

**COMMITTEE DATE:** 29/07/2019

**APPLICATION NO:** 19/0287/FUL

**APPLICANT:** ISG Plc

**PROPOSAL:** Construction of a two storey primary school with a nursery and associated play areas, sports pitch and parking

**LOCATION:** Land between Hollow Lane and Harts Lane, Monkerton, Exeter

**REGISTRATION DATE:** 25.02.2019

### **PLANNING HISTORY**

<b>Ref.</b>	<b>Description</b>	<b>Decision</b>
DCC/4004/2017	Construction of an access road for new primary school at Monkerton, Exeter	Approved 08/08/2017
DCC/3624/2014	Outline Application for new 630 pupil primary school at land between Hollow Lane and Harts Lane, Monkerton, Exeter	Approved 01/05/2014

### **DESCRIPTION OF SITE / PROPOSAL**

The application relates to an open undeveloped green field site north of Hollow Lane. It is identified in the Council's Core Strategy as part of the Monkerton Urban Extension, a strategic allocation of land for housing development and associated infrastructure. The application site is specifically identified as the site for a new primary school. This supersedes the site's earlier designation as Landscape Setting set out in the Exeter Local Plan 1995-2011, which still forms part of the Council's development plan.

To the north of the application site, new housing is currently under construction, which will also provide a new access to the field. To the west is a secondary school, St Luke's Sport and Science College. To the east, the site is separated from a major link road called Cumberland Way by a small number of detached dwellings and land with planning permission for additional housing. To the south is Ellen Tinkham School, which caters for children with special needs.

The site is bound on three sides by mature landscaping – the old hedgerows on the boundary with Hollow Lane forming part of a wider Site of Local Interest for Nature Conservation, which the Green Infrastructure Strategy shows as contributing towards a network of wildlife corridors in and out of the city.

The Green Infrastructure Strategy, as well as the Council's Core Strategy and Monkerton and Hill Barton Masterplan, also identifies Hollow Lane as part of a Green Infrastructure Route, or 'greenway', providing cycling and pedestrian links from Exeter to developments in the east, including the Science Park and Cranbrook. Consequently, Hollow Lane, which has the characteristics of a narrow country lane, has limited vehicular access.

The Monkerton and Hill Barton Masterplan identifies the site as being part of a distinctive ridgeline within the urban extension. Both it and the Green Infrastructure Strategy set out aspirations to reinforce and celebrate this ridgeline through the development of the area.

The Masterplan also states that a new primary school will be required in the urban extension to support housing growth. It earmarks the application site as the location for this school. In 2014, Devon County Council granted outline planning permission for a primary school with up to 630 pupils, to be run by the Local Education Authority (Ref. DCC/3624/2014). A later permission granted in August 2017 (Ref. DCC/4004/2017) established the acceptability of an access road to the site from the new housing development to the north.

This application seeks planning permission for a new primary school for up to 420 pupils with a nursery for a further 60 pupils and associated sports pitches, vehicle and cycle parking areas and landscaping. The School would be delivered under the Department for Education's Free School Programme and would be run by the Cornerstone Academy Trust.

## **CONSULTATION RESPONSES**

The Lead Local Flood Authority objects to the application because the scheme does not satisfactorily mitigate against flood risk and utilise sustainable drainage systems, where feasible and practical. It considers that the soakaway solution has not been adequately tested to demonstrate its workability on the site nor are there sufficient details about the proposed swale to treat the run off from the car park area – including its volume.

The School Infrastructure and Place Planning Officer at Devon County Council supports the scheme. Devon's Education Infrastructure Plan 2016-2033 highlights the need for a new primary school in the period 2016-2026.

The Local Highway Authority at Devon County Council does not object to the scheme. It notes that the proposed School would have fewer pupils than the school granted outline permission in 2014. The Authority had not objected to the original application and so does not do so here as the transport impacts should be reduced. 'Keep Clear' signs/road markings may be required outside the entrance. In the interests of safeguarding, the applicant is required to provide a contribution of £3000 to enable Devon County Council to monitor the situation and install signs if needed.

The Council's Environmental Health team has no objections to the scheme but recommends conditions are added to any approval relating to the Construction Method Statement, the recommendations of the Environmental Noise Assessment and further investigations of the land for contamination. It is requested that further information is provided on kitchen plant/extraction.

The Police Designing Out Crime Officer at Devon and Cornwall Police has no objections to the scheme but makes a number of observations about how the scheme could be improved. Much of this focuses on ensuring reception staff have greater supervision over the entrance area and on clearer demarcations between roadways and footways and public and semi-public spaces. If parts of the school will be used by the community out of hours (i.e. the sports facilities), then consideration needs to be given to ensuring that access to the wider part of the school is restricted during such times in order to maintain its security.

The Devon Children & Families Partnership Board (Safeguarding Board) supports the application.

## **REPRESENTATIONS**

Exeter Civic Society objects to the proposals. It considers the buildings to have a warehouse character that would be overbearing and bleak for children in this age range.

It also expresses the view that the School Travel Plan contains inaccurate assumptions about the catchment area for the school and the number of staff that will be required. There is an excess of staff parking provision and a lack of visitor parking and cycle storage facilities. The entrance gives priority to car users rather than pedestrians and cyclists. In its view, the Travel Plan should be more ambitious in encouraging sustainable forms of transport.

Exeter Cycling Campaign objects to the application. The group makes a series of points on the details of the scheme, many of which have been addressed by subsequent amendments. In broad terms, it considers that the northern entrance signals that the car has dominance and it raises concerns that the proposals are insufficient to make cycling to the destination safe, attractive and easy. It is particularly concerned about whether Hollow Lane is safe for children cycling to school owing to the use of the road by vehicles. It states that measures are needed to prevent parents driving their cars down Hollow Lane to drop off their children. The Hollow Lane access also needs to be kept car free.

One further representation has been received, expressing concerns about the use of blue cladding, which will be visible from Church Hill in Pinhoe.

## **RELEVANT PLANNING POLICIES FOR THIS APPLICATION**

National Planning Policy Framework

Sections 2, 4, 8, 9, 12 and 16

Exeter Local Development Framework Core Strategy

The Vision

Objectives 1, 5, 6, 7, 8, 9 and 10

CP10 – Meeting Community Needs

CP11 – Pollution

CP12 – Flood Risk

CP13 – Decentralised Energy Networks

CP15 – Sustainable Construction

CP16 – Green Infrastructure

CP17 – Design and Local Distinctiveness

CP18 – Identifying Key Strategic Infrastructure Requirements

CP19 – Strategic Allocations

Exeter Local Plan First Review 1995-2011

AP1 – Design and Location of Development

T1 – Hierarchy of Modes

T2 – Accessibility Criteria

T3 – Encouraging Use of Sustainable Modes

C5 – Archaeology

LS1 – Landscape Setting

LS4 – Local Nature Conservation Designations / RIGS

EN2 – Contaminated Land

EN3 – Air and Water Quality

DG1 – Objectives of Urban Design

## **OBSERVATIONS**

The principle of a new school being built on this site has already been established as acceptable. The Council identified the need for a new primary school, and this land as the site, in both the 2012 Core Strategy and the 2010 Monkerton and Hill Barton Masterplan. A subsequent decision in 2014 by Devon County Council to grant outline planning permission (ref. DCC/3624/2014) for a new school on this site confirmed this.

A planning permission granted by Devon County Council in 2017 (Ref. DCC/4004/2017) similarly established the acceptability of the proposed access. Given the development plan's strategic aim of using Hollow Lane as part of the 'greenway' from Exeter to the new developments in the east, the most likely vehicular route into the site was always likely to be from the north. Given the lack of any objection either from the Local Planning Authority when consulted on that application, or indeed from the Local Highway Authority either then or now, it is considered that this matter has been settled. The main focus of this report will therefore be on design details.

### **Design, Layout and Landscaping**

The proposed school would be a two/one storey building on a north-south orientation comprising a number of simple rectangular forms. All of the classrooms would be housed in the two storey block towards the rear of the site with the reception, sports hall and kitchen in the single storey sections at the front. The lower parts of the building would be constructed in a grey brick with the upper parts in a mix of black and green metal cladding with a standing seam appearance. The windows would be set in reveals about 15 cm back from the line of bricks; the cladding would overhang the bricks by around 10 cm. Overall, it is considered that the layered approach, both in respect of the different heights of various parts of the building and the elevational treatment, would help to break up the basic rectangular forms of the school and supply visual interest. A projecting canopy over the entrance would also provide a positive intervention as well as clearly signalling the way into the building.

All that said, Officers have expressed some concerns about the fact that the school effectively turns it back on the entrance to the site by locating the sports hall towards the front of the building. The result is large areas of unbroken blank walls that give the school an overly solid appearance and reduces the sense of arrival to the development. On the other hand, as the sports hall would be made available to the wider community outside of school hours, there is a logical practical reason to locate the sports hall here in order to ensure it is in close proximity to the car park. The security of the building is protected if users of the sports hall do not need to venture deeper into the site.

In considering whether the design of the building is acceptable, others factors have been taken into consideration. For instance, because the school would be located within a relatively self-contained site, the building would not be a key feature in any street scene. What is more, although the school would be located on the ridgeline, it is unlikely to have a significant imposing presence on any skyline - it would be most visible from the playing fields on the adjacent St Luke's site. Landscaping around the car park and outside the reception

entrance, as well as, once designed, a school logo on the green cladding on the sports hall, would also help to improve the visual impact. On balance, therefore, it is considered that whilst the sense of arrival is not ideal, it is not so harmful as to justify refusing planning permission for the entire scheme.

In terms of the wider site, the majority of the space west of the building would be given over to a playing field and a hard surfaced Multi-Use Games Area. To the south there would be a further PE/playground area and an attenuation tank in the ground. To the north, the entrance area would consist of a car park, cycle parking facilities and paved/landscaped areas that would provide social spaces at the beginning and end of the day. There are no objections to the principle of any of these elements. Rather, throughout the process, Officers have emphasised the importance of a high quality landscaping scheme – both to achieve the objective of celebrating the ridgeline and ensuring that the quality of the scheme is significantly enhanced by its natural features. The importance of this has been increased by the need to alter the ground levels on the site to ensure, for example, that the playing pitch is not on a slope.

An Ecological Assessment has been submitted with the application. During survey work carried out on the site, it was recorded that the field was used by bats (though mainly for passing through rather than foraging), badgers, foxes and some common birds such as robin, wrens and blackbirds. In order to mitigate the impacts of the development on, and enhance, biodiversity on the site, the report recommends the creation of 10 metres dark wide commuting corridors along the north and west boundaries. These would provide foraging opportunities and connecting corridors for a range of species including bats, badgers, foxes and hedgehogs. They would also link into the existing green infrastructure network / wildlife corridor along Hollow Lane. The scheme includes some of the recommendations in the Ecological Assessment including corridors on the north and western boundaries. Current deficiencies in the existing hedgerow on the northern boundary would be addressed and the established landscaping on the eastern and southern boundaries would be retained, albeit with some appropriate maintenance. In addition to all of this, there would be further enhancements through additional tree and shrub planting around the site, including, most importantly, in the areas around the car park and reception. In order to ensure the site is secure, security fencing is proposed around the periphery of the site but this be largely mesh style fencing that would not be overly solid or visually intrusive, especially against a green backdrop. This has the potential to provide positive benefits for biodiversity, celebrate the ridgeline, create a strong landscape setting and enhance the overall design quality of the development. However, Officers are continuing to discuss a number of matters with the developer and therefore more will be reported to the Planning Committee through the update sheet.

### **Sustainable Development**

The scheme will connect to the local decentralised energy network in the area. A condition is proposed to ensure this connection is secured.

More widely, in order to obtain funds from the Education and Skills Funding Agency, the scheme will need to meet high standards of sustainable construction set out in an Output Specification. The developers have compared these requirements with BREEAM standards and confirmed that the scheme would reach the equivalent of level “Excellent”, which is the threshold required in Policy CP15 of the Core Strategy. In light of the fact that the developers will need to follow a separate process, the Council does not intend to insist that a separate

BREEAM assessor is appointed. Nonetheless, a condition is recommended requiring that a report is sent to the Council post-completion setting out how the standards have been met.

Policy CP12 of the Core Strategy requires that all development proposals must mitigate against flood risk utilising SUDS where feasible and practical. The developer has faced some problems in achieving a straightforward SUDS scheme on the site because of the clay character of the soil and therefore is still in discussions with the Council and the Lead Local Flood Authority at Devon County Council on this matter. These matters will be reported to the Planning Committee further via the update sheet.

## **Transport Matters**

A Transport Assessment has been submitted with the application. The report uses information and a similar methodology to that used in the Assessment that accompanied the consented scheme from 2014. It also makes use of available schools-related data from the 2011 census. It predicts that around 39.5% of trips to the school involving pupils could be by car. In total, 231 car trips are estimated in the morning peak period. This is set out as a worst case scenario as the application also includes a School Travel Plan, which intends to reduce these impacts by encouraging the use of sustainable modes.

Over a five year period, using a range of measures, it is intended to reduce car trips to the range of 25-31%. Partly this would be achieved through promoting walking (through buddy schemes and 'walk to school' weeks), which given the location of the school, at the heart of the Monkerton urban extension, should account for around 60% of all trips. A good network of local cycle lanes, including along Cumberland Way and Hollow Lane, together with on-site shared footpaths and cycle parking facilities for up to 80 bicycles, would help to make cycling to school an attractive option. The school intends to promote cycle training and provide maps of safe cycle routes to its pupils. Car sharing would also be encouraged through matching schemes. The Plan, which includes a range of other measures, would be subject to annual monitoring and review.

The Local Highway Authority has considered these matters in the round and concluded that the assumptions made on trip generation are reasonable. Whilst it would like the School Travel Plan to show greater ambition, particularly on encouraging more pupils to cycle to school, and has requested further clarity on some of the finer details, it regards the package as broadly acceptable. It also has no objections to the provision of 36 car parking spaces on the site.

At the meeting of the Delegation Briefing on 2 July 2019, Members requested further information on the highway impacts of the development, which largely focused on the amount, and management, of traffic in the school site and on the access road and whether there was sufficient capacity to avoid tailbacks onto Cumberland Way. Discussions with the developer are ongoing and these matters and therefore there will be more on this matter in the update sheet.

## **Other Matters**

*Flood Risk*

A Flood Risk Assessment has been submitted with the application and concludes that the site is at low risk from flooding. Given its location, away from any watercourses, the Council accepts these findings. However, in relation to more localised flooding matters, specifically surface run-off, the outcome of the design of the SUDS scheme is awaited (see 'Sustainable Development').

#### *Land Contamination*

Preliminary ground investigations have been carried out on site and the findings reported in the submission. No significant contamination has been identified. The Council's Environmental Health team has considered the reports and recommends a condition is added to ensure that appropriate assessment and remediation is carried out in the event of unforeseen contamination being found on the site.

#### *Air Quality*

An Air Quality Assessment has been submitted with the application. It concludes that there would be no significant harmful impact on air quality arising from traffic but that there is potential for harm, arising from dust during the construction phase, if the project is poorly managed. The Council's Environmental Health team has examined the report and offered no objections. Nonetheless, it observes that the recommendations of the Assessment, in relation to the construction phase, must be incorporated into the Construction Environmental Management Plan (CEMP). At present, this is not the case. Therefore, a condition is proposed requiring the submission of an acceptable CEMP. If the necessary amendments are made prior to decision, the condition will be exchanged for one requiring the development to be undertaken in line with the CEMP.

#### *Noise*

An Environmental Noise Assessment has been submitted with the application. This confirms that the developer has considered, and is able to demonstrate, how to create a suitable and appropriate learning environment for the pupils of the school.

In respect of the impact of noise from the school on neighbouring residential properties, discussions remain ongoing and therefore a further report to the Planning Committee will be added to the update sheet.

#### *Archaeology*

An Historic Environment Desk-Based Assessment has been submitted with the application. The Council's Principal Project Manager for Heritage has considered the report and notes that it identifies some potential for prehistoric features that should be properly identified and recorded, and excavated as necessary, by an archaeologist before construction or enabling works commence. A condition is therefore proposed to secure this.

### **Delegation Briefing (2 July 2019)**

Members requested further information on the highway impacts of the development, which largely focused on the amount, and management, of traffic in the school site and on the access road and whether there was sufficient capacity to avoid tailbacks onto Cumberland Way. Because of the concerns around traffic, Members asked that the application be reported to the Planning Committee.

In conclusion for the reasons set out above, it is recommended that planning permission be granted for this scheme.

## **RECOMMENDATION**

### **APPROVE SUBJECT TO THE FOLLOWING CONDITIONS:-**

1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

**Reason:** To ensure compliance with sections 91 and 92 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 12 July 2019 (dwg. nos. FS0622-HYD-00-ZZ-DR-C-7010 Rev. P03, FS0622-SBA-00-XX-DR-A-0010 Rev. P4, FS0622-SBA-00-XX-DR-A-1002 Rev. P3, FS0622-SBA-00-XX-DR-A-1003 Rev. P3, FS0622-HYD-00-ZZ-DR-C-7200 Rev. P07 and 1353-01 Rev. F and Design and Access Statement), 14 June 2019 (dwg. nos. FS0622-SBA-00-XX-DR-A-0008 Rev. P2, FS0622-SBA-00-XX-DR-A-1006 Rev. P3, FS0622-HYD-00-XX-DR-E-8500 Rev. P07 and FS0622-HYD-00-XX-DR-E-8501 Rev. P04 and cladding materials Reynobond Reynolux Sample 2423G/18 in copper patina and Tata Steel Colorcoat Prisma in Anthracite), 7 June 2019 (Air Quality Assessment and Arboricultural Impact Assessment), 26 April 2019 (dwg. no. FS0622-HYD-00-XX-DR-C-7400 Rev. P04 and FS0622-SBA-00-XX-DR-A-0026 Rev. P1, Logistics Plan and Phase 2a Preliminary Ground Investigation) and 25 February 2019 (Site Waste Management Plan) as modified by other conditions of this consent.

**Reason:** In order to ensure compliance with the approved details.

3) Prior to their use on site, samples of the bricks and any paving materials shall first be submitted to, and approved by, the Local Planning Authority. The proposed cladding materials have already been submitted and approved as part of this consent. If a subsequent change is required, samples of alternative cladding must first be submitted to, and approved by, the Local Planning Authority. The approved materials must thereafter be used in the construction of the development.

**Reason:** To ensure the materials are of a quality that is not harmful to the character and appearance of the area.

4) A detailed scheme for landscaping, including the planting of trees and or shrubs, the use of surface materials and boundary screen walls and fences shall be submitted to the Local Planning Authority and the building shall not be occupied until the Local Planning Authority have approved a scheme; such scheme shall specify materials, species, tree and plant sizes, numbers and planting densities, and any earthworks required together with the timing of the implementation of the scheme. The landscaping shall thereafter be implemented in accordance with the approved scheme in accordance with the agreed programme.

**Reason:** To ensure the landscaping scheme provides a positive setting for the school building, enhances the character and appearance of the area and mitigates the impact of the development on biodiversity.

5) In the event of failure of any trees or shrubs, planted in accordance with any scheme approved by the Local Planning Authority, to become established and to prosper for a period of five years from the date of the completion of implementation of that scheme, such trees or shrubs shall be replaced with such live specimens of such species of such size and in such number as may be approved by the Local Planning Authority.

**Reason:** To ensure the landscaping scheme provides a positive setting for the school building, enhances the character and appearance of the area and mitigates the impact of the development on biodiversity.

6) **Pre-commencement condition:** No materials shall be brought onto the site, or any development commenced, until the developer has erected tree protective fencing around all trees or shrubs to be retained, in accordance with the Arboricultural Impact Assessment received on 7 June 2019 and the Landscape Strategy (dwg. no. 1353-01 Rev. F) received on 12 July 2019. The developer shall maintain such fences to the satisfaction of the Local Planning Authority until all development the subject of this permission is completed. The level of the land within the fenced areas shall not be altered without the prior written consent of the Local Planning Authority. No materials shall be stored within the fenced area, nor shall trenches for service runs or any other excavations take place within the fenced area except by written permission of the Local Planning Authority. Where such permission is granted, soil shall be removed manually, without powered equipment.

**Reason for pre-commencement condition:** To ensure the protection of the trees during the construction phase of the development.

7) Unless otherwise agreed by the Local Planning Authority, the building hereby approved must achieve a level of sustainability that is equivalent to BREEAM excellent and shall be constructed in accordance with the commitments made in the submitted Sustainability Statement and BREEAM Pre-Assessment Report (received on 7 June 2019). A post-completion report shall be submitted to the Local Planning Authority, within three months of completion of the scheme, setting out how the development has met the minimum standards required by this condition.

**Reason:** In the interests of delivering sustainable development.

8) The habitable building comprised in the development hereby approved shall be constructed in accordance with the CIBSE Heat Networks Code of Practice so that the fixed internal systems for space and water heating are capable of being connected to the local energy network. Prior to occupation of the building, the necessary on-site infrastructure (including pipework, plant and machinery) for connection of the building's internal systems to the network shall have been put in place in a manner agreed in writing by the Local Planning Authority.

**Reason:** To ensure that the proposal complies with Policy CP13 of the Council's adopted Core Strategy and paragraph 153 of the National Planning Policy Framework and in the interests of delivering sustainable development.

9) **Pre-commencement condition:** No development (including ground works) or vegetation clearance works shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for:

- a) The site access point(s) of all vehicles to the site during the construction phase.
- b) The parking of vehicles of site operatives and visitors.
- c) The areas for loading and unloading plant and materials.
- d) Storage areas of plant and materials used in constructing the development.
- e) The erection and maintenance of securing hoarding, if appropriate.
- f) Wheel washing facilities.
- g) Measures to control the emission of dust and dirt during construction.
- h) No burning on site during construction or site preparation works.
- i) Measures to minimise noise nuisance to neighbours from plant and machinery.
- j) Construction working hours and deliveries from 8:00 to 18:00 Monday to Friday, 8:00 to 13:00 on Saturdays and at no time on Sundays or Bank Holidays.
- k) No driven piling without prior consent from the Local Planning Authority.

The approved Statement shall be strictly adhered to throughout the construction period of the development.

**Reason for pre-commencement condition:** In the interest of the environment of the site and surrounding areas. This information is required before development commences to ensure that the impacts of the development works are properly considered and addressed at the earliest possible stage.

10) No site machinery or plant shall be operated, no process shall be carried out and no demolition or construction related deliveries received or dispatched from the site except between the hours of 8am to 6pm Monday to Friday, 8am to 1pm Saturday and at no time on Sundays, Bank or Public Holidays.

**Reason:** To protect the amenity of the locality, especially for people living and/or working nearby.

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

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

**Reason:** No site investigation can completely characterise a site. This condition is required to ensure that any unexpected contamination that is uncovered during remediation or other site works is dealt with appropriately.

12) Before occupation of the development, a scheme for the installation of equipment to control the emission of fumes and smell from the premises shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in full and maintained thereafter.

Noise from mechanical building services plant should not exceed a rating noise level (measured in accordance with BS4142:2014) of 36dB at 1m from any noise sensitive receptor.

**Reason:** In the interests of amenity and to ensure that noise does not have an unacceptable impact on any neighbouring noise-sensitive development.

13) No part of the development hereby approved shall be brought into its intended use until the vehicular access, vehicular spaces and turning area as indicated on the Proposed Site Plan (dwg. no. FS0622-SBA-00-XX-DR-A-0010 received on 12 July 2019) have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

**Reason:** To provide a safe and suitable access, in accordance with Paragraph 108 of the National Planning Policy Framework.

14) No part of the development hereby approved shall be brought into its intended use until the 3m width path from Hollow Lane running down the eastern side of the site, the cycle storage facilities and visibility splays with Hollow Lane (details of which shall first be submitted to and approved by the Local Planning Authority) have been provided and made available for use. Thereafter, these items shall be maintained for these purposes at all times.

**Reason:** To provide adequate facilities to promote the use of sustainable modes.

15) The School Travel Plan, received on 7 June 2019, shall be implemented in accordance with the submission hereby approved and reviewed on an annual basis. Any amendments

identified in the annual review shall be submitted to, and agreed in writing by, the Planning Authority and shall thereafter form part of the approved plan.

**Reason:** To promote the use of sustainable transport modes, in accordance with paragraph 111 of the National Planning Policy Framework.

16) **Pre commencement condition:** No development related works shall take place within the site until a written scheme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include on-site work, and off site work such as the analysis, publication, and archiving of the results, together with a timetable for completion of each element. All works shall be carried out and completed in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

**Reason for pre commencement condition:** To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development. This information is required before development commences to ensure that historic remains are not damaged during the construction process.

17) Unless otherwise agreed with the Local Planning Authority, the development shall be undertaken in line with the Recommendations of the approved Ecological Assessment received on 7 June 2019.

**Reason:** In the interests of protecting and enhancing biodiversity on the site.

18) Prior to installation on site, details of any external lighting and enclosure for the sub-station shall be submitted to, and approved by, the Local Planning Authority. The development shall thereafter be carried out in accordance with these approved details.

**Reason:** In the interests of biodiversity and the overall design quality of the development.