

REPORT TO: Planning Committee
MEETING DATE: 7 June 2022
BY: Executive Director for Place
SUBJECT: Application for Planning Permission for Consideration

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Application No. **21/00120/AMM**

Proposal Approval of matters specified in conditions 1d, 1h and 1l (details of road, footpath, cycle path, landscape and drainage infrastructure for Phase 2) of planning permission in principle 20/01030/PM

Location **Blindwells
Tranent
East Lothian**

Applicant Hargreaves Services (Blindwells) Ltd

Per Turley

RECOMMENDATION Consent Granted

REPORT OF HANDLING

PROPOSAL

Although this application is for the approval of matters specified in conditions of planning permission in principle 20/01030/PM it has to be determined as a major development type application because the area of the application site is greater than 2 hectares. Accordingly the application cannot be decided through the Council's Scheme of Delegation. It is therefore brought before the Planning Committee for a decision.

The application site is bound to the north by the main east coast railway line, to the west by the Phase 1 (western) part of the Blindwells site with the A198 public road beyond, to the south by the A1 Trunk Road and to the east by the area of land for the Phase 3 part of the Blindwells site with agricultural land beyond.

Planning permission in principle 14/00768/PPM was granted in May 2018 for the creation of a new settlement that could comprise residential, employment, education and commercial uses with park and ride and rail halt facilities and associated works all on land at Blindwells, which is located in close proximity to the settlements of Prestonpans, Tranent, Cockenzie and Port Seton.

The indicative masterplan approved with planning permission in principle 14/00768/PPM shows how the various components of development could be accommodated on the site including how the site could be accessed at three points from the A198 road, to the west of the application site. It shows how one of the accesses could be taken from the Bankton Interchange, which is at the southwest edge of the site. The northernmost proposed access is shown to involve the upgrading of the existing vehicular access into the site. It is further indicated that the third access could be formed at a central point on the western boundary of the site, in a position opposite an existing vehicular access that serves the former St Joseph's School.

Since the granting of planning permission in principle 14/00768/PPM a number of detailed planning applications (18/00420/P, 18/00725/AMC, 18/00825/AMC, 19/00242/AMC, 19/00620/AMM, 19/00900/AMM, 19/01068/AMM, 20/01030/PM, 21/00308/AMM) have been granted for various schemes of development including road infrastructure, landscaping and residential units within the western part of the wider Blindwells site, referred to as Phase 1. These planning permissions have been implemented with road infrastructure including three access roads off the A198 into the site, landscaping and residential units having been undertaken within the Phase 1 part of the Blindwells site and a number of residential units are now occupied.

The granting of planning permission 20/01030/PM in amending condition 30 of planning permission in principle 14/00768/PPM had the effect of granting a new planning permission in principle for the Blindwells site through planning permission 20/01030/PM.

Planning permission is now sought through this current planning application for the approval of matters specified in Conditions 1d, 1h, 1l and 1n comprising of the details of the road, drainage and landscape infrastructure for Phase 2 of planning permission in principle 20/01030/PM.

The proposed scheme of development proposes the road infrastructure to serve the Phase 2 Blindwells site and consists of (i) the construction of distributor roads which will connect to the consented distributor roads within the Phase 1 part of the site which come off the eastern side of the A198 public road which lies to the west of the Blindwells site; (ii) the formation of footpaths; (iii) the landscaping of parts of the site; (iv) the formation of a permanent water body 'Princes Loch' within the northern part of the site; and (v) the formation of three SuDS detention basins. The application site has an area of some 57.60 hectares.

The drawings submitted in support of the application show the layout of the roads and footpaths that would be formed within the application site together with proposed landscaping which includes individual tree planting, avenue tree planting, grassed areas, meadow areas, woodland planting and aquatic planting within the 'Princes Loch' permanent water body.

At the time of reporting 2 separate planning applications for schemes of development within the Blindwells site are currently pending consideration. Planning application 21/00449/PM seeks planning permission for 77 houses on Plot 11 of the larger site. Planning application 21/01580/PM seeks planning permission for variations to conditions 1, 13, 30 in relation to the drawing no. of the approved masterplan for the Blindwells site these conditions refer to as a new indicative masterplan for the Blindwells site is proposed through application 21/01580/PM. Planning application 21/01580/PM also proposes the deletion of condition 31 of planning permission 20/01030/PM. These planning applications stand to be determined on their own merits and are also brought before the Planning Committee for a decision.

DEVELOPMENT PLAN

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is the approved South East Scotland Strategic Development Plan (SESplan) and the adopted East Lothian Local Development Plan 2018.

There are no relevant policies of the approved South East Scotland Strategic Development Plan (SESplan). Relevant to the determination of the application are Proposal BW1 (Blindwells New Settlement) and Policies DP2 (Design), CH5 (Battlefields), T1 (Development Location and Accessibility), T2 (General Transport Impact), NH10 (Sustainable Drainage Systems) and NH11 (Flood Risk) of the adopted East Lothian Local Development Plan 2018.

REPRESENTATIONS

No letters of written representation have been received to the application.

COMMUNITY COUNCIL

None.

PLANNING ASSESSMENT

The principles of the means of accessing of the proposed Blindwells site are already decided by the grant of planning permission in principle 20/01030/PM. These include that vehicular and pedestrian access to the site shall be taken from the A198 public road to the west of the site as detailed in the indicative masterplan approved through the granting of planning permission 20/01030/PM. This masterplan also provided details of the alignment of the proposed roads to serve the Blindwells site along with areas of housing, a school campus including sports pitches, a local centre, landscaped areas and parks and areas for SuDS.

By the grant of planning permissions in principle 20/01030/PM approval has been given for the principle of the creation of a new settlement that could comprise residential, employment, education and commercial uses with park and ride and rail halt facilities and associated works all on land at Blindwells. There can therefore be no objection in principle to the proposed infrastructure associated with the new settlement on the site.

Therefore, in the determination of this application the Council, as Planning Authority, can only concern itself with the siting, design and external appearance of the development and the landscaping of the site. In this regard the detailed proposals have to be considered against relevant development plan policy and the indicative masterplan layout and conditions attached to planning permission in principle 20/01030/PM.

The layout proposed through this approval of matters application for the roads, drainage and landscape infrastructure within the application site is broadly consistent with the indicative masterplan layout docketed to planning permission in principle 20/0130/PM. The layout proposed through this approval of matters application for the roads, drainage and landscape infrastructure within the application site is also broadly consistent with the new indicative masterplan layout proposed through application 21/01580/PM.

Through the previous grant of the aforementioned detailed planning permissions the

Phase 1 part of the Blindwells site is underdevelopment with the road infrastructure and landscaping undertaken, houses under construction and a number of houses completed and already occupied. The Phase 1 part of the Blindwells site occupies the western most part of the wider site which provides access into the site in the form of three distributor roads off the A198.

Through this application planning permission is now sought for the internal road infrastructure, drainage and landscaping within the Phase 2 part of the Blindwells site. The Phase 2 part of the Blindwells site occupies the central part of the Blindwells site immediately to the east of Phase 1. It is proposed that the internal road infrastructure, drainage and landscaping the subject of this application will connect into and continue the road infrastructure, drainage and landscaping approved within the Phase 1 part of the site through the grant of planning permission 19/00620/AMM.

It is proposed that the middle and south distributor roads within the Phase 1 part of the Blindwells site be extended and continued into the Phase 2 part of the site where they would run in an east - west direction. An internal road linking the middle and south distributor roads would be formed in the central part of the Phase 2 site running in a north-south direction, while a further internal road running in a north-south direction would be formed off the middle distributor road adjacent to the north-east boundary of the Phase 2 part of the Blindwells site. Pedestrian footpaths are proposed through the landscaped areas of the site to provide pedestrian connections throughout the Blindwells site.

The Phase 2 application site also includes the area of land which is to accommodate the Blindwells town centre and employment land which are to be located to the north of the middle distributor road. At the time of reporting no detailed design or application for the town centre has been submitted as such the infrastructure within the town centre does not form part of this current planning application. Accordingly the infrastructure for the town centre and employment land will require to be assessed through a future detailed application which will stand to be determined on its own merits.

The Phase 2 application site also includes the area of land which is to accommodate the new Blindwells Primary School which is to be located to the south of the middle distributor road and to the east of the proposed link road which would connect the middle and south distributor roads. At the time of reporting no detailed design or application for the Blindwells Primary School has been submitted as such the infrastructure within the Blindwells Primary School site does not form part of this application. Accordingly the infrastructure for the Blindwells Primary School site will require to be assessed through a future detailed application which will stand to be determined on its own merits.

The Council's Road Services advises that numerous discussions and meetings have taken place during the determination process of the application regarding the road infrastructure and footpaths to be provided to serve the Blindwells site. The Council's Road Services have advised that the road infrastructure and footpath drawings submitted as part of the proposed scheme of development have been amended during the determination process of the application and a Bus Service Strategy has also been submitted to address the previous Road Services comments, concerns and requirements. Vehicle tracking for heavy vehicles through the core road network has also been provided demonstrating, to Road Services satisfaction, that the road network is acceptable from a general design perspective. The Council's Road Services advise that the general design approach for the road links is considered to be acceptable in principle with regards to the road alignments and carriageway widths and that the general design approach to the junctions within this road network is also considered to be acceptable in principle, all of which being T-junctions with raised tables and uncontrolled pedestrian

crossing points that meet the desire lines. Nevertheless, Road Services advise that it is likely that some of the crossing points will need to be upgraded to controlled crossings, depending on the final layout of the school site, and the outcomes of the Quality Audits. In this regards Road Services advise that Quality Audits and Road Safety Audits for the whole network will be required (with designer's responses) for Road Services review and approval prior to commencement of development, which should be secured via an appropriately worded planning condition. This matter could be controlled through a condition of a grant of planning permission.

The Council's Road Services advise that the submitted Bus Service Strategy has been produced at the request of Road Services and that discussions have been evolving with regards to the appropriate bus access loops into Phases 1, 2 and 3 of the Blindwells development. The Phase 3 bus loop is also relevant to this Phase 2 Infrastructure Application in terms of the agreed routes through to Phase 3 areas. Road Services advise that the submitted hardstanding drawings for this application indicate bus landing platforms to the north of the school site which are not in accordance with the current Bus Service Strategy and no other such platforms are shown throughout the rest of the core road network to serve the proposed bus loops. It should also be noted that the submitted drawings include a superseded Primary School layout which includes a vehicular access on the western boundary of the school that is no longer required. Notwithstanding the fact that the drawings are not in line with the current Bus Service Strategy plans or Primary School layout, such bus stop details and vehicular access arrangements can be modified with Road Services agreement as part of the associated Road Construction Consent process - therefore the current infrastructure planning application drawings are not considered to be unacceptable in general design principles and Road Services do not have any objections as such. However, Road Services request that the details and locations of the bus stops be agreed via a relevant planning condition. This matter could be controlled through a condition of a grant of planning permission.

Road Services advise that as part of the requirements to provide safe and desirable active travel routes to the Primary School from the neighbouring residential areas, controlled crossings of the central boulevard and the core road along the western boundary of the Primary School will be required. Road Services accept that the exact form of such controlled crossings will be subject to further assessment and subsequent agreement on their part via a relevant planning condition. Furthermore, to protect the safe access to the school by active travel modes Road Services request that a planning condition be added such that deliveries to the school take place out with the arrival and departure times of the Primary School (i.e. no deliveries to be scheduled to take place within an hour before and after both the start and end times of the school day). These matters could be controlled through a condition of a grant of planning permission.

Road Services advise that a Construction Method Statement to minimise the impact of construction activity on the safety and amenity of the nearby residential areas will be required for approval by the Planning Authority prior to the commencement of development to be secured by an appropriately worded planning condition. The Construction Method Statement shall recommend mitigation measures to control noise, dust, construction traffic (including parking, routes to/from site and delivery times) and shall include hours of construction work. Temporary measures shall be put in place to control surface water drainage during the construction of the SuDS. This matter could be controlled through a condition of a grant of planning permission.

With regards to the timing of the infrastructure associated with the school, Road Services request that a planning condition be applied that states the need for all paths, footways and road crossings forming the main routes to the school from the residential developments within the wider site are completed prior to the opening of the school. This

matter could be controlled through a condition of a grant of planning permission.

Accordingly The Council's Road Services advise that subject to the required aforementioned planning conditions being attached to any grant of planning permission Road Services are satisfied that the proposal, as amended, would not have an adverse impact on pedestrian or road safety, and as such the Council's Road Services raise no objection to the proposal.

Transport Scotland as a consultee on the planning application advise that they do not propose to advise against the granting of planning permission based on the understanding that no part of Phase 2 shall be occupied until the proposed mitigation works at Bankton Interchange, consisting of the upgraded merge/diverge arrangements to the west-facing slip roads and signalisation of the roundabouts have been implemented.

This current planning application is an application for matters reserved in relation to conditions of planning permission in principle 20/01030/PM. With regards to the matter of the improvement works to the Bankton junction in relation to the timing of the development and occupation of the Blindwells site raised by Transport Scotland, this has previously been addressed and controlled through condition 30 of planning permission 20/01030/PM which requires that prior to the occupation of the 236th residential unit the proposed upgrade of the northern and southern roundabouts at Bankton Interchange to traffic signal control and the upgrade of the west facing slips at Bankton Interchange to Type B parallel merge/diverge arrangements as illustrated by WYG's Drawing No. SK002 and SK004 respectively shall be implemented to the satisfaction of the Planning Authority, after consultation with Transport Scotland. As such this matter is already secured and controlled through condition 30 of planning permission 20/01030/PM.

Therefore on the matter of road safety and subject to the aforementioned planning conditions required by the Council's Road Services being attached to any grant of planning permission the proposed details are consistent with Policies T1 and T2 of the adopted East Lothian Local Development Plan 2018.

The applicant's infrastructure landscape plan sets out the landscaping proposals for the Phase 2 part of the wider Blindwells site. It indicates that the SuDs basin located on the northern boundary of the site previously approved through the Phase 1 infrastructure planning permission 19/00620/AMM would be altered in shape, increased in size and repositioned to the east. In the proposed position the proposed SuDs basin would be located partly within an area of land identified as employment on the approved masterplan for the site. Condition 1 (K) of planning permission 20/01030/PM requires:

The provision within the application site of at least 10 hectares of employment land. The buildings within the employment land shall be restricted in use to Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) (Scotland) Order 1997.

During the determination period of this application the applicant has provided supporting drawings showing that even with the loss of this small area of employment land to accommodate the proposed larger SuDs basin, there would remain sufficient land available within the remainder of the Blindwells site to provide at least 10 hectares of employment land as required by condition 1(K).

The SuDs basin and sides would be seeded with the area around it seeded with meadow mix planting, a bodpave grass track would run to the north of the SuDs basin adjacent to a grass coir matting track. The northern boundary of the site, adjacent to the east coast railway line, would be landscaped with a combination of woodland planting, woodland

edge mix, amenity grass and grass coir matting track some 33 metres wide.

The 'Princes Loch' a permanent water body would be provided within the northern part of the Phase 2 site adjacent to the town centre and employment land. The 'Princes Loch' waterbody would have edge planting of submerged aquatic mix, marginal planting and then amenity grass. To the south of 'Princes Loch' 2 further SuDs basins are proposed which would have their basins and sides seeded with the areas around them seeded with meadow mix planting and individual trees. The north eastern boundary around Princes Loch would be landscaped with woodland planting and woodland edge mix. A landscape strip consisting of amenity grass and individual trees is proposed along the eastern boundary of the Phase 2 application site running north-south, with a further landscape strip consisting of meadow mix planting, amenity grass, individual trees and an area of woodland planting running from the central part of the Princes Loch in a north-south direction to the middle distributor road.

To the north and south of the middle distributor road running in an east-west direction would be grassed landscape strips measuring some 3 metres wide which would be planted with individual trees. A further area of open grass parkland planted with individual trees measuring at most some 240 metres long by some 35 metres wide would be provided to the south of the middle distributor road. A woodland planting strip measuring some 20 metres wide by 260 metres long is proposed along the eastern boundary of the Phase 2 application site, to the east of the proposed Blindwells Primary School site running in a north-south direction. A similar woodland planting strip measuring some 28 metres wide by some 170 metres long is proposed along the southern boundary of the Blindwells Primary School site running in an east-west direction with a further woodland planting strip proposed along the western boundary of the Blindwell Primary School site measuring some 16 metres by 235 metres long running in a north-south direction between the school site and the internal road which would run along the western boundary of the Blindwells Primary School site.

A further area of grassed land to the south east of the school site, to the north of the south distributor road, would be provided which would form part of a wider park area. While the drawings submitted with this application indicate a changing pavilion, parking area and four tennis courts within this area of land, no details of these facilities have been submitted with this application and as such these facilities do not form part of this application. Accordingly the details of these facilities will require to be the subject of a future detailed planning application which will stand to be determined on its own merits.

The southern boundary of the site adjacent to the A1 Trunk Road is to be landscaped with an embankment along its length which would be planted with woodland, meadow mix and grass. With the layout as indicated the nearest housing sites within the Blindwells site would be, at their closest point, some 45 metres from the southern boundary of the site with the A1 Trunk Road beyond. The landscape embankment would serve as a both a visual and noise barrier between the Blindwells new settlement and the A1 Trunk Road.

The **Council's Landscape Project Officer** advises that following discussions during the determination process of the application and the submission of additional information the Council's Landscape and Project Officer raises no objection to the application.

The **Council's Sport, Countryside and Leisure Officer** advises she has no comment to make on the open space, parks and green space areas proposed in this current Phase 2 Infrastructure application. She does however note that the south eastern area of the current application site is annotated on drawings as accommodating a changing pavilion, car parking area and tennis courts which would be components of a wider town park

which would largely be provided outwith the current application site. No details for the changing pavilion, car parking and tennis courts have been submitted with this application and as such these elements do not form part of the proposed infrastructure the subject of this application. The details of the town park including all facilities within it including the changing pavilion, car park, tennis courts, sport pitches, allotments and a cemetery will require to be assessed through a future detailed application which will stand to be determined on its own merits.

The matter of site drainage was considered through the determination of previous application 20/0130/PM the indicative masterplan docketed to planning permission in principle 20/0130/PM indicates how in principle sustainable urban drainage scheme (SUDS) detention basins could be formed within the site to attenuate the flow of surface water run-off. Conditions 22 and 23 of planning permission in principle 20/0130/PM state that a SUDS scheme, Drainage Assessment and Surface Water and Flood Risk Report should be submitted for the written approval of the planning authority, in consultation with the Scottish Environment Protection Agency (SEPA). A detailed Drainage Strategy for the Phase 1 area of the Blindwells site was approved through the grant of planning permission 19/00620/AMM.

A detailed Drainage Strategy covering the Phase 2 area of the Blindwells site has been submitted as part of this application. This drainage strategy provides details of the surface water, flooding and ground water drainage strategy for the site which includes the provision of SuDS basins and ponds.

The **Council's Flooding and Structures Officer** advises that numerous discussions have been undertaken with the agent regarding the proposed Drainage Strategy for the site during the determination period of the application. As such a revised Blindwells Phase 2 Drainage Strategy and additional supporting information has been submitted during the determination period which has addressed the previous concerns of the Council's Flooding and Structures Officer. Accordingly the Council's Flooding and Structures Officer confirmed the acceptance of the submitted drainage drawings and updated Blindwells Phase 2 Drainage Strategy Report from a Surface Water Management/Flood Risk viewpoint. Accordingly the Council's Flooding and Structures Officer raises no objection to the application being satisfied that the Drainage Strategy for the site is acceptable.

The Council's Flooding and Structures Officer advises that SEPA have published a new Climate Change Allowance on 1st April 2022. However the Council's Flooding and Structures Officer agrees with SEPA's stance with regards to the implementation date of such figures and its potential impact on the calculations provided within the latest Drainage Strategy. The Council's Flooding and Structures Officer states it is reassuring to note that all future Drainage Strategies to be submitted will utilise SEPA's most recent Guidance/Advice on Climate Change allowance.

The Council's Flooding and Structures Officer does however state that as the details for the areas for the town centre and employment land have not been submitted as part of this application the drainage for this part of the site has not been assessed as part of this application and as such any future detailed application for the town centre and employment land will require to be accompanied with a drainage strategy for those parts of the site. This matter would require to be addressed when any future individual planning applications for development of the town centre and employment land within the Phase 2 Blindwells site are submitted. Any such future planning applications would require to be determined on their own individual merits.

SEPA as a consultee on the application have advised that they raise no objection to the

proposed scheme of development if East Lothian Council as the Flood Risk Management Authority is satisfied with the proposal. SEPA advise given their very recent update in relation to climate change rainfall uplift to 39% this will not be required for this application. However SEPA note for future phases that the intention for the rest of the development will be to manage flood risk inclusive of the revised climate change figures, which SEPA would support. Accordingly SEPA raise no objection to the proposed scheme of development.

Scottish Water as a consultee on the application advise that they have no objection to the proposal.

On the foregoing drainage considerations the proposed details are consistent with Policies NH10 and NH11 of the adopted East Lothian Local Development Plan 2018.

Historic Environment Scotland were consulted on the planning application given that the application site is located within the Battle of Prestonpans battlefield site. Historic Environment Scotland advise that they have no comment to make on the proposal.

The proposed details are consistent with Policy CH5 of the adopted East Lothian Local Development Plan 2018.

The Coal Authority advises that it is noted that the submission is for the approval of matters specified in conditions 1d, 1h, 1l and 1n of planning permission 20/01030/PM and that the layout relating to road, drainage and landscape infrastructure for Phase 2 is unaffected by mine entries. As such the Coal Authority advise that they have no objection to the application.

The Council's Consultant Engineer Geologist has been consulted on the planning application however he has not provided a response and as such has not raised an objection to the application.

The **Council's Senior Environmental Health Officer** has no comment to make on the application, being satisfied that the development would not have an adverse impact on any neighbouring land uses.

By virtue of their size, scale, proportions, positioning, form and materials, the distributor and internal link roads, footpaths, SuDS detention basins and landscape works are all appropriate for their locations and are in keeping with their surroundings and acceptable to their purpose of serving the mixed use new settlement of Blindwells.

By its nature and by its positioning the proposed infrastructure would not result in any harm to any neighbouring land use or to the privacy or amenity of any neighbouring residential property.

On all of the foregoing considerations of layout, design, amenity and landscape, the proposed infrastructure development is consistent with the Indicative Masterplan docketed to planning permission in principle 20/0130/PM. It is also consistent with the new indicative masterplan layout for the Blindwells site proposed through application 21/01580/PM.

In conclusion the proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

CONDITIONS:

- 1 No development shall take place on site unless and until final site setting out details have been submitted to and approved by the Planning Authority.

The above mentioned details shall include a final site setting-out drawing to a scale of not less than 1:200, giving finished ground levels of the development relative to existing ground levels of the site and of adjoining land and building(s). The levels shall be shown in relation to an Ordnance Bench Mark or Temporary Bench Mark from which the Planning Authority can take measurements and shall be shown on the drawing.

Reason:

To enable the Planning Authority to control the development of the site in the interests of the amenity of the area.

- 2 Prior to the commencement of development, road safety audits and quality audits for the whole Phase 2 road network within the application site shall be submitted to and approved by the Planning Authority. Development shall thereafter be carried out in accordance with the details so approved.

Reason:

In the interests of road safety.

- 3 Details of the proposed bus stops within the Phase 2 core road network shall be submitted to the Planning Authority for agreement prior to commencement of the subject works on site in accordance with the indicative locations shown on the docketed 'Indicative Bus Infrastructure Plan' (Dougall Baillie Associates Drawing no. 21215-SK-15 Revision D) unless otherwise agreed by the Roads Authority, summarised as follows:

(i) Stops G & H to the north west of the Primary School site;

(ii) Stops I and J between Plot 6B and 7A;

(iii) Stops O & P directly to the east of the changing pavilion to the north of Plots 9A & 9B; and

(iv) Stops Q and R between Plot 5A and Plot 5B.

Reason:

To ensure the provision of necessary infrastructure for sustainable travel in the interests of pedestrian and road safety.

- 4 A report describing the promoted active travel routes to the Blindwells Primary school, including controlled crossings on appropriate desire-lines on the roads bounding the Blindwells Primary school to both the north and the west, shall be submitted to and approved by the Roads Authority. The promoted routes so approved should be completed prior to the opening of the Blindwells Primary school or prior to the road being brought into public use whichever comes first.

Reason:

To ensure the provision of safe and convenient infrastructure for active travel to the school in the interests of pedestrian and road safety.

- 5 Prior to the opening of the Blindwells Primary school all paths, footways and road crossings forming the main routes to the Blindwells Primary school from the residential developments within the wider site shall have been completed in their entirety and made available for use. The paths, footways and road crossing so formed shall thereafter be maintained and retained available for use unless otherwise approved by the Planning Authority.

Reason:

To ensure the provision of safe and convenient infrastructure for active travel to the school in the interests of pedestrian and road safety.

- 6 A Construction Method Statement to minimise the impact of construction activity on the safety and amenity of the area shall be submitted to and approved by the Planning Authority prior to the commencement of development. The Construction Method Statement shall recommend mitigation

measures to control noise, dust, construction traffic (including routes to/from site) and shall include hours of construction work and routing of traffic. The Construction Method Statement shall also make recommendations in respect of how pedestrians and school children can safely access the new school during construction works. It shall also provide details of utility/service drainage connections.

The Construction Method Statement shall also make recommendations in respect of how building materials and waste will be safely stored and managed on site.

The recommendations of the Construction Method Statement shall be implemented prior to the commencement of development.

Reason:

To minimise the impact of construction activity in the interests of the amenity of the area.

- 7 No work shall be carried out on the site unless and until an effective vehicle wheel washing facility has been installed in accordance with details to be submitted to and approved by the Planning Authority prior to its installation. Such facility shall be retained in working order and used such that no vehicle shall leave the site carrying earth and mud in their wheels in such a quantity which causes a nuisance or hazard on the road system in the locality.

Reason

In the interests of road safety.

