context.

The small sprinkler and bin store building is to be provided adjoining the car parking area, details of which may be controlled via planning condition.

Impact upon neighbours

The nearest residential properties can be found at Harrington Drive, all of which are understood to be in private ownership and no longer occupied by military personnel. Direct views of the development will be possible from those properties facing the playing fields, since the boundary to the playing field is defined by a chain link fence and therefore relatively open. Such views will be at some distance at 20m+ at a perpendicular angle and are not considered likely to result in an unacceptable impact.

A terrace of four properties are positioned to the immediate East of the school and the proposed new buildings. The flank wall of the nearest of those properties is within 1-2m of the school boundary and immediately faces the playground, the front elevation of the proposed phase 1 building being positioned at an oblique angle beyond. Whilst it is clear the front elevation of the new building would present a multitude of windows at ground and first floor, because of the oblique relationship to the flank of the terrace, none would result in obtrusive overlooking or adverse impact upon living conditions.

Parking and highway considerations

The proposal will extend the existing school by some 364 to a total of 630 school places. Staffing numbers increase from 25 to 60 FTE . Car parking is proposed to be increased from 19 to 53 spaces on the site. The submitted Transport Statement does however, suggest several local issues need to be addressed.

The Council's Highway Engineer considers that some of the footways around the site, especially at the junctions of Hubert Hamilton Road and Horne Road with Marlborough Road are in need of remedial work to accommodate the increased pedestrian movement associated with the proposed development (notwithstanding the comment made at 3.2.5 of the Transport Statement).

Refuse

currently collected at kerbside in Eurobins with no facility is provided off-street to accommodate them. As the school will more than double in size if all phases are delivered, then additional waste will need to be collected, possibly requiring additional bins, Space should be provided so that the footway and-or access points are not impeded by bins out for collection, or collection should be made from within the site.

Car Parking at the first phase of development

The Council's Highway Engineer points out that the Transport Statement (TS) is at odds with the phasing drawings provided. Whilst para 3.1.3 of the TS indicates the car park will be increased only at the last phase of development, the revised drawings show the increase being delivered as part of the first phase of development. The increase in parking spaces should indeed be incorporated at the first phase of development. Revised drawing SK-021 shows 53 spaces being created, which the Council's Highway Engineer considers to be satisfactory, subject to proper school management of banked (end-to-end) spaces. It is considered that planning conditions can and should be imposed in respect of these issues.

Car parking at the final phase of development

Using the Council's LTP3 Car Parking Strategy, the full development to accommodate 630 pupils will require a total of 81 parking spaces. The submitted plans demonstrate only 63.

The Planning Practice Guidance notes state: '*Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.*' In this context, the Highway Engineer does confirm the need for the development to provide a minimum number of car parking spaces to be acceptable. Accordingly, more spaces that are presently available/proposed are required once all the proposed development has taken place are required to satisfy the parking requirements and to avoid an unacceptable impact upon the surrounding roads at peak times.

It is of note that the roads other than Marlborough Road are within the control of the MoD and there can be no certainty that the current opportunities for setting down and picking up on the adjacent streets can be secured. Indeed, whilst the TS identifies the Our Lady Queen of Peace Roman Catholic Church (on the northern side of Marlborough Road) as a potential location to provide for up to 60 spaces, that land is controlled by the MoD and without a formal agreement between the school and the MoD, there can be no guarantee of their availability. For this reason, it is necessary and reasonable to impose a planning condition that prohibits the construction of the last phase of development until an enforceable scheme for alternative on or off site parking arrangements for the additional parking spaces can be secured.

10. Conclusion

Saved Policy PS5 of the Salisbury District Local Plan 2003 confirms that new education facilities required by the Local Education Authority will normally be permitted on suitable sites.

In this particular instance, the development would take place within an established school site, within Bulford settlement boundary and is of a form and appearance that would not have an unacceptable impact upon the amenities of the locality or surrounding residents. Access to the site is considered to be suitable for the increased number of pupils and staff and, subject to the imposition of planning conditions, parking provision on the site can be adequately controlled.

Accordingly, the proposal would not conflict with the requirements of policies PS5 of the Salisbury District Local Plan 2011 as well as policies CP57, CP61 of the Wiltshire Core Strategy 2015 and CP64 of the LTP Car Parking Strategy.

RECOMMENDATION: Planning permission be GRANTED subject to the following conditions:

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

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

Site Location Plan SK19-C (received 23/10/15)
Site Plan SK-20 rev.C (received 23/10/15)
Site Plan Phase 2 SK03 rev.E (received 23/10/15)
Ground Floor Plan – Phase 2 SK-04 Rev.H
First Floor Plan – Phase 2 SK05 rev.I
North and South Elevations SK09 rev.D
East and West Elevations SK10 rev.D
Ground Floor Plan Phase 3 SK11 rev.F
First Floor Plan Phase 3 SK12 rev.F
Sprinkler Tank and Refuse Store SK13 rev.D (received 23/10/15)
Site Plan Phase 3 SK14 rev.E (received 23/10/15)
Pedestrian gate Modifications SK-16 rev.C
Foul and Surface Water Drainage Layout KW-D-001 rev.P1

Landscape Plan Phase 2 SK21 rev.A (received 23/10/15)
Landscape Plan Overall Strategy SK22 rev.B (received 23/10/15)

Hubert Hamilton Road Junction SK29 rev.A (received 23/10/15)
Kiwi Pedestrian Desire Lines (received 23/10/15)

Design and Access Statement
Arboricultural Impact Assessment
Flood Risk Statement
Ecological Survey Report, prepared by RSK Environment (dated May 2015).
Archaeological Desk Based Assessment
Interpretive Report on Site Investigation
Noise Assessment
Transport Statement

All date stamped 24th July 2015, unless otherwise stated.

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

3. No part of the development hereby permitted shall be first brought into use until the access, turning area and parking spaces have been completed in accordance with the detailed drawings to be submitted to and approved by the Local Planning Authority. The areas shall be maintained for those purposes only at all times thereafter.

REASON: In the interests of highway safety

4. No part of the development hereby permitted shall be first brought into use until a car parking management plan has been submitted to and approved in writing by the Local Planning Authority. The car parking arrangements shall be operated in accordance with the approved plan.

REASON: To ensure that the double banked parking spaces provided at the north western part of the proposed parking area are managed in an appropriate manner which does not unnecessarily impede use by defined users.

5. No part of the development hereby permitted shall be occupied until a School Travel Plan, being a revised version of the existing Travel Plan (2012), has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and in the interests of sustainable transport to and from the development.

6. Prior to the commencement of the development a Construction Traffic Management Plan shall be submitted to and agreed by the Local Planning Authority. The Plan shall include, inter alia, details of how and when modular units will be delivered to the site, proposals to protect existing highway from damage, a timescale for repairing damage caused to the highway, and arrangements for construction personnel vehicle parking. It shall also include the following:
 - i. Loading and unloading of equipment and materials
 - ii. Storage of plant and materials used in constructing the development
 - iii. Wheel washing and vehicle wash down facilities
 - iv. Measures to control the emission of dust and dirt during demolition and construction
 - v. A scheme for recycling/disposing of waste resulting from demolition and construction works
 - vi. The movement of construction vehicles
 - vii. The cutting or other processing of building materials on site
 - viii. The location and use of generators and temporary site accommodation
 - ix. Pile driving (if it is to be within 200m of residential properties)

The development shall be undertaken in complete accordance with the approved plan.

REASON: In the interests of highway safety.

7. No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

No burning of waste or other materials shall take place on the development site during the demolition/construction phase of the development.

REASON: So as to ensure the amenity of local residents are protected during construction and operational phase of development.

8. The development shall be carried out in complete accordance with the recommendations and conclusions contained within the Ecological Survey Report, prepared by RSK Environment (dated May 2015).

REASON: So as to ensure that the construction and operational phase does not adversely impact upon the ecological value of the locality.

9. No development shall commence on site until a scheme for protecting the nearby residential properties against noise from ventilation and extraction equipment has been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in full before the use commences and maintained at all times thereafter.

In discharging this condition the applicant should engage an Acoustic Consultant. The consultant should carry out a thorough background noise survey and noise assessment in accordance with BS4142:2014 (or any subsequent version) and demonstrate that the rating noise level is at least 5dB below the background noise level.

REASON: To ensure the development does not result in an unacceptable impact upon the living conditions of nearby residents.

10. No development shall commence on site until a scheme for the discharge of foul water from the site, including confirmation of connection levels to confirm that a gravity system is appropriate, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until foul water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

11. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access / driveway), incorporating sustainable drainage details together with permeability test results to BRE365, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

12. Prior to its construction, details of the proposed sprinkler and bin store shall have been submitted to and agreed in writing by the Local Planning Authority. The store building shall be constructed in complete accordance with those approved details.

REASON: So as to secure a suitably designed store building that does detrimentally impact upon parking provision across the site.

13. No development shall commence on site until an investigation of the history and current condition of the site to determine the likelihood of the existence of contamination arising from previous uses has been carried out and all of the following steps have been complied with to the satisfaction of the Local Planning Authority:

Step (i) A written report has been submitted to and approved by the Local Planning Authority which shall include details of the previous uses of the site for at least the last 100 years and a description of the current condition of the site with regard to any activities that may have caused contamination. The report shall confirm whether or not it is likely that contamination may be present on the site.

Step (ii) If the above report indicates that contamination may be present on or under the site, or if evidence of contamination is found, a more detailed site investigation and risk assessment should be carried out in accordance with DEFRA and Environment Agency's "Model Procedures for the Management of Land Contamination CLR11" and other authoritative guidance and a report detailing the site investigation and risk assessment shall be submitted to and approved in writing by the Local Planning Authority.

Step (iii) If the report submitted pursuant to step (i) or (ii) indicates that remedial works are required, full details have been submitted to the Local Planning Authority and approved in writing and thereafter implemented prior to the commencement of the development or in accordance with a timetable that has been agreed in writing by the Local Planning Authority as part of the approved remediation scheme. On completion of any required remedial works the applicant shall provide written confirmation to the Local Planning Authority that the works have been completed in accordance with the agreed remediation strategy.

REASON: To ensure that land contamination can be dealt with adequately prior to the use of the site hereby approved by the Local Planning Authority.

14. Prior to the commencement of development, details of the proposed external materials to be used in the construction of the development shall have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with those details so agreed.

REASON: To ensure a form of development that respects the character and appearance of its locality.

15. Prior to the commencement of the development a scheme for the improvement of pedestrian facilities at the junction of Marlborough Road/Hubert Hamilton Road and Horne Road shall be submitted to and approved by the Local Planning Authority. The scheme shall ensure that dropped kerb crossings are provided at all crossing desire lines to facilitate movement by pedestrians. The scheme shall be fully implemented prior to the first occupation of the development hereby permitted.

REASON: In the interests of highway safety and to help facilitate sustainable transport to and from the site

16. Prior to the commencement of the development a scheme for the collection of waste from the site (which do not require bins to be temporarily stored on the footway), shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development hereby permitted.

REASON: In the interests of users of the footway on Hubert Hamilton Road

17. No part of the development hereby permitted shall be first brought into use until the access, turning area and all necessary parking spaces have been completed in accordance with the details to be submitted to and approved by the Local Planning Authority. Those details shall include the commitment to provision of 53 car parking spaces (as demonstrated on plan SK03 rev.E). The accesses to the site shall include the vehicular access and two pedestrian accesses from Hubert Hamilton Road, and the pedestrian accesses from Marlborough Road and Harrington Drive. No part of the development hereby permitted shall be occupied until the accesses and car parking areas shown on submitted drawing SK-021 have been completed. In accordance with the details agreed, the parking areas shall be maintained for those purposes only at all times thereafter.

REASON: It is expected that the details submitted will ensure the provision of all necessary parking spaces shown on the submitted plans prior to the first use of the new buildings, in the interests of highway safety, to meet the policy requirements in relation to school car parking requirements and to ensure that car parking places are not unduly obstructed by users.

18. No part of the development hereby permitted shall be commenced until an On-site Car Parking Management Plan shall have been submitted to and approved in writing by the local planning authority. The car parking at the site shall be managed in complete accordance with the approved Plan thereafter.

REASON: To ensure that the double banked parking spaces of the proposed parking area are managed in an appropriate manner, which does not unnecessarily impede use by defined users.

19. No part of the Phase 3 development (as defined within the submitted plans and documents) shall take place until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of additional on and off-site parking spaces to be provided, and the legal arrangements in place to assure their availability at school start and finish times. Thereafter the car parking arrangements shall be operated in complete accordance with the approved Plan.

REASON: To ensure that an additional supply of parking is provided (over and above that to be constructed as part of the first phase of development) in accordance with the requirements of the adopted Wiltshire LTP3 Car Parking Strategy. To also ensure that any off-site provision is suitably located and so as to ensure the development does not cause unacceptable congestion and parking problems in the future.

20. Prior to the first occupation of the development hereby permitted at least 15 covered cycle parking spaces shall be provided in accordance with a plan, the details of which shall first have been submitted to and approved by the Local Planning Authority.

REASON: In the interests of sustainable transport to and from the site.

21. Prior to the commencement of the development a Construction Traffic Management Plan shall have been submitted to and agreed by the Local Planning Authority. The Plan shall include, inter alia, details of any temporary site access, how and when modular units will be delivered to the site, proposals to protect existing roads from damage, a timescale for repairing damage caused to the highway, and arrangements for construction personnel vehicle parking. The development shall be undertaken in accordance with the plan.

REASON: In the interests of highway safety

22. Prior to the commencement of development, a Framework Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The Framework Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority before the second term following the first occupation of the development hereby permitted. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and reducing vehicular traffic to the development.