

Unrestricted Report

ITEM NO: 13

Application No.
14/00630/3

Site Address:

Ward:
Priestwood And Garth

Date Registered:
23 June 2014

Target Decision Date:
22 September 2014

**Garth Hill College Bull Lane Bracknell Berkshire
RG42 2AD**

Proposal: **Erection of detached three-storey building forming post-16 centre for college with alterations to existing car park.**

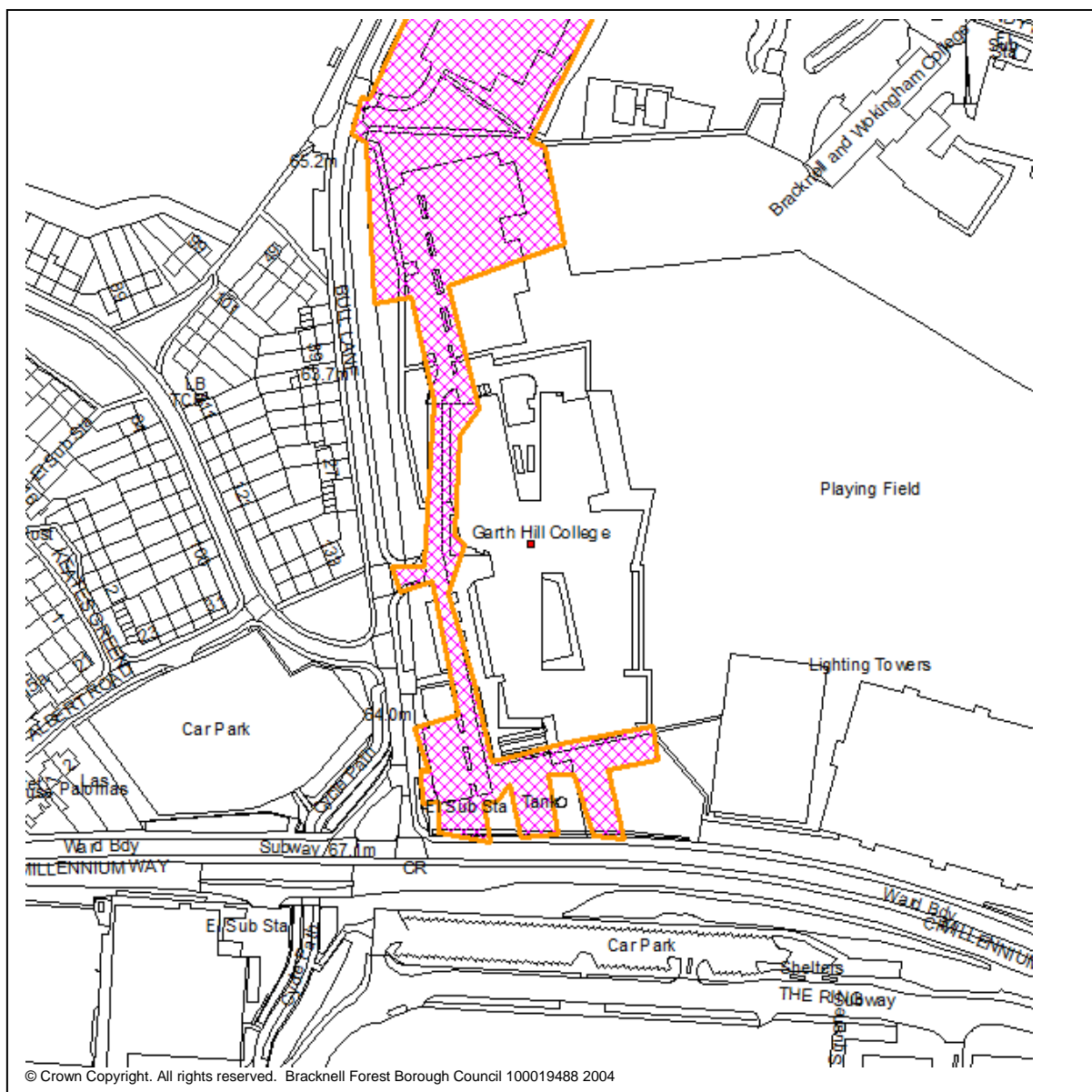
Applicant: Mr C Taylor

Agent: Mr N Griffin

Case Officer: Margaret McEvit, 01344 352000

Development.control@bracknell-forest.gov.uk

Site Location Plan (for identification purposes only, not to scale)



OFFICER REPORT

This application is reported to the Committee because Bracknell Forest Council has an ownership interest in the land and/or is the applicant.

1. REASON FOR REPORTING APPLICATION TO COMMITTEE

This application has been referred to the Committee by the Head of Development Management.

2. SITE DESCRIPTION

Garth College is located north of Millennium Way which forms part of the ringroad around Bracknell town centre. South of Millennium Way is Bracknell town centre, where demolition is currently taking place as part of the regeneration of Bracknell town centre.

The areas north, west and east of Garth College are predominantly residential, with Sandy Lane primary school north of the site and Wick Hill College north east of the site. A residential extra care development is currently under construction on land immediately east of the site.

The site comprises the northern part of the Garth College site currently used as a staff car park and the current Wick Hill centre car park to the north of the Garth College site. As part of this application, 30 parking spaces within this car park have been leased and form part of the application site. This car park is separated from Garth College by a footpath running from Bull Lane to Wick Hill College.

The application site also includes the existing visitor car park in front of Garth College facing Bull Lane and grassed areas south of the College fronting Millennium Way where additional car parking is proposed.

3. RELEVANT SITE HISTORY

08/00759/3

Redevelopment to provide a replacement three storey building for Garth Hill College with new access arrangements from Bull Lane, associated parking for 173 vehicles, 160 cycle spaces with provision for an additional 42 cycle spaces, and other associated works, including landscaping, provision of a floodlit multi use games area and floodlit synthetic turf pitch and reorganisation and re-grading of the playing fields. (Regulation 3 Application)
Approved 16.10.2008

4. THE PROPOSAL

This application proposes the erection of a detached three-storey building forming a post-16 centre. The building is to be sited on an existing staff car park for Garth College, north of the main Garth College building. Currently post 16 provision is made within the Garth College building but this proposal seeks to move all post 16 students into a separate centre, allowing capacity within Garth to increase for 11-16 pupils. Garth College will then have the capacity to increase pupil numbers from 1620 to 1970 pupils. .

The proposed building has been designed to provide a central atrium, with two wings of accommodation set on either side. The western wing of the building projects forward of the building, with the atrium set back at second floor level where a terrace is provided. The building will be constructed with a base of black bricks, with vertical banding above in

contrasting colours. Submitted plans indicate that light grey/off white colours would be used for this banding. The atrium roof is set slightly higher than the two wings.

Additional car parking is to be provided within the visitors' car park in front of Garth College and within existing grassed areas on the southern part of the site close to Millennium Way. Further parking for staff and a drop off facility for parents will be provided within the existing Wick Hill centre north of Garth College where 77 spaces will be provided for staff and 28 spaces designated for drop off and pick up. The remaining 30 spaces in this car park will remain for use by Bracknell and Wokingham College.

Access to the site is from the Bull Lane, with access to the Wick Hill centre car park from an existing access onto Bull Lane.

5. REPRESENTATIONS RECEIVED

One letter has been received raising concerns over any loss of trees and seeking replacement trees on site to mitigate any increased pollution levels from Millennium Way. Concerns are also expressed over the likely increased traffic to the site and impact on parking in the area for local residents.

6. SUMMARY OF CONSULTATION RESPONSES

Environment Agency

No comments. The site is application is considered to have a low environmental risk.

Biodiversity Officer

No objection subject to conditions.

Environmental Health

No objection subject to conditions.

Landscape Officer

Concerns that the loss of landscaping along the north boundary will result in the building being visible from the northern approach towards Bracknell town centre and reduce green links through the site. Loss of vegetation within the car park will create a large continuous area of parked cars with little softening landscaping between.

Transportation Officer

Proposed parking provision for staff and visitors is considered to be acceptable, although revisions to areas of additional parking in the south of the site are required to ensure that all spaces are usable.

The drop off facility within Wick Hill centre car park will regularise a facility that Wick Hill College have provided on occasion. When provided, this car park is at capacity during drop off times. Albert Road car park is also used by parents dropping off children. In the longer term, this facility may not be available as the car park has been identified as a housing site. In addition, a residents' parking scheme in the area will restrict on street parking for parents. To accommodate parent parking longer term, Wick Hill car park has the potential for its layout to be revised to increase capacity.

The proposal is likely to result in some increased queuing at the Bull Lane/Millennium Way junction during the morning peak hours although the junction will continue to operate within capacity. Once the town centre regeneration progresses, increases in town centre traffic levels will result in greater pressure at this junction and increased queuing.

The level of additional traffic is unlikely to have significant effects on the operation of other junctions in the area.

Details of construction management will be required to be approved to ensure that any loss of parking during construction is replaced and to minimise works during school hours in the interests of traffic management in the area.

Details of the proposed car parking layout in the south car park require some amendments to ensure that the layout provides for adequate reversing spaces. This can be secured through a condition.

Conditions are also required to secure a revised Travel Plan for Garth College that could include consideration of staggering school hours at Garth College and the post 16 centre to manage demand for parking and drop offs in the area.

7. DEVELOPMENT PLAN

The Development Plan includes the following:-

- Policy NRM6 of the South East Plan (May 2009)
- Core Strategy DPD (February 2008)
- Site Allocations Local Plan (July 2013)
- Bracknell Forest Borough Local Plan (January 2002)
- Bracknell Forest Borough Policies Map 2013

8. PRINCIPLE OF DEVELOPMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). This is also reflected in SALP Policy CP1, which sets out that planning applications which accord with the Development Plan should be approved without delay, unless material considerations indicate otherwise. Policy CP1 also sets out a positive approach to considering development proposed that reflect the presumption in favour of sustainable development contained in the NPPF.

Core Strategy Development Plan Document (CSDPD)

Policy CS1 of the CSDPD refers to the need to locate development in locations that reduce the need to travel, supporting the economic well being of the population and protecting and enhancing the character and quality of local landscapes and the wider countryside.

Policy CS2 sets out the sequence for allocating land for development in the Borough and for identifying where development will be permitted within defined settlements and on Allocated Sites.

The site is within a settlement and therefore accords with the locational principles contained in CSDPD Policy CS2. The principle of the proposed development is therefore considered to

be acceptable. The remainder of the report considers whether there are any material considerations which are an obstacle to the grant of planning permission.

National Planning Policy Framework (NPPF).

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development. Policies in the NPPF as a whole constitute the Government's view of what sustainable development means in practice for the planning system. Sustainable development comprises three aspects; an economic role, a social role and an environmental role with the roles being mutually dependent.

Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

This application is required to provide for increased pupils at Garth College through the provision of a separate post 16 centre, freeing up space for increased pupil numbers at Garth College.

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Planning proposals that accord with the Development Plan should be approved without delay. Where the Development Plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse effects of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole or specific policies in the framework indicate development should be restricted.

In terms of assessing the proposal against the NPPF, the proposal would appear to fulfil the economic role of sustainable development in providing an improved school facility to support the growth needed in the local community. The facility would also meet the social role of sustainable development by improving educational facilities to meet the needs of the community. The environmental role of sustainable development would be met by enhancing or protecting the environment.

9. IMPACT ON CHARACTER AND APPEARANCE OF AREA

Policy EN20 of the BFBLP and Policy CS7 of the CSDPD are considered to have significant weight in relation to para. 215 of the NPPF, as they are consistent with Chapter 7 of the NPPF. This policy is considered to be consistent with the NPPF, in particular para. 118, and can therefore be afforded significant weight.

NPPF para. 57 refers to the need to plan positively for the achievement of high quality and inclusive design for all development. Para. 58 refers to the need for planning decisions to ensure that development optimises the potential of a site to accommodate development and refers to the functioning and overall quality of the area.

The building is to be used as a post 16 college and the building has been designed to be viewed as a separate building from Garth College. Although the design has some links with the design of the Garth College building in terms of the provision of an atrium, a flat roofed building and the use of horizontal colour bands, the building will be constructed using a different range of materials, namely black gloss finish bricks to the lower levels, with recessed window bands clad in a mid grey coloured panel, with horizontal panels between floors a lighter chalk coloured panel.

The building will have a simple design and colour to give a modern appearance. The provision of the central atrium and windows along the side elevations will give views into the building, giving a more active feel when viewed from the site.

The building will be viewed through the access gate onto Bull Lane that currently provides pedestrian access from the school to the playing fields opposite. The building projects forward at this point to approximately 8m from the gate. The existing mature landscaping along Bull Lane is to be retained. This provides an effective screen to the site. The site has inner and outer mesh fencing along the Bull Lane frontage, with a footpath from the gate at the northern end of Bull Lane running between the 2 fences to give access between this entrance gate and the main entrance to Garth College further south along Bull Lane.

The building will be approximately 12m in height on the side wings, rising to 14m at the atrium. Garth College is approximately 13m in height. The Extra Care scheme currently under construction immediately behind this site will be 4/5 storeys in height. The Extra Care building is between 12-15m in height, on a site that slopes from east to west. The Extra Care site is also on higher ground than this application site. When viewed together, the Extra Care building and the proposed sixth form centre will have a height difference of approximately 3-7m. The proposed building will not appear to be unduly prominent in the setting of the Extra Care building and the adjoining Garth College.

The site is currently well screened by landscaping on the north, west and east boundaries of the site. The proposal will result in the loss of trees and vegetation along the north boundary with the footpath to Wick Hill College and the east boundary with the Extra Care building. The northern boundary will be opened up and the building will be visible to users of this footpath and the Wick Hill centre car park beyond. Currently this boundary continues the green link formed from the landscaping along Bull Lane and along the footpath from Bull Lane to Wick Hill College. Although this green link will be lost along this boundary, the car park north of this boundary does include trees and landscaping, which will provide some softening of the outlook when the site is viewed from the north. The trees and shrubs to be removed are considered to be category C trees and are a mix of Field Maple, Silver Birch, Hawthorn, Hazel, Gorse, Guelder Rose and Hornbeam. Replacement landscaping is being proposed along the eastern boundary with the Extra Care unit, where additional trees and shrubs will be provided. Further tree and shrub planting will also be provided in front of the building. Although there will be some overall reduction in landscaping on the site, in terms of the overall visual impact of the proposal the site will appear to be well landscaped and well screened from Bull Lane and Millennium Way.

Additional car parking south and west of Garth College will result in the loss of grassed areas and some areas of shrubs. Although this will result in increased areas of hard standing within the site, existing boundary planting along Bull Lane and Millennium Way will be unaltered and the site will remain well screened.

10. RESIDENTIAL AMENITY

BFBLP Policy EN20 seeks to protect the amenity of surrounding properties. The Policy requires the Council to have regard to ensuring new development does not adversely affect the amenity of surrounding properties and adjoining area. This is consistent with the NPPF.

The closest residential properties to the site are in Bull Lane and Shepherds Lane. These properties are some 30m from the site boundary. The proposed building is not considered likely to result in any overlooking of nearby properties, particularly with the existing landscaping between the site and these properties,

The Extra Care building east of the site will be positioned approximately 21 metres from the rear elevation of the sixth form centre. The building is lower in height than the Extra Care Unit, and together with the lower height, the proposed building is not considered to be overbearing to residents of the Extra Care unit. No windows are proposed on the eastern elevation of the sixth form centre, although the atrium continues through the building. The proposed replacement tree planting along this boundary will also assist in screening the building from the Extra Care building.

11. TRANSPORT IMPLICATIONS

Bracknell Forest Borough Local Plan Policy M9 and Core Strategy Policies CS23 and CS24 seek to promote or retain safe highway access and suitable off road parking provisions, thus avoiding highway safety implications. This is consistent with the objectives of the NPPF.

Access:

The site currently has two access points from Bull Lane, serving the Wick Hill centre car park and Garth College. No changes are proposed to the current access arrangements.

Parking

Garth College currently provides 211 parking spaces within the north car park and south visitors' car park to serve approximately 182 members of staff and visitors. No formal provision is currently made for drop off facilities for parents although some use of the Wick Hill centre car park has taken place on an ad hoc basis when permitted by the College. Albert Road car park close to the site is also available for drop off purposes.

Currently the Wick Hill Centre car park provides 135 parking spaces for use by Wick Hill College staff and students. This car park has been purchased by Bracknell Forest to provide parking to serve Garth College and the sixth form centre. Within this car park, 77 spaces will be allocated to staff at Garth College and sixth form centre, with 28 available as drop off spaces for parents. The remaining spaces will be used by Wick Hill College staff. By purchasing this car park, the long term provision of drop off facilities can be secured. The car park is not currently well used throughout the day so capacity exists for Garth staff. Wick Hill College has additional car parking provision within its site close to the college buildings. The submitted TA indicates that when parents have been given access to this car park for drop off purposes drop the car park has on occasion been full.

Albert Road car park is currently used as a drop off facility by parents and it is anticipated that this will continue, with some increase in use likely as pupil numbers increase. Albert Road car park site has been identified as a housing site in the SALP, however the formalisation of the use of Wick Hill centre car park which has potential for future expansion should Albert Road car park not be available, should ensure that a drop off facility for parents at Garth and the nearby Sandy Lane primary school remains available. A condition has been included requiring a car parking strategy to be submitted indicating how the drop off facilities could be expanded in the future and what triggers would require such an expansion. Triggers are likely to include future expansion in pupil numbers, any closure of Albert Road car park or residents' parking schemes in the area likely to affect on street parking.

The development of the sixth form centre will result in the loss of approximately 50 parking spaces in the north car park. Reconfiguring of this car park will result in a total of 114 parking spaces, to include 2 disabled parking spaces. An additional 14 parking spaces will be provided along the access road between the north car park and the south visitors' car park by realigning the footpath linking the gate at the northern access to Bull Lane to the Garth College entrance. A further 65 parking spaces will be provided in the southern part of

the Garth College site. The total car parking provision within the Garth College site will be 218 spaces. In addition, Wick Hill centre will provide 77 parking spaces for staff, with 28 drop off spaces for parents. The car park will be managed so that outside drop off hours, barriers at the entrance will restrict entrance to permit holders only, with unobstructed access to the car park during defined drop off hours.

Currently staff and visitor car parks at Garth College operate within capacity. If the current pattern of staff parking on the site is repeated, it is anticipated that parking demand on the site will be in the region of 160 vehicles per day which is within capacity of the site.

Vehicle Movements:

A Transport Assessment has been submitted with this application and this indicates that in the short term the Bull Lane junction with Millennium Way will operate within capacity with limited queuing. The most noticeable queuing is likely to be in the morning peak. In the long term with the regeneration of Bracknell town centre, traffic levels in the area will increase. This junction will experience greater pressure and queuing is likely to increase. Greater use of the Albert Road car park will put further pressure on this junction and this could result in increased queuing at the Horsneile Rd/Bull Lane junction and Bull Lane/Millennium Way junction.

The level of additional traffic is unlikely to have significant effects on the operation of other junctions in the area.

12. BIODIVERSITY

Policies CS1 and CS7 of the CSDPD seek to protect and enhance the quality of natural resources including biodiversity. This is consistent with the objectives of the NPPF, in particular to para. 109 and para. 118.

An Ecological Impact Assessment has been submitted with the application and this addresses the potential impact of the proposed development. The proposed landscaping scheme for the site can contribute to enhancing the ecological value of the site by including native species where possible. Conditions are proposed covering the installation of bird and bat boxes and ensuring that details of any external lighting are submitted for approval.

13. SUSTAINABILITY STATEMENT AND ENERGY DEMAND ASSESSMENT

The NPPF outlines how the impacts of climate change and the delivery of renewable and low carbon energy and associated infrastructure is central to the economic, social and environmental dimensions of sustainable development. Para 96 of the Framework states that in determining planning applications, Local Planning Authorities should expect new development to comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards, i.e. Code for Sustainable Homes Level 3. This can be secured through a condition.

CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by

at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation. This can be secured through a condition.

14. CONCLUSIONS

SALP Policy CP1 and paragraph 14 of the NPPF and set out the Government's presumption in favour of sustainable development. This requires that development proposals should be approved that accord with the development plan or where the Development Plan is absent, silent or relevant policies out of date unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or where specific policies indicate development should be restricted.

The application is considered to be acceptable in principle and represents an expansion of facilities of an existing school site within a settlement area. The building is considered to be an appropriate design, with contrasting materials to Garth College to represent that the post 16 centre is to operate separately from Garth College.

Car parking spaces will be lost by the development of the building, but replacement parking within the Garth College site and adjoining Wick Hill centre car park result in an increase in parking for staff and visitors and the provision of a drop off facility for parents.

Landscaping will be lost along the north and east boundaries of the site, but landscaping along Bull Lane and Millennium Way will be retained and replacement landscaping is proposed along the eastern boundary with the Extra Care unit currently under construction and within the site.

The proposal is considered to be acceptable, subject to conditions.

RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:-

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

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 23.6.14 and 22.7.14]:

5125156-COL-LA001/B
5125156-COL-LA070/A
5125156-COL-LA070/A
5125156-COL-LA100/D
5125156-COL-LA200/A
385GHCDM/T90/801/T1
5125156-001001/P1
5125156-001002/P1
5125156-001003/P1
5125156-001004/P1
5125156-002001/P1
5125156-002002/P1
5125156-003001/P1
5125156-003002/P1
5125156/SK/004/A

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

03. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. The development hereby permitted shall not be begun until a measured survey of the site and a plan prepared to a scale not less than 1:500 showing details of existing and intended finished ground floor levels has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the occupation of the building.

REASON: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

[Relevant Policies: (BFBLP EN20, Core Strategy DPD CS7)]

05. The development hereby permitted shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) site security arrangements including hoardings
- (iv) proposed method of piling for foundations
- (v) construction working hours
- (vi) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site

The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of the amenities of the area.

[Relevant Policies: BFBLP EN25]

06. No site clearance shall take place during the main bird nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority.

REASON: In the interests of nature conservation.

(Relevant plans and policies: BFBLP EN3 CS1, CS7)

07. The development hereby permitted (including initial site-clearance) shall not be begun until a detailed scheme, and programme for its implementation for the protection of existing trees, hedgerows and groups of mature shrubs to be retained, in accordance with British Standard 5837:2005 'Trees In Relation To Construction Recommendations' (or any subsequent revision), has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include proposals for the phasing of its implementation so that protection is provided from the commencement of demolition or site clearance works (whichever is the sooner), through to the construction works and the completion of hard landscaping works. The submitted scheme shall include the following: -

- a) Accurate trunk positions and canopy spreads of all existing trees within the site and on adjoining land adjacent to the development.
- b) Positions and spreads of existing hedgerows and groups of mature shrubs.
- c) All proposed tree, hedge, shrub removal and retention.

- d) Minimum 'Root Protection Areas' of all existing retained trees within the site and on neighbouring land adjacent to the approved development, calculated in accordance with BS 5837 recommendations.
- e) Plans of a minimum scale of 1:200 (unless agreed otherwise by the Local Authority) showing the proposed locations of 2.3m high protective barrier/s, supported by a metal scaffold framework, constructed in accordance with Section 9 (Figure 2) of BS 5837:2005, to include appropriate weatherproof tree protection area signage (such as "Keep Out - Construction Exclusion Zone") securely fixed to the outside of the protective fencing structure at regular intervals.
- f) Proposed ground protection measures in accordance with Section 9 (Figure 3) of BS 5837:2005.
- g) Annotated minimum distances between fencing and trunks of retained trees at regular intervals.
- h) Illustration/s of the proposed fencing structure/s to be erected.

The development shall be carried out in accordance with the approved scheme and programme.

REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

08. The development hereby permitted shall not be begun until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner, or as may otherwise be agreed in writing by the Local Planning Authority. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies:BFBLP EN2 and EN20, CSDPD CS7]

09. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details that have first been submitted to and approved by the Local Planning Authority.

REASON: In the interests of visual amenity

(Relevant Policies: BFBLP EN15, EN20 and EN25)

10. The building hereby approved shall not be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking and turning.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

11. The development hereby permitted shall not be begun until
(a) details of the management of the car parking area to be used as a drop-off facility to include details of any barrier system to be installed
(b) details of the signing for the car parking areas
have been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be provided, signed and managed in accordance with the approved details and the spaces, signage and management shall thereafter be retained.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

12. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:

- (a) Parking of vehicles of site personnel, operatives and visitors
- (b) Loading and unloading of plant and vehicles
- (c) Storage of plant and materials used in constructing the development
- (d) Wheel cleaning facilities
- (e) Temporary portacabins and welfare for site operatives

and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (d) above without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and road safety.

13. The development shall not be begun until a Sustainability Statement demonstrating how the development meets current best practice standards in the sustainable use of natural resources has been submitted to and approved in writing by the Local Planning Authority. The Statement shall include either a Design Stage Report and BRE Interim Certificate or a pre-assessment estimator carried out by an independent assessor licensed by the Building Research Establishment demonstrating that the development meets a minimum standard of "Very Good" or "Excellent" BREEAM rating. The development shall be implemented in accordance with the Sustainability Statement and shall be retained in accordance therewith.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

14. Within one month of the first occupation of the development hereby permitted (or, where the development is phased, within one month of the first occupation of the final phase of that development), a Post Construction Review Report shall be carried out by an independent assessor licensed by the Building Research Establishment and a Final Code Certificate shall be submitted to the Local Planning Authority which demonstrates that the development has been constructed to meet a minimum standard of "Very Good" or "Excellent" BREEAM rating.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

15. The development hereby permitted shall be implemented in accordance with the submitted Energy Statement and thereafter the buildings constructed by the carrying out of the development shall be operated in accordance with the submitted Energy Statement.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS12]

16. The development hereby permitted shall not be begun until details of the design, implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

17. Development shall not be commenced until a revised travel plan for Garth College has been submitted to, and approved in writing by the Local Planning Authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, a scheme of monitoring and provide for periodic review. The travel plan shall be implemented as agreed, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To encourage the use of all travel modes.

[Relevant Policies: Core Strategy Development Plan Document CS23]

18. The building shall not be occupied until a car parking strategy for any phased increase in capacity of drop off facilities at Wick Hill centre car park has been submitted to and approved by the Local Planning Authority.

REASON: In the interests of the accessibility and safety of the car park users.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk