

REPORT FOR STRATEGIC PLANNING COMMITTEE

Date of Meeting	11 October 2017
Application Number	17/05062/DP3
Site Address	Avon Valley College, Recreation Road, Durrington, Wiltshire, SP4 8HH
Proposal	Extension in two phases to provide classrooms and ancillary space
Applicant	Wiltshire Council
Town/Parish Council	DURRINGTON
Electoral Division	DURRINGTON AND LARKHILL – Councillor Graham Wright
Grid Ref	416249 144860
Type of application	Full Planning
Case Officer	Morgan Jones

Reason for the application being considered by Committee

In accordance with the Council's 'Scheme of Delegation Specific to Planning', this application is brought to committee because Wiltshire Council is the applicant and objections have been received on grounds which are considered to be material planning considerations.

1. Purpose of Report

To assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation to grant planning permission subject to the planning conditions.

2. Report Summary

The key issues for consideration are:-

- Principle of development;
- Layout, design, landscape & visual impact;
- Ecology;
- Impact on heritage assets
- Environmental impacts, flood risk & drainage;
- Impact on highway & pedestrian safety;
- Impact on residential amenity;

3. Introduction

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 the 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.

In order to effectively achieve the ABP, the Defence Infrastructure Organisation have produced a masterplan for all the military bases on Salisbury Plain and have allocated sites for new services personnel homes to be built. 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. This current application involves the expansion of Avon Valley College, Durrington by 200 places.

4. Site Description

The existing Avon Valley College site is located at the north-east corner of Durrington. It is accessed along The Ham to the north and Recreation Road to the south, both are residential streets. Avon Valley College is located on a relatively large site at approximately 9.4 hectares. The application site itself is located on part of the existing sports facilities to the north-east of the site.



Site Location Plan with Proposed Layout

5. The Proposal

The current application seeks full planning permission for an extension to the Avon Valley College in the form of a new detached building. The proposed development will be delivered in two phases:

- Phase 1 will provide the additional accommodation required to provide the additional 200 places. This will be within a three storey, flat roof brick building. The building will accommodate 7 General Classrooms, 2 ICT Classrooms, Suite of Art Classrooms, Suite of Music and Drama rooms, Staff work rooms, Ancillary staff accommodation, and additional WC provision.

- Phase 2 is the smaller of the two phases and will allow for demolition of the technology block once phase 2 is complete. This will be within a two storey, flat roof brick building linked to the building delivered under phase 1. The building will accommodate a Suite of Technology Rooms, 4 General Classrooms, and 1 ICT Classroom.

This phase also includes enhancement works to the external spaces. These works include the replacement of the tennis courts, increased informal hard play, enhanced boundary treatment along The Ham and upgrading of some of the existing staff car parking spaces.

The application is supported by the following surveys and reports:

- Design and Access Statement by Darnton B3 Architecture;
- Transport Statement (May 2017) by Key Transport Consultants Ltd;
- Ecological Impact Assessment (June 2017) by Atkins;
- Drainage Strategy Statement Phase 1 & 2 (9th May 2017) by Hydrock;
- Phase 1 Archaeological Evaluation (January 2017) by Wessex Archaeology;
- Detailed Gradiometer Survey Report (January 2017) by Wessex Archaeology;
- Site Investigations by JPB Land Consultants;
- Tree Survey and Constraints Plan by Barton Hyett Associates;
- Topographical Survey by Survey Solutions.

6. Planning Policy

The **National Planning Policy Framework** with particular regard to Chapters 4 'Promoting sustainable transport', 7 'Requiring Good Design', 8 'Promoting Healthy Communities', 11 'Conserving and Enhancing the Natural Environment' and 12: 'Conserving and Enhancing the Historic Environment'.

The adopted **Wiltshire Core Strategy** with particular regard to:

- Core Policy 1 Settlement Strategy;
- Core Policy 2 Delivery Strategy;
- Core Policy 3 Infrastructure Requirements;
- Core Policy 4 Spatial Strategy: Amesbury Community Area;
- Core Policy 37 Military Establishments
- Core Policy 41 Sustainable Construction and Low-Carbon Energy;
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 51 Landscape;
- Core Policy 52 Green Infrastructure;
- Core Policy 56 Contaminated Land;
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 58 Ensuring the Conservation of the Historic Environment;
- Core Policy 60 Sustainable Transport;
- Core Policy 61 Transport & Development;
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 67 Flood Risk.

Wiltshire Local Transport Plan 2011 – 2016: Car Parking Strategy (March 2011).

Wiltshire and Swindon **Waste Core Strategy** 2006 – 2026 (July 2009).

7. Consultations

Sport England – No objection, subject to a condition to ensure the delivery of the new tennis courts during phase 2 of the development, and a condition to require the submission and approval of a community use agreement.

Wessex Water – No observations received.

Environment Agency – No observations received.

Wiltshire Council Highways – No objection, subject to conditions.

Wiltshire Council Drainage Engineer – No objection, subject to conditions.

Wiltshire Council Public Protection team – No objection, subject to conditions.

Wiltshire Council Archaeologist – No objection, subject to a condition to secure a programme of archaeological works in the form of an archaeological watching brief to be carried out as part of any development on those areas which have not already been covered by the earlier archaeological works.

Wiltshire Council Ecologist – No objection, subject to conditions to secure the mitigation measures detailed in the ecological report.

Wiltshire Council Urban Design Officer – No objection.

Wiltshire Council Education department – Support: “this is a Council project to provide additional places at this school, directly related to need arising from army re-basing in this area”.

Durrington Town Council – Support subject to condition:-

“Concern has been raised about the access options for the construction phase of the new buildings at Avon Valley College. Whilst the Town Council appreciates that one of the roads (The Ham or Recreation Road) will be required for access during construction there are perceived issues with both routes.

The Ham is narrower and more winding than Recreation Road but also has limited pavement access on one side of the road, vehicles often park on the road side, there is a particular pinch point just after the 2 new build properties (2/4 The Ham). This would hamper any large construction vehicles using the road. The Ham is also on a bend of the High Street, turning in and out of this road for construction traffic will be difficult with vision often impaired by parked cars up the High Street, opposite The Plough pub.

Recreation Road is in the centre of the village off the Bulford Road, driving in and out of this road is difficult at the quietest of times due to limited vision from parked vehicles along the Bulford Road and a tight junction, particularly for large vehicles. This road sees the majority of the College traffic during peak times (pick up and drop off), including coaches and buses when it gets very congested. This is exacerbated by parked vehicles along the roadside. The road is also used by walking pupils who attend the college, therefore construction traffic would cause a concern to their safety in crossing the road.

Concern has also been raised post construction about the amount of extra vehicles (cars and coaches) that will use Bulford Road and Recreation Road to drop off and pick up pupils. Residents already feel that they have to time their own commute to work to not coincide with

the school run in order to avoid congestion on both Recreation Road and Bulford Road. The extra vehicles associated with another 200 plus pupils will only add to this. Many of the village's roads are not built to sustain such large vehicles and whilst construction traffic will be limited to the build phase the use of coaches by the college for various outings/activities along with the ones for pick-ups and drop offs concerns not just Bulford Road and Recreation Road but the other narrow streets in the village as well.

Residents and the Town Council would be keen to see another traffic survey conducted during peak times for Highways to thoroughly assess the situation before a decision is made as to the access route for construction traffic, particularly on Recreation Road, although The Ham is also used for parents to drop off and pick up pupils, via the rear access to the college. It also recommends a traffic plan during construction to ensure everything possible is done to mitigate the impact on residents and their morning/evening commutes. Likewise construction should be limited to weekdays in order to mitigate the impact experienced by the residents of the chosen access route as this will be a prolonged period of heavy/noisy construction traffic using small residential roads”.

8. Publicity

The application has been publicised via a site notice and letters sent to properties within close proximity of the site. As a result of the publicity 9 letters have been received with the following observations.

- The expansion is required to accommodate children numbers from army rebasing; it is normally sensible to expand an existing site. However, the site is at the closed end of a long residential cul-de-sac (The Ham), and would see a reduction in playing area (tennis courts). Regardless of issues such as design the expansion should be on a more accessible site with full playing areas.
- The Ham being used as the main access road is unacceptable. The Ham is not and never will be an equitable access road for such an expansive addition to the college bearing in mind the width of the lane and current volume of traffic that is already causing problems for residents. Recreation Road is also insufficient in terms of access for a project of this magnitude with some residents already having to organise their lives around traffic commuting to and from the college.
- Bulford road is already struggling to keep up with traffic volume. The lower end, from The Plough to The Ham has become a car park, forcing single file traffic both ways causing The Ham junction to become precarious, causing unnecessary gridlock, resident's driveways being used as lay-bys on a regular basis and Buses spending more time reversing up the hill to let traffic through as opposed to going forwards.
- The proposed 'travel action plan' is unsatisfactory. Anybody would disregard any efforts of 'raising awareness' or 'encouraging sustainable modes of transport' as we all prefer to take the quickest and most convenient route to and from any destination using our preferred mode of transport. A weak attempt in an effort to reduce vehicle numbers with a few polite words will be ignored as previously demonstrated when the 'temporary' car park was introduced in 2010.
- An application for a pre-school nursery was rejected in 2013 due to insufficient vehicular access. How can this application possibly be approved based on this decision alone, considering the immense increase in traffic this project will attract in comparison?
- The scale of this project vastly exceeds what can be expected of non-viable, unsatisfactory access roads which will inflict further unhappiness on those already affected, jeopardise highways safety and have a negative impact on the village as a whole.
- This application is ill considered with regards to the effect of the volume of traffic that will be generated throughout both the construction period and after completion.

- Durrington already suffers from serious traffic congestion especially at busy times of the day: school drop off and collection and morning and evening work commuting.
- With the already planned and underway construction of military family accommodation this will have a dramatic effect on a village / town that is ill prepared for this increase in traffic flow.
- why is a new school not being built out of the village especially as major construction and access improvement is underway on the larkhill side of durrington?!
- Major access point: The Ham; This road is a quiet access road that narrows considerably at the the point where the two cottages (9 & 10) are situated. The Ham also leads into a bridle way that has a considerable footfall Of families, children, dog walkers and used as access to Milston via the foot bridge. This road, with its, narrow access and low power cables is an unrealistic access point for construction traffic either from Church street or from Bulford road.
- Surely thought should be given to either / both:
 - access the site via Recreation road, which is a straight avenue that would be easier for large construction traffic to negotiate, and also construct a temporary around the rear of the school. The school has enough green space to temporarily sacrifice an appropriate area.
 - Alter Durrington's traffic flow to a one-way system that would ease the flow of traffic and improve street parking which can also be used to control traffic speed and flow.
- No objection to the improvement of the school or the final plans as the school has been neglected for years. But the construction phases and access considerations have not been adequately thought out. The planning department, highways agency, the M.O.D and the emergency services need to rethink the holistic effects upon the Durrington area and its residents.
- Why develop this college? (It is question why the College needs to be extended and other options should be considered);
- Concerns during / after the expansion – The Ham is a narrow lane no-through lane with low overhead power cables which is congested and busy during School times.
- Sport England's conclusion is far from favourable and they suggest there are a number of issues flagged in their response that will require attention.
- We strongly object to the proposals to extend Avon Valley College on the grounds of safety and environmental concerns.
- The Ham is a narrow, single track for much of its length, quiet residential lane, with a number of blind exits from driveways and pinch points. It is totally unsuitable for heavy goods vehicles and construction traffic, as the road is too narrow to allow safe passing
- The obvious solution is to access the site from Recreation Road and behind the swimming pool, using reinforcing over the grass. This would then enter the site from the east, and would obviously be much safer for all concerned.
- There is no mention the volume of traffic expected to access the building site or of whether an assessment has been carried of the construction of the roadway of The Ham to see if it suitable to bear the burden of a large number of heavily laden vehicles.
- Has a budget been awarded for the whole project? ie Phase One and Phase Two.
- What time has been projected for both the Phases and what time has been allowed between phases? It could be a 10 year construction project.

9. Planning Considerations

9.1 Principle of Development

The relevant adopted local development plan document is the Wiltshire Core Strategy (WCS) (adopted January 2015). In accordance with Core Policy 37 'Military Establishments' of the WCS, the Defence Infrastructure Organisation have produced a masterplan in order to

identify the requirements of the ABP and ensure that infrastructure needs arising from the proposed development are an integral part of any planned development. The masterplan highlights that the education capacity in certain areas will need to be increased to accommodate the children moving into the new Service Family Personnel housing. The Council's Education department has confirmed that "this is a Council project to provide additional places at this school, directly related to need arising from army re-basing in this area".

The proposed new buildings will be constructed on an area of the College's playing field and will result in the loss of some tennis courts. Sport England originally objected to the proposal as the loss of playing pitches had not been adequately addressed within the application. The applicant subsequently submitted a justification for the proposal, including a letter from the Avon Valley College and Salisbury Plain Academies outlining a commitment to provide three new tennis courts as part of phase 2 of the proposal. Sport England would prefer the delivery of the new tennis courts during phase 1, however in light of the commitment to provide the new tennis courts, which can be secured via a condition of the planning permission, Sport England does not object to the proposal. There will be a reduction by one tennis court / multi use games area (MUGA) during phase 2, however this would be mitigated by improvements to the 2 remaining courts/MUGAs and the new court, together with a community use of the sports facilities. The community use agreement is required to offset the small amount of playing field to be lost, and would allow the community use of the facilities for a variety of sports.

In light of the above the principle of the proposed development is considered acceptable, however the other material considerations such as design and impact on landscape character, ecology, highway safety need to be considered and addressed,

9.2 Layout, Density, Landscape & Visual Impact

Core Policy 51 'Landscape' of the WCS outlines that development should protect, conserve and where possible enhance landscape character, and Core Policy 57 seeks to ensure a high quality design. The proposed new buildings will be sited at the northern end of the College grounds and will be well related to the existing buildings. The proposed buildings will form a natural extension to the existing College and will not have an adverse impact on landscape character or visual amenity.

The Council's Urban Design Officer has "no issue with the scale (massing and height) and contemporary form and appearance of the proposed building shown in the context and setting of the school grounds and alongside the undistinguished 20th century college". The siting, scale, design and appearance of the proposal is considered acceptable subject to a condition to require further details and samples of the proposed external materials to ensure they are of a high quality and appropriate for the site. The proposed site plan indicates that the existing landscaping along the northern boundary of the College grounds will be enhanced, full details can be secured via condition along with details of all hard landscaping within the site.

9.3 Ecology

Core Policy 50 'Biodiversity & Geodiversity' of the WCS outlines that all development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. The application is therefore supported by an Ecological Impact Assessment (June 2017) by Atkins. The Council's Ecologist is satisfied that sufficient survey effort has been applied, relevant to the ecology of the site and the scale of the development, and provided the following observations:

“Most of the new buildings constructed during the two phases will be located on areas which are currently either existing hard-standing or close mown amenity grassland, therefore permanent ecological impacts can be considered to be very low.

The site lies within 50m of the River Avon Special Area for Conservation (SAC) and Site of Special Scientific Interest (SSSI). However there is a road between the northern end of the site and the river corridor which helps to reduce the likelihood of impact on the river as a result of surface water run-off.

The Atkins Ecological Survey Report gives recommendations in Section 4 for precautionary measures to be applied during the construction process, together with mitigation and enhancement measures that will meet the requirements of NPPF. If the recommendations are implemented, I consider that the proposal will not result in any adverse impacts on the River Avon SAC/SSSI or on any other protected habitats or species within the Ecological Zone of Influence”

The condition recommended by the Council’s Ecologist will be applied to ensure compliance with the NPPF and Core Policy 50 of the WCS.

9.5 Impact on Heritage Assets

Core Policy 58 ‘Ensuring the Conservation of the Historic Environment’ of the WCS seeks to ensure that developments protect, conserve and where possible enhance the historic environment.

In relation to Conservation Areas, section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 places a duty on the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Areas. The proposed development will not have an impact on the character and appearance of the Durrington Conservation Area as it is located approximately 250m to the west of the site.

In relation to Listed Buildings, the duty placed on the Council under sections 66 of the Planning (Listed Building and Conservation Areas) Act 1990 is the requirement to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses. A number of listed buildings are located along Church Street within the Conservation Area but none within close proximity of the site. It is considered that due to the separation distances and intervening boundary screening there will be no harm to their setting.

In relation to archaeology, the NPPF states *“where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (NPPF 128)”*.

The application is therefore supported by a Phase 1 Archaeological Evaluation (January 2017) by Wessex Archaeology. The Council’s Archaeologist indicated that the archaeological evaluation was recommended at the pre-application stage as the site is of archaeological interest as it lies close to the Saxon core of Durrington and in an area which appears to have been enclosed by a large ditch in the Iron Age/Roman period. A field evaluation and assessment has therefore already been undertaken for the majority of the site. The Council’s Archaeologist therefore has no objection to the proposed development but recommended that a programme of archaeological works in the form of an archaeological watching brief is carried out as part of any development on those areas which

have not already been covered by the earlier archaeological works. This can be a condition of the planning permission.

In having special regard to the desirability of preserving the setting of the surrounding heritage assets it is considered that there will be no harm to the identified heritage assets as outlined above. However, the application site has the potential to include heritage assets with archaeological interest therefore a condition to secure an archaeological watching brief is considered necessary.

9.6 Environmental Impacts & Drainage

Core Policy 67 'Flood Risk' of the WCS outlines that all new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage) unless site or environmental conditions make these measures unsuitable. The application is supported by a Drainage Strategy Statement Phase 1 & 2 (9th May 2017) report by Hydrock which details how surface water and foul waste will be disposed. It is proposed that Sustainable Drainage Systems (SuDS) will be the primary consideration of the management of surface water in accordance with Core Policy 67. The Council's Drainage Engineer has no objection to the proposed scheme provided the drainage strategy is secured via a condition.

The Council's Environmental Health Officer has no objection to the proposed development subject to conditions to address concerns in respect of potential disruption to the amenity of local residents from noise, dust etc. during the proposed construction phases. A condition can be imposed requiring a Construction Method Statement in order to manage the working hours and cover issues such as the storage of plant and materials used in constructing the development and measures to control the emission of dust and dirt during construction. The Environmental Health Officer is satisfied with the conclusion of the Site Investigation reports and has no concerns in relation to land contamination.

9.7 Impact on Highway & Pedestrian Safety

Core Policies 60 'Sustainable Transport' and 61 'Transport and New Development' of the WCS seek to ensure that new developments are located within sustainable locations are capable of being served by safe access to the highway network.

The application is supported by a Transport Statement (May 2017) by Key Transport Consultants Ltd. The Transport Statement has been reviewed by the Council's Highways Development Control Officer who has no objection to the proposed development because the parking for staff, parents and visitors meets the requirements of the current parking strategy (as contained within the Wiltshire Local Transport Plan 2011-2026). The proposed route for construction traffic has however been raised as a concern. This is the key issue which has also been raised by the Town Council and local residents.

The Transport Statement states that the preferred route for construction traffic would be to enter and exit the site via The Ham from the north as opposed to Recreation Road from the south. Access via the Ham is the preferred option as it provides direct access to the site. In order to gain access from Recreation Road a temporary construction access track would have to be laid across the playing fields to the construction area. The cost is considered to be prohibitive but the most important issue is there would be no segregation between construction traffic and the College and leisure centre users. It is recognised that gaining access via The Ham presents its own challenges due to its narrow width. However it is considered that an appropriate scheme with mitigation measures can be put in place to ensure the safe and efficient use of this route for construction traffic.

The Transport Statement further states that once a contractor, programme and construction method are known, a Construction Traffic Management Plan will be submitted which will include delivery times, estimated vehicle flows and size, procedures to prevent mud on the highway and parking restrictions. It is therefore recommended that a Construction Traffic Management Plan (which can be incorporated into a comprehensive Construction Method Statement covering all aspects of the construction phase) be secured via condition which is common practice.

The applicant recognises the concerns of the Council's Highways Officer, Town Council and local residents and has therefore engaged further with the local community through a consultation event at Avon Valley College. A report 'Transport Statement Supplementary Information Construction Vehicle Access' (September 2017) has subsequently been submitted summarising the outcome of the consultation event and provides further information in relation to construction traffic. The report further considers the pros and cons of each access route to the site, provides details of the safeguards that can be put in place prevent damage to existing road surfaces, building and structures, provides details of the construction phase timeframe, provides estimates of vehicular movements, and provides details of parking arrangements for residents on The Ham within the College grounds during the construction phase. The report acknowledges that The Ham is not an ideal option but it is the best option available and the following will be put in place to mitigate the impact on local residents:

- The College will insist that pupils and their parents do not use The Ham as a means of access to AVC during the construction works.
- Staff will be encouraged to park in the staff car park at the front of the College in a further attempt to reduce College traffic using The Ham.
- Parking will be made available within the College grounds for residents and their visitors to use who would ordinarily park on The Ham in an attempt to keep the road as clear as possible to minimise the impact of construction traffic.
- The Durrington Cross will be protected to reduce the risk of vehicular damage for the duration of the works.
- Warning notices will be placed along The Ham in respect of the overhead cables and consideration will be given to placing goal posts on either side as a visible deterrent.
- A detailed photographic survey of The Ham will be undertaken prior to works starting on site and any damage caused will be put right by the appointed Contractor.
- The appointed Contractor will be asked to produce a construction traffic management plan as part of his tender submission including his approach to managing and mitigating the impact of construction traffic using The Ham and this will be taken into account as part of the tender evaluation process.
- Before works start on site, a "meet the Contractor" event will be held at the College in an attempt to build and maintain positive relationships between The Ham residents and the appointed Contractor, and the Contractor will present his Construction Traffic Management Plan to the residents. The Contractor will maintain an open door policy and Residents will be able to approach the Contractor at any time with any concerns.

A letter has also been received from the CEO of the Salisbury Plain Academies (SPA) outlining that the use of The Ham is the preferred access route for the forthcoming construction at Avon Valley College. *"It is SPA's view that using the Ham for construction traffic will still result in less disruption to the overall community than using alternative routes, such as Recreation Road."*

SPA and AVC fully commit to working with local residents to minimise the disruption as much as possible, which includes the following points:

- Careful management of construction traffic to reduce impact on the residents on 'The Ham' including restricted hours for delivery of construction materials
- All student access to The Ham will be stopped during the construction period. We will also consider restricting access to staff cars in order to reduce traffic movements
- Resident parking on 'The Ham' may be compromised – the school will seek to offer an alternative for resident parking on the school site

The Council's Highways Development Control Officer continues to have reservations with the use of The Ham as the access for construction traffic. However, the Officer accepts that The Ham is the most appropriate route albeit with measures to mitigate the impact on the local residents along the road. These measures can be secured within a Construction Traffic Management Plan which will have to be submitted to and approved in writing by the Local Planning Authority before the commencement of the development.

9.8 Impact on Residential Amenity

Core Policy 57 'Ensuring High Quality Design and Place Shaping' of the WCS lays down the requirement for good design. The policy requires developments to have regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter).

There are a number of existing residential properties on the northern flank of The Ham which have views, mostly indirect, over the playing field. The dwellings are however over 60m from the proposed building. Therefore the residential amenity of the occupiers will not be adversely affected by the proposal. The residents of neighbouring properties have the potential to be affected by the proposal during the construction phase hence the requirement for a Construction Management Plan and Construction Traffic Management plan as detailed above to mitigate and manage the potential adverse impacts.

10. Conclusion

The proposed development will result in the expansion of Avon Valley College, Durrington by 200 places. The extension is required in order to increase the capacity of the College in order to accommodate the children moving in to the new Service Family Accommodation homes as part of the Army Basing Programme.

The proposed buildings are of an appropriate scale and design and will not have any adverse landscape, environmental or ecological impacts. The impact of the development during the construction phase has been the key area of concern raised by the Town Council and local residents. However, it is considered that subject to careful management and mitigation measures, which would be secured within a Construction Traffic Management Plan, the construction traffic could access the site via The Ham.

Whilst the concerns of the Town Council and local residents have been carefully considered, the scheme is considered to be in accordance with both national and local planning policy and with suitably worded conditions, it is recommended that planning permission be granted.

RECOMMENDATION

That 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:

Drawing no.90_01 (Existing Site Plan), received 01.06.17;
Drawing no.90_10 (Proposed Site Plan - Phase 1), received 01.06.17;
Drawing no.90_11 (Location Plan - Phase 1), received 01.06.17;
Drawing no.90_20 (Proposed Site Plan - Phase 2), received 01.06.17;
Drawing no.90_21 (Location Plan - Phase 2), received 01.06.17;
Drawing no.90_30 (Site Sections), received 01.06.17;
Drawing no.SK01 RevC (Phase 1 - Ground Floor Plan), received 01.06.17;
Drawing no.SK02 RevC (Phase 1 - First Floor Floor), received 01.06.17;
Drawing no.SK03 RevC (Phase 1 - Second Floor), received 01.06.17;
Drawing no.SK04 RevC (Phase 1 - Roof Plan), received 01.06.17;
Drawing no.SK10 RevB (Phase 2 Elevations), received 01.06.17;
Drawing no.SK11 RevA (Phase 2 - Whole Elevations), received 01.06.17;
Drawing no.SK12 RevB (Exploded Axonometric), received 01.06.17;
Drawing no.SK13 RevB (Phase 1 Sections), received 01.06.17;
Drawing no.SK14 RevA (Phase 2 Sections), received 01.06.17;
Drawing no.20_05 (Elevations), received 14.08.17;
Drawing no.20_06 (Elevations), received 14.08.17;
Drawing no.BHA_064_02 (Tree Survey & Constraints), received 01.06.17;
Document: Travel Plan (December 2016) (ref DFE No: 8654071), received 14.08.17;
Document: Drainage Strategy Statement Phase 1 & 2 (9th May 2017) by Hydrock received 31.07.17;

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

- 3 No development above slab level shall commence on site until the exact details and samples of the materials to be used for the external walls and roofs 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: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area

- 4 The mitigation measures detailed in section 4 of the approved Ecological Assessment [Ecological Impact Assessment (June 2017) by Atkins] shall be carried out in full prior to the first occupation of the development and/or in accordance with the approved timetable detailed in the Ecological Assessment.

REASON: To mitigate against the loss of existing biodiversity and nature habitats.

- 5 No development shall commence until:

- a. A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and

- b. The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest.

NOTE: The work should be conducted by a professionally recognised archaeological contractor in accordance with a written scheme of investigation.

- 6 No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:
- a. the movement of construction vehicles;
 - b. mitigation measures to offset the impact of construction traffic on local residents;
 - c. measures to be put in place to ensure the efficient and safe movement of construction traffic along the access route;
 - d. a detailed photographic survey of access route and a timeframe for the repair of any damage to the access route;
 - e. the parking of vehicles of site operatives and visitors;
 - f. loading and unloading of plant and materials;
 - g. storage of plant and materials used in constructing the development;
 - h. details of potentially noisy site equipment such as generators and measures to limit noisy operations;
 - i. wheel washing facilities, where required;
 - j. measures to control the emission of dust and dirt during construction;
 - k. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
 - l. measures for the protection of the natural environment.
 - m. hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

- 7 No development above slab level shall commence on site until a scheme of hard and soft landscaping and a timetable for its implementation has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include
- location and current canopy spread of all existing trees and hedgerows on the land;
 - full details of any to be retained, together with measures for their protection in the course of development;
 - a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
 - all hard and soft surfacing materials;

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an

acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 8 All soft landscaping comprised in the approved details of landscaping shall be carried out in accordance with the timetable agreed in condition (7) above. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, from planting die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 9 Phase 2 of the development hereby permitted shall not be occupied until the proposed new tennis courts / Multi Use Games Area, as shown on drawing no.90_21, have been provided and made available for use. The tennis courts / Multi Use Games Area shall not be constructed other than substantially in accordance with Sport England Technical Design Guidance Note: Artificial Surfaces for Outdoor Sport 2013.

REASON: In order to ensure new tennis courts are provided in place of the existing ones to be lost as a result of the development.

- 10 Within 9 months of the date of this planning permission, a community use agreement shall be prepared in consultation with Sport England and be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement shall be provided to the Local Planning Authority. The agreement shall apply all sports facilities within the site boundary and include details of pricing policy, hours of use, access by non-educational establish users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to mitigate against the loss of an area of the existing playing field.

Informative: Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org.