

# Primary School and Nursery Development

## KEY INFORMATION

**Ward** Lochee

**Address**

Land to West of Earn  
Crescent and South of  
Dickson Avenue, Dundee

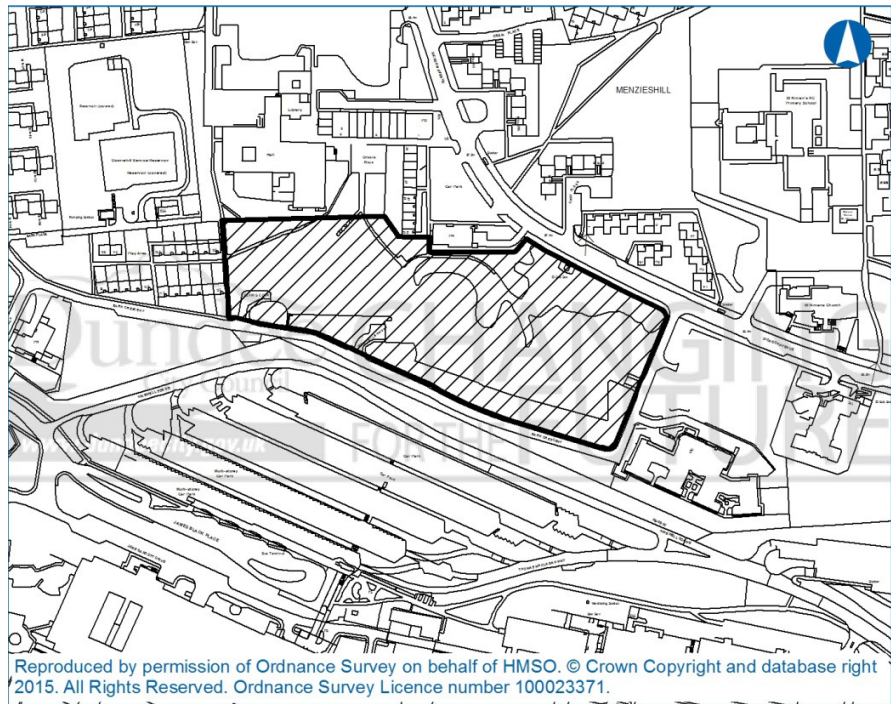
**Applicant**

Dundee City Council  
Capital Projects  
8 City Square  
Dundee  
DD1 3BG

**Agent**

**Registered** 18 June 2015

**Case Officer** Paul Macari



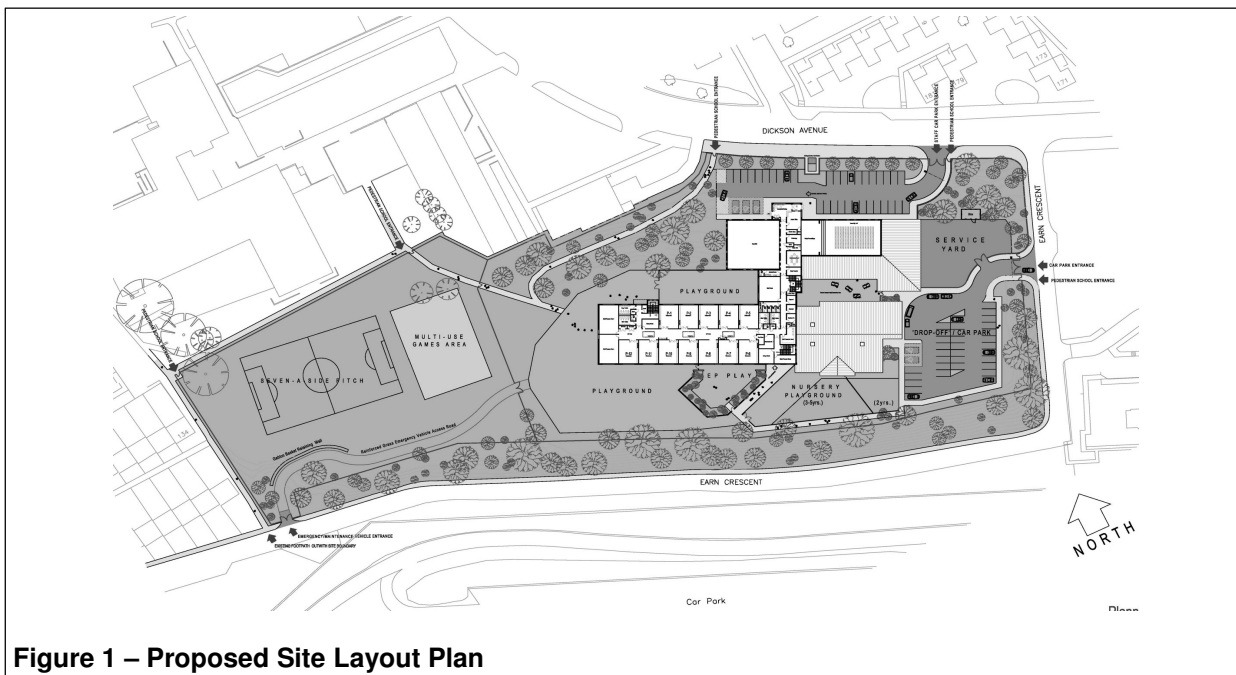
## SUMMARY OF REPORT

- Planning permission is sought for the construction of a new 3-stream primary school and a new 100 place nursery with associated access, car parking, landscaping and infrastructure.
- The proposal engages and satisfies Local Development Plan policies relating to design, ground contamination, accessibility, sustainable drainage and environmental protection.
- Two letters of objection have been received from a neighbouring resident and Hillside Primary School Parent Council.
- More details can be found at <http://idoxwam.dundee.gov.uk/idoxpa-web/applicationDetails.do?activeTab=documents&keyVal=NQ52YOGCHH100>.

## RECOMMENDATION

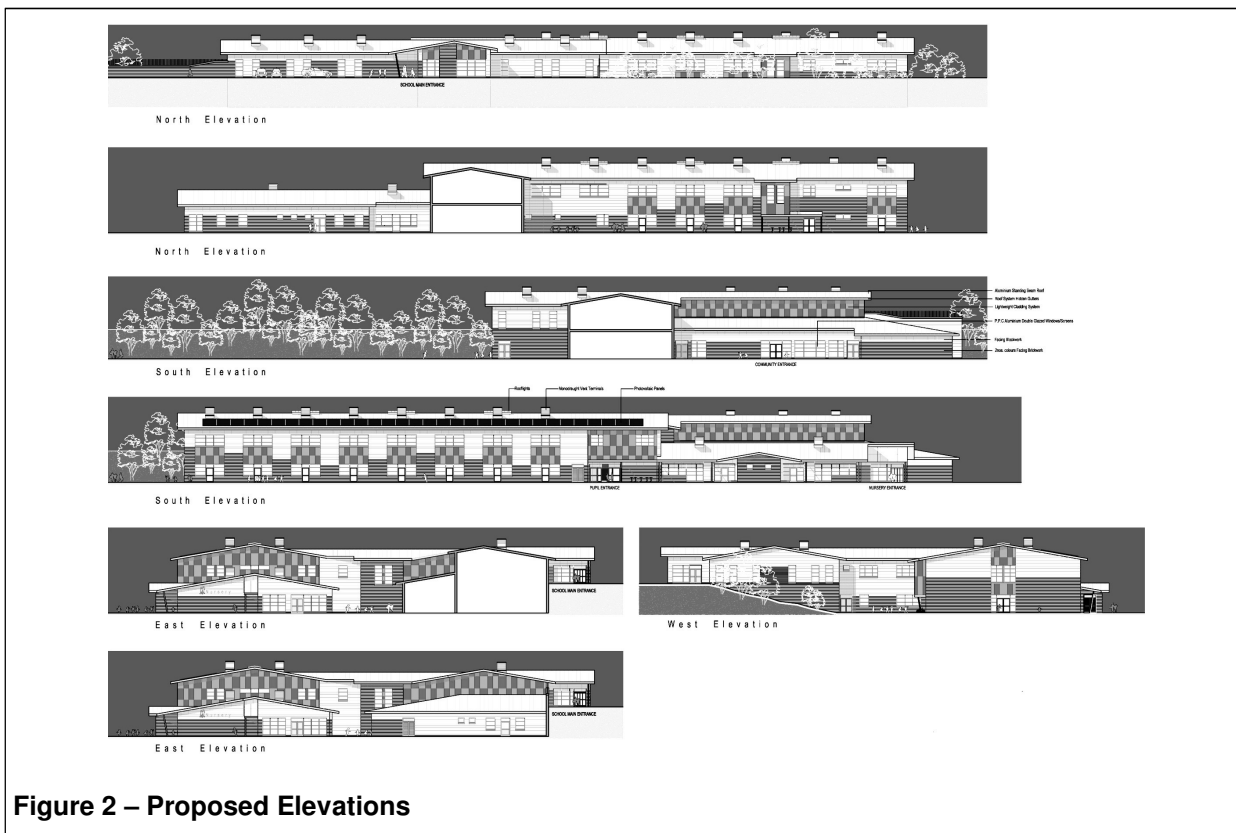
The proposal satisfies the requirements of the Development Plan. There are no material considerations that would justify refusal of planning permission. Therefore, the application is recommended for APPROVAL subject to conditions.

# 1 DESCRIPTION OF PROPOSAL



**Figure 1 – Proposed Site Layout Plan**

- 1.1 Planning permission is sought for the construction of a new 3-stream primary school and a new 100-place nursery with associated access, car parking, landscaping and infrastructure.



**Figure 2 – Proposed Elevations**

- 1.2 The proposed building will be a combination of one and two storeys in height and will be constructed mainly in brick with feature glazing and coloured metal cladding. Internally, the building will comprise primary accommodation over two floors, nursery accommodation on

the ground floor, with additional ancillary and staff accommodation as well as conference and meeting room space. The building will also contain a library, a dining room/kitchen area, a sports hall/gymnasium, a performance stage, various stores and storage areas. The building will generally circulate from a central corridor which will include activity spaces for primary and nursery classes. There will be two main entrances to the school formed to the north and east, one for the primary accommodation (north) and one for the nursery accommodation (east).

- 1.3 Externally, the school will be accessed from Dickson Avenue to the north, through a new school entrance, providing access to a car park. The car park will provide 38 staff parking spaces, including 4 disabled bays. Access to the school from the main car park will be taken at first floor level through the main entrance to the north of the building. To the east of the site, there will be another car park accessed from Earn Crescent serving the nursery and secure service yard. This car park will provide 37 drop off car spaces including 2 disabled bays. Access to the school from the eastern car park will be at ground floor level. The service yard will be located in the north east corner of the site.

- 1.4 There will be two additional pedestrian footpaths accessing the school to the north-west of the site formed via a new pedestrian footpath from Menzieshill Community Centre and Dickson Avenue. In terms of external play areas, there will be nursery hard- and soft-play areas formed to the immediate south of the nursery which will be directly accessed via the nursery accommodation. To the west there will be a hard-surfaced playground wrapping round the western block of accommodation as well as a 7-a-side grass sports pitch and multi-use games area. The majority of the external area will be sown in grass, with landscaping proposals including ground cover shrubs and planting of mix of native trees and shrubs around the periphery of the site.

- 1.5 In support of the application, further information has been submitted in the form of the following documents: preliminary ecological assessment; drainage strategy plan; education



**Figure 3 – View of Site Looking West from Earn Crescent**



**Figure 4 – View of Site Looking West Along Earn Crescent**



**Figure 5 – View of Site Looking West Along Dickson Avenue**

design statement; drainage design statement; transportation assessment; design and access statement. A bat survey has also been undertaken and submitted as part of the application.

- 1.6 In accordance with the Council's Scheme of Delegation this application requires to be reported to the Development Management Committee as it is a major planning application.

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## 2 SITE DESCRIPTION

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- 2.1 The site is located in the Menzieshill area of Dundee and is vacant following the demolition of the Balgay Court Multis.
- 2.2 The application site is bounded to the north by Dickson Avenue and to the east and south by Earn Crescent. The adjacent properties are a mixture of residential, commercial and leisure. To the north, across Dickson Avenue, are 4-storey flats, to the east, a vacant site and Menzieshill House, to the south, across Earn Crescent, Ninewells Hospital visitors' car park, to the west, 2-storey terraced housing and to the north, the "Rock" pub, 3-storey flats, shop units and Menzieshill Community Centre.
- 2.3 Dickson Avenue is adjacent to the north boundary of the site with Earn Crescent, a minor road to the east and south. Dickson Avenue is a main bus route whilst the narrow Earn Crescent on the south boundary is used by Ninewells' staff as overspill on-road parking.
- 2.4 The site covers an area of approximately 2.4ha. Its shape is long and narrow running east to west. To the north, it slopes sharply from Dickson Avenue to Earn Crescent to the south. Whilst there are surrounding buildings, the site generally has an open aspect. It is not located within what could be considered a densely built-up area.
- 2.5 There are the possibility of views to the east, west and south. The site boundaries are delineated on Dickson Avenue and Earn Crescent by trees and shrubs, a public footpath adjacent to the 2-storey terraced housing to the west and Menzieshill Community Centre, the "Rock" pub, 3-storey flats and open space to the north. There are a considerable number of trees within and along the boundary of the site.

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## 3 POLICY BACKGROUND

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- 3.1 The following plans and policies are considered to be of direct relevance:

### **DUNDEE LOCAL DEVELOPMENT PLAN**

Policy 7: High Quality Design

Policy 8: Housing Land Release

Policy 29: Low and Zero Carbon Technology in New Development

Policy 42: Sustainable Drainage Systems

Policy 45: Land Contamination

Policy 47: Environmental Protection

Policy 54: Active Travel

Policy 55: Accessibility of New Developments

- 3.2 There are no other plans, policies and non-statutory statements that are considered to be of direct relevance.

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## 4 SITE HISTORY

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- 4.1 Proposal of Application Notice ref: 14/00788/PAN was submitted to the Council on 12 November 2014 for the construction of a new primary school and nursery school for 600 primary pupils and 100 nursery pupils at land to the West Of Earn Crescent and South of Dickson Avenue, Dundee.

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## 5 PUBLIC PARTICIPATION

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- 5.1 2 letters of objection have been received siting concerns relating to:
- contrary to Local Plan;
  - inadequate access;
  - increased traffic;
  - insufficient car parking space;
  - pedestrian safety;
  - poor design;
  - road safety;
  - trees/landscape affected;
  - inadequate drainage;
  - comments upon Play Area – environmental risk;
  - lack of Active Travel consideration;
  - timing of application submission;
  - the content of the pre-application consultation report;
  - the proposal is contrary to the Development Plan;
  - the design of the school fails to fulfil the directives of the Scottish Government's publication: "Better Schools, Investing in Scotland's Future"; and
  - the scale of the proposed school effectively destroys the notion of "local" communities whilst also hindering children's ability to relate/identify with a school of this size.
- 5.2 Members will already have access to the letters of objection and the issues raised are considered in the Observations section below.

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## 6 CONSULTATIONS

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- 6.1 **Scottish Water** – has been consulted on the proposals and has not provided any comments within the statutory consultation period.
- 6.2 **SEPA** – has been consulted on the proposals and has not objected to the application. They have also provided detailed technical advice for the applicant.
- 6.3 **The Head of Environmental Protection** – has requested that in the event of granting planning permission, a condition is applied to control noise associated with all mechanical and electrical services. The Head of Environmental Protection has also requested the imposition of two conditions to ensure that any potentially contaminated land is remediated to the satisfaction of the Council.

## 7 DETERMINING ISSUES

- 7.1 **Section 25 of the Act provides that an application for planning permission (other than for a national development) shall be determined in accordance with the development plan unless material considerations indicate otherwise.**

### THE DEVELOPMENT PLAN

The provisions of the development plan relevant to the determination of this application are specified in the Policy Background section above.

### DUNDEE LOCAL DEVELOPMENT PLAN

- 7.2 **Policy 7: High Quality Design** – requires all new development to be of a high quality design.
- 7.3 It is considered that the proposed primary/nursery school with associated access, car parking, landscaping and infrastructure is of a high quality design. In terms of the proposed building design, this is of a contemporary architecture, incorporating one and two storey accommodation and using simple, high quality materials including large amounts of glazing to maximise natural daylight entering the building. The proposed building will be formed in facing brick, with coloured metal cladding panels. The roof will be formed using a high quality standing seam aluminium product. Overall, the building materials have been chosen to achieve an attractive finish and appearance, as well as to ensure the building is robust and fit for purpose.
- 7.4 The general layout has been well-designed with the main teaching accommodation centrally-located with easy access across the whole campus including to the parking/drop-off areas, the external playground, and the sports facilities. Pedestrian access will be taken from Dickson Avenue to the north and Earn Crescent to the south/east, with a new vehicle access formed from Dickson Avenue also. Existing vehicle accesses on Earn Crescent will be maintained to serve the car park to the east of the site and emergency access from the south west.
- 7.5 The school building has also been set-back from the road to the north to minimise any impact on the residential properties on the northern side of Dickson avenue and to take advantage of the change in levels across the site. In terms of the proposed landscaping, this will incorporate a range of different materials and textures ensuring a stimulating external environment which is both easy to maintain and is finished to a high standard. Overall, the

proposal will provide a new school campus that is of a high quality design, both in terms of its layout and functionality as well as its external appearance.

- 7.6 In the event of members being minded to grant approval, it is proposed to impose conditions to control the associated external finishing materials as well as the landscaping to ensure that these are finished to a high quality.
- 7.7 **The proposal satisfies Policy 7.**
- 7.8 **Policy 8: Housing Land Release** - states that to ensure a 5 year supply of housing land is maintained over the plan period the sites allocated in Appendix 2 of the plan shall not be developed for other purposes.
- 7.9 The application site forms part of housing site H43 and has an indicative capacity for 70 housing units. Appendix 2 of the plan exercises flexibility in allocating the capacity of this site by acknowledging that part of the site would be required for the development of a new school. The impact that the proposed school development would have on the number of housing units that could be built on the remainder of the site is accounted for in the allocation of the other housing sites contained in Appendix 2 of the Plan. The indicative capacities of the other allocated housing sites ensures that the required 5 year supply of housing land will be maintained should planning permission for the proposed school be granted.
- 7.10 **The proposal satisfies Policy 8.**
- 7.11 **Policy 29: Low and Zero Carbon Technology in New Development** - requires proposals for new development to demonstrate how the proposal will reduce, by at least 10%, the Scottish Building Standards (2007) carbon emissions reduction standard.
- 7.12 To satisfy the requirements of Policy 29 the building has been designed to maximise solar gain with large south facing windows and photovoltaic panels on the southern roof plane.
- 7.13 **The proposal satisfies Policy 29.**
- 7.14 **Policy 42: Sustainable Drainage Systems** - requires all new development proposals except for single houses or where discharge is to coastal waters to treat surface water by a Sustainable Urban Drainage System (SUDS)
- 7.15 The applicant has submitted a Drainage Design Statement detailing how surface water will be treated as part of the new development. The drainage strategy has been prepared in conjunction with the Council's Engineers Division, and the proposal includes attenuating surface water within an underground chamber and connecting the proposed drainage system to Scottish Water's drainage network. The drainage system has been designed to adhere to the requirements of Sewers for Scotland 3. SEPA has also been consulted on the proposal and has no objection.
- 7.16 From the above, it is considered that a suitable surface water drainage strategy has been incorporated into the proposed development and that the terms of the policy have been met.
- 7.17 **The proposal satisfies Policy 42.**
- 7.18 **Policy 45: Land Contamination requires that:**
- 1 a site investigation is submitted establishing the nature and extent of contamination; and

- 2 the Council is satisfied that remediation measures proposed for the development, adequately address contamination risks to all receptors, such that the land demonstrably does not meet the statutory definition of contaminated land and is suitable for the planned use.
- 7.19 Following the submission of a preliminary site investigation report, the Council's Head of Environmental Protection has requested that in the event that members are minded to grant approval that conditions be imposed to ensure that any potentially contaminated land is remediated to the satisfaction of the Council. With the imposition of the conditions, it is considered that the terms of the policy have been met and that any potential contaminated land can be suitably addressed prior to the occupation of the school.
- 7.20 **The proposal satisfies Policy 45.**
- 7.21 **Policy 47 Environmental Protection** - requires all new development that would impact on the amenity of residential properties to demonstrate that it can be accommodated without an unsatisfactory level of disturbance on the surrounding area.
- 7.22 Given the proximity of the application site to existing houses, community facilities, shops, public houses, cafes and Ninewells Hospital there is the potential for dust during construction and noise from M and E plant associated with the school to impact on the amenity and environmental quality of these neighbouring properties/facilities. These matters can be addressed by planning conditions should members be minded to approve this application.
- 7.23 **The proposal satisfies Policy 47.**
- 7.24 **Policy 54 – Active Travel** - requires new development to be designed in order to:
- 1 Minimise the need to travel by car;
  - 2 Improve access to services; and
  - 3 Promote healthy lifestyles by encouraging active travel.
- 7.25 **Policy 55: Accessibility of New Developments** - requires all development proposals that generate travel to be designed to be well served by all modes of transport.
- 7.26 To address the requirements of Policies 54 and 55 the applicant has submitted a Transport Assessment.
- 7.27 The Transport Assessment and the submitted plans indicate pedestrian routes will be formed to the south-west, east and north of the site to connect the site to adjoining streets. Pedestrian crossings facilities will be created to aid accessibility and pedestrian safety in the area surrounding the application site.
- 7.28 The Transport Assessment highlights that cycle racks and electric vehicle charging points are also to be provided in accordance with Streets Ahead and National Roads Development Guide 2014, encouraging an alternative form of active travel. In addition, the proposed school is highly accessible by local bus services with existing stops in close proximity to the application site on Dickson Avenue.
- 7.29 The majority of travel associated with the school is likely to be pupils and their parents/carers traveling by car. The Transport Assessment indicates that in addition to curtilage parking facilities the new school will generate demand for up to 50 pick up and drop off parking



spaces or 250m of kerbside parking at the beginning of the school day and 250 pick up and drop off parking spaces or 1,250m of kerbside parking at the end of the school day. These figures do not take account of multiple pupil occupancy within vehicles. When this is factored into traffic impact modelling the number of pick up and drop off parking spaces required reduces by 100 leaving demand for up to 150 additional car parking spaces.

- 7.30 The impact of this excess parking demand is likely to be felt along a substantial length of Dickson Avenue and most likely on the surrounding residential streets of Cart Place and Dochart Terrace where waiting vehicles are likely to disrupt through traffic. At present there is a controlled parking zone west of Earn Crescent. The unrestricted lengths of Dickson Avenue to the east of Earn Crescent are likely to cater partly for this demand although there is likely to be parking on the restricted lengths closer to the school.
- 7.31 In order to address this likely situation the Transport Assessment outlines a number of potential mitigation measures that could be implemented. These include:
- increasing the number of curtilage spaces in both the staff and drop off car parks;
  - the creation of a temporary, barrier controlled, additional 100 space off-site car park close to the proposed school (unoccupied ground to the east of Earn Crescent) in order to satisfy the likely demands of pick-up and drop off parking;
  - amendments to the Traffic Regulation Orders (TRO's) or controlled parking zones, such as double yellow lines and residents only bays, to enable short stay drop off/pick up whilst ensuring there is no long stay parking associated with Ninewells Hospital;
  - amendments to the TRO along Earn Crescent introducing waiting restrictions on both sides of the road;
  - the creation of lay-bys along sections of wider footpaths on Dickson Avenue to create parking bays without disrupting through traffic;
  - staggering year finishing times or implementing green travel measures to reduce the proportion of pupils or staff traveling by car; and
  - a mix of the measures listed above combined with a Travel Plan.
- 7.32 In addition to the above solutions the Transport Assessment also identifies an existing site to the north west of the school that is owned by the Council and that can be utilised as a permanent drop off and pick up car park for the new school as well as other community facilities. The provision of this car park will be secured through further planning applications to redevelop Menzieshill Community Centre.
- 7.33 The Transport Assessment provides guidance on the provision of a robust travel plan for the proposed school. The aim of the travel plan is to reduce reliance on the private car and consequently the number of vehicle movements generated. Although travel plans are usually created after a new development first becomes operational it is considered prudent in this instance to create a travel plan prior to the new school opening. This is because a robust travel plan has the potential to reduce vehicle movements generated by new developments by up to 30%.
- 7.34 The proposed development has the potential to generate demand for up to 60 staff car parking spaces with only 38 staff parking spaces being created within the school site. As detailed above a robust travel plan can reduce parking demands by up to 30% which in this case would lower the number of staff cars requiring parking to 42. These figures do not

include the possibility of car sharing between members of staff further reducing staff parking requirements at the proposed school.

7.35 To ensure that the proposed school and nursery development satisfies the requirements of Policies 54 and 55 the implementation of the recommendations of the Transport Assessment will be controlled by condition should members be minded to approve this application.

7.36 **Through the use of planning conditions, the proposal shall satisfy Policies 54 and 55.**

7.37 **It is concluded from the foregoing that the proposal complies with the provisions of the development plan.**

## **OTHER MATERIAL CONSIDERATIONS**

### **A - VIEWS OF OBJECTORS**

7.38 Two letters of objection have been received, one from a neighbouring resident and the other on behalf of Hillside Primary School Parent Council stating the following concerns:

- contrary to Local Plan;
- inadequate access;
- increased traffic;
- insufficient car parking space;
- pedestrian safety;
- poor design;
- road safety;
- trees/landscape affected;
- inadequate drainage;
- comments upon Play Area – environmental risk;
- lack of Active Travel consideration;
- timing of application submission;
- the content of the pre-application consultation report;
- the proposal is contrary to the Development Plan;
- the design of the school fails to fulfil the directives of the Scottish Government's publication: "Better Schools, Investing in Scotland's Future"; and
- the scale of the proposed school effectively destroys the notion of "local" communities whilst also hindering children's ability to relate/identify with a school of this size.

7.39 Concerns relating to inadequate access, increased traffic, insufficient car parking space, pedestrian safety, road design, inadequate drainage, trees/landscape affected, the proposal

being contrary to the Development Plan, environmental risk of the play area and poor design have been addressed in the assessment of the proposal against the requirements of the Development Plan.

- 7.40 The impact of the proposed development on pedestrian and vehicle safety will be addressed by condition should members be minded to grant planning permission. The proposed development accords with the requirements of the Development Plan and as such is considered to be of a high quality design and not to raise any concerns in terms of site drainage or contamination. Therefore, the concerns of the objectors relating to these matters are not supported.
- 7.41 In terms of road safety concern was also raised relating to resident parking on Earn Crescent. The Transport Assessment submitted in support of this application promotes amendments to existing Traffic Regulation Orders on Earn Crescent and Dickson Avenue to not only create pick up and drop off parking facilities to serve the proposed school and nursery but to also create resident parking facilities.
- 7.42 Concerns relating to the timing of the application submission and how this impacted on the ability of parents to object to the proposed development are not material planning considerations. The statutory neighbour notification procedure was followed and the application was also advertised in the Dundee Evening Telegraph. In addition this Department has continued to accept valid objection letters submitted after the period for neighbour notification and statutory advertisement has expired. In this instance parents/carers were given ample opportunity to comment on the proposed development. In this instance the concerns of the objectors are not supported.
- 7.43 The objectors are concerned that the scale of the proposed school will effectively destroy the notion of 'local' communities whilst also hindering the children's ability to relate/identify with a school of this size. This concern is very similar to the concern that the design of the school fails to fulfil the directives of the Scottish Government's publication: "Better Schools, Investing in Scotland's Future". These concerns consider the proposed development as a means for the provision of education only rather than the new school campus forming a community hub. In forming a community hub as guided by Better Schools, Investing in Scotland's Future, the proposed school will accommodate and support the provision of a range of community services, eg health, community education, sport, recreation, social and cultural activity. Therefore, the proposed school will enhance the notion of a local community by engaging directly with the very community it serves, aiding the children's social, cultural and educational experience as well as fulfilling the aspirations of "Better Schools, Investing in Scotland's Future". In this instance the concerns of the objectors are not supported.
- 7.44 The objectors have raised concern that the content of the pre-application consultation report does not account for all of the comments submitted during consultation events for the proposed school. It is acknowledged that a consultation event organised by the applicant and involving the parent councils of Hillside, Gowrie and Menzieshill Primary Schools took place after the submission of Proposal of Application Notice ref:14/00788/PAN and in addition to the PAN exhibition. However, the Public Consultation Report is only required to set out what has been done to satisfy the commitment to pre-application consultation specified in the Proposal of Application Notice. As the event at Menzieshill High School involving the parent councils was in addition to the exhibition event specified by Proposal of Application Notice ref: 14/00788/PAN the findings of this consultation exercise did not require to be included within the Pre-application Consultation Report. In this instance the concerns of the objectors are not supported.
- 7.45 **The concerns of the objectors are not supported.**

- 7.46 **It is concluded from the foregoing that the material considerations do not justify the refusal of planning permission.**

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## **8 CONCLUSION**

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- 8.1 The proposal satisfies the requirements of the Development Plan. There are no material considerations that would justify refusal of planning permission. Therefore, it is recommended that planning permission be granted subject to conditions.

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## **9 RECOMMENDATION**

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- 9.1 It is recommended that consent be GRANTED subject to the following conditions:
- 1 Prior to the commencement of works, details of all finishing materials shall be submitted to the planning authority for written approval and shall only be completed in accordance with the approved details.
  - 2 Prior to the commencement of works, a detailed landscaping plan, including soft and hard landscaping, shall be submitted to the planning authority for written approval and shall only be completed in accordance with the approved details.
  - 3 The total noise from all M & E services shall not exceed NR 35 during the night as measured 1 metre external to the facade of adjacent residential accommodation. For the avoidance of doubt night time shall be 23.00 to 07.00 hrs.
  - 4 Prior to the commencement of works, a traffic management plan for all construction works on site, shall be submitted to the planning authority for approval and if approved construction traffic shall operate only in accordance with the approved management plan. For the avoidance of doubt, the traffic management plan shall include details of parking for construction workers.
  - 5 Development shall not begin until the remediation statement proposed in the submitted Geo-Environmental Interpretative Report has been submitted to and approved in writing by the planning authority. The strategy shall contain proposals to deal with contamination to include:
    - i the nature, extent and type(s) of contamination on the site;
    - ii measures to treat/remove contamination to ensure the site is fit for the use proposed and does not;
    - iii contain any significant pollution linkages;
    - iv measures to deal with contamination during construction works; and
    - v verification of the condition of the site on completion of decontamination measures.
  - 6 Before the proposed school and nursery is first operational the remediation strategy shall be fully implemented and a verification report with relevant documentation demonstrating that the objectives of the remediation strategy have been achieved shall be submitted to and approved by the planning authority.

- 7 Details of the proposed vehicle accesses must be agreed prior to any works on site and the accesses must be formed and constructed to Dundee City Council standards and specifications.
- 8 School Keep Clear road markings must be provided on Dickson Avenue at agreed locations and must be in place prior to the development first opening.
- 9 Details of the proposed road widening of Dickson Avenue at it's junction with Charleston Drive must be agreed prior to any works on site and the works must be formed and constructed to Dundee City Council standards and specifications and in place prior to the development first opening.
- 10 A Travel Plan must be in place and agreed with the Council prior to the proposed school and nursery first becoming operational.
- 11 Prior to the commencement of work on site, details of the proposed controlled 100 space car park shall be submitted to the Council for written approval. Thereafter, the car park shall be formed and operational prior to the development first becoming operational.
- 12 Prior to the school and nursery first coming into operation the agreed findings of the Transport Assessment shall be implemented.
- 13 The hard surfaces within the curtilage of the school campus should be made of porous materials or provision should be made to direct run off water from the hard surface to a permeable or porous area or surface within the curtilage of the school campus.
- 14 The applicant must provide a disposal route for road surface water to the satisfaction of Dundee City Council which discharges to a system publicly maintained/maintainable by the relevant authority.
- 15 Details of the set up and location of new signal controlled pedestrian crossings to be provided on Charleston Drive and Dickson Avenue shall be agreed prior to the commencement of work on site and the crossings shall be operational prior to the development first opening.
- 16 Prior to the commencement of work on site, a scheme to mitigate the impact of dust generated during construction shall be submitted to the Council for written approval. Thereafter, the approved dust mitigation measures shall be fully implemented throughout the construction of the new school.
- 17 Prior to the commencement on work on site, details of the location and form of any flues and vents shall be submitted to the Council for written approval. Thereafter, the flues and vents serving the proposed building shall be installed in accordance with the details approved by this condition.
- 18 Prior to the commencement of work on site, details of the proposed vehicle charging points to be located within the car parks serving the school shall be submitted to the Council for written approval. Thereafter, the vehicle charging points will be installed in accordance with the details approved by this condition and prior to the school first opening.

## REASONS

- 1 In order to ensure that the development hereby approved shall be completed to a high standard of design.
- 2 In order to ensure that the external landscaping of the development hereby approved is completed to an acceptable standard.
- 3 In order to ensure that construction traffic is sufficiently managed to minimise the impact on the surrounding area.
- 4 In order to ensure that construction traffic is sufficiently managed to minimise the impact on the surrounding area.
- 5 In the interests of ensuring that any contamination of the application site is identified and suitably treated.
- 6 In the interests of ensuring that the remediation of site contamination has been successful.
- 7 In the interests of vehicle and pedestrian safety.
- 8 In the interests of road and pedestrian safety.
- 9 In the interests of vehicle and pedestrian safety.
- 10 In the interests of promoting sustainable transport.
- 11 In the interests of vehicle and pedestrian safety.
- 12 In the interests of vehicle and pedestrian safety.
- 13 To ensure that surface water from within the curtilage of the site does not drain to the adjacent adopted road.
- 14 To ensure an appropriate and publicly maintainable system is provided.
- 15 In the interests of vehicle and pedestrian safety.
- 16 In the interests of safeguarding environmental quality.
- 17 In the interests of visual amenity.
- 18 In the interests of promoting sustainable transport.