

## Unrestricted Report

### ITEM NO: 6

Application No.

**14/00384/3**

Site Address:

Ward:

Owlsmoor

Date Registered:

29 May 2014

Target Decision Date:

28 August 2014

## Owlsmoor Primary School 22 - 42 Cambridge Road Owlsmoor Sandhurst Berkshire GU47 0TA

Proposal:

**Erection of single-storey front and rear extensions to existing Key Stage 1 building and erection of single-storey side extension to existing Key Stage 2 building. Removal of modular building forming classrooms and removal of detached nursery building. Realignment of existing staff car park to provide additional staff parking. (Regulation 3 Application).**

Applicant:

Bracknell Forest Council

Agent:

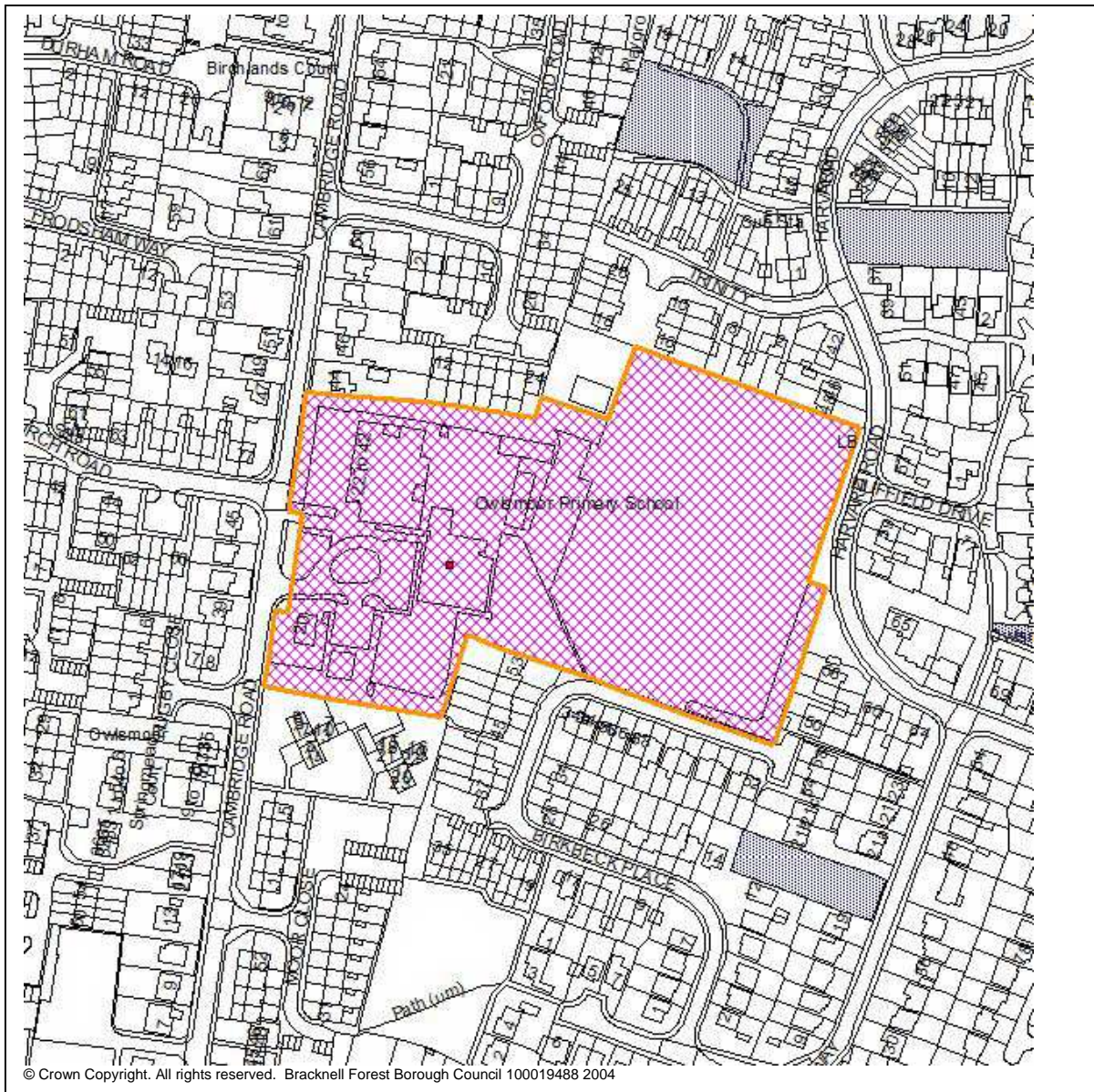
Griffin Lascelles Associates

Case Officer:

Martin Bourne, 01344 352000

[Development.control@bracknell-forest.gov.uk](mailto: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**

The application is reported to Committee at the request of Councillor Worrall as the application contains elements which have not been taken into account in the design stage or details of which are missing from the application as submitted.

### **2. SITE DESCRIPTION**

Owlsmoor Primary School is a 2.5 form entry primary school that can currently accommodate up to 522 pupils. There is also a nursery on site.

The overall site has an area of 2.8ha and takes vehicular access from Cambridge Road with pedestrian accesses from both this road, Trinity and Birkbeck Place.

The site is bounded by residential streets - Cambridge Road to the west, Oxford Road and Trinity to the north, Harvard Road to the east and Birkbeck Place and flats at Moor Close to the south.

The part of the site closest to Cambridge Road accommodates two single-storey buildings (comprising the Key Stage 1 and Key Stage 2 buildings), 3no. modular buildings (a nursery and two classroom blocks), a caretaker's dwelling, a staff car park and playground areas. The eastern part of the site, which lies at a higher level, is a grass playing field, with trees on its boundaries, with a detached scout hut in its north-western corner.

### **3. RELEVANT SITE HISTORY**

Planning permission for the school on the site was originally granted in 1972 since when there have been a number of applications for alterations and extensions and the siting of modular buildings. The most recent applications are as follows:-

10/00556/3 - Alterations to existing school buildings, and erection of single-storey extensions to them, to enlarge school to provide accommodation for three forms of entry (630 pupils). Works to front car park to increase its capacity from 31 to 42 spaces. Formation of paths and provision of additional cycle parking.- WITHDRAWN

11/00615/3 - Erection of single storey extension on south side of primary school building to enlarge existing classrooms and changes to playground to expand soft play area (Regulation 3 application) - APPROVED

13/00137/3 - Alterations to school (to provide 3 forms of entry) comprising erection of two-storey Key Stage 2 building, relocation of existing nursery building, demolition of existing Key Stage 1 building, formation of new car park with provision of new pedestrian and vehicular access points from Cambridge Road and alteration to existing pedestrian from Birkbeck Place.- WITHDRAWN

#### **4. THE PROPOSAL**

The proposals in this application form part of Bracknell Forest Council Capacity Strategy under the Education Capital Programme. This addresses the essential school capacity works which will meet the demand for places from rising roles through to 2016. The expansion of Owlsmoor Primary School by 0.5 of a form of entry (FE) will increase the capacity of the school to 3FE across all year groups.

There are three main elements to the application:-

- erection of single-storey extensions to the existing Key Stage 1 and 2 buildings
- removal of one of the modular classroom buildings and the nursery building
- reconfiguration of the existing staff car park to provide additional staff parking.

The proposal would increase the capacity of the school to 630 pupils - three full forms of entry - an increase of 108 pupils.

Flat-roofed single-storey extensions are proposed on the western and eastern sides of the Key Stage 1 (KS1) building and on the northern side of the Key Stage 2 (KS2) building. The extensions to the KS1 building will accommodate a nursery unit, three receptions and seven standard classrooms. The extension to the KS2 building will accommodate four standard classrooms and a group room.

The extensions will be in blue and white render with polyester powder-coated aluminium framed external windows and doors. The windows will incorporate solid aluminium infill panels coloured blue.

The works to the car park will increase its capacity to 58 spaces and additional cycle parking will also be provided increasing the capacity on-site to 40 spaces.

The existing hard surfaced games court area to the south of the school is to be retained in its entirety. The lower playground to the north of the site will be encroached on slightly by new classrooms. However, this encroachment will be mitigated by the removal of an existing temporary building allowing a full sized netball court to be set out. The existing upper playground will be retained and existing games court markings retained. The existing school playing field will be retained with no loss of playing surface

#### **5. REPRESENTATIONS RECEIVED**

Secretary of the Owlsmoor Community Centre

The Community Centre committee is opposed to the idea of using the car park as suggested for the following reasons:-

1. The car park is not a Public Car Park and was provided as part of the parking planning requirements for the Community Centre and Doctor's Surgery. It is not swept or cleaned by the Highways cleaning team.
2. The usage of the car park is variable depending on the use of the centre and on busy afternoons when there is a major letting at the centre there is already a capacity problem when the surgery requirements are included.
3. The proposals indicate a loss of parking spaces due to the re-laying out of the parking spaces which will exacerbate the current problems identified in 2.

4. Congregating up to 30 children on the corner as indicated would be dangerous and a recipe for serious accident and injury. We would be surprised if this idea is supported by road safety officials.

5. The traffic movements along the access road currently mean that care has to be taken when entering or exiting the car park due to the width and turning circles at both ends.

6. Repositioning the CCTV camera as suggested would mean that the direct view down the footpath and under the arch would be obscured and the view of both the Centre entrance and Surgery entrance would be lost and this is why the camera was positioned as it is in the first place as it is under the arch that we experience vandalism.

7. On the plans there is no indication of retaining the height barrier in the car park entrance road. This was installed after the car park was infiltrated by Travellers' caravans a few years ago. It should be noted that we still experience Travellers visiting local friends and family in the nearby housing.

8. The plans also indicate the removal of the 2 posts that are located on the verge, one for locking the barrier in the open position when required and the other is a backstop to prevent the barrier swinging into the fence of the adjoining bungalow occupied by a disabled person.

9. The Doctor's surgery opens at 8.00am in the morning and some activities at the centre commence at 9.00am. This is the time when traffic movements for the current usage would clash with the morning use by the 'walking bus'.

## **6. SUMMARY OF CONSULTATION RESPONSES**

### **Sandhurst Town Council:**

Considered no objection

### **Transportation Officer:**

No objection subject to conditions.

### **Biodiversity Officer:**

No objection subject to conditions.

### **Environmental Health Officer:**

No objection subject to conditions.

### **Landscape Officer:**

The proposed extensions and additional car parking would result in the loss of boundary screening and landscaping. More space for soft landscaping should be allocated. [Officer comment: this has been addressed in revised plans]

## **7. DEVELOPMENT PLAN**

The Development Plan includes the following:-

- Core Strategy (February 2008) (CS)
- Bracknell Forest Borough Local Plan (January 2002) (BFBLP)
- Site Allocations Local Plan (July 2013) (SALP)

## **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. This is 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 reflects the presumption in favour of sustainable development contained in the NPPF (which in turn contains caveats regarding specific policies within the NPPF which indicate development should be restricted).

CSDPD Policy CS1 sets out a number of sustainable development principles, including protecting and enhancing the health, education and safety of the local population, and CSDPD Policy CS2 states that development will be permitted within defined settlements and on allocated sites. These policies are considered to be consistent with the NPPF, and as a consequence are considered to carry significant weight.

The application site currently contains a primary school and is located within the settlement of Sandhurst. There is no material change to the facilities for sport and play on the site so it is considered to accord with CSDPD Policy CS8. The development proposed is considered to be acceptable in principle.

## **9. IMPACT ON CHARACTER AND APPEARANCE**

CSDPD Policy CS7 and saved BFBLP Policy EN20 set out various design considerations to be taken into account in new development.

Policy CS7 requires a high quality of design which builds on local character and respects local patterns of development. Of particular relevance to the current application is that it expects development proposals to promote safe communities; promote biodiversity; aid movement through accessibility, connectivity, permeability and legibility and to provide high quality public realm.

Saved BFBLP Policy EN20 requires that the development be in sympathy with the appearance and character of the local environment and appropriate in scale, mass, design, materials, layout and siting, both within itself and in relation to adjoining buildings, spaces and views. Proviso (ii) seeks the retention of beneficial landscape or ecological features. Proviso (iii) seeks to ensure that the design promotes, or creates local character and a sense of local identity. Proviso (vi) seeks to avoid the loss of natural features such as trees.

Saved BFBLP Policy EN1 seeks to prevent the loss of trees which are important to the retention of, inter alia, the character and appearance of the landscape or townscape. Saved BFBLP Policy EN2 deals with supplementing tree and hedgerow cover.

These policies are considered to have significant weight, as they are consistent with sections 7 and 11 of the NPPF.

### Proposed extensions

The existing KS1 building is brick-built with flat-roofs with timber fascia-board cladding. The KS2 building is brick-built with pitched tiled roofs. Both buildings are single-storey.

The proposed extensions to both buildings are single-storey and will be the same height as the less tall elements of the KS1 building. They are considered appropriate in terms of their height, bulk and massing.

The flat-roofed extension to the KS2 building will not match the pitched-roof design of the existing building but the extension is on the eastern part of the site, largely screened by existing buildings, and it is not considered that it will appear visually out of keeping in this location.

The materials proposed to be used on the external surfaces of the extensions will not match those on the existing buildings. Again, this is not considered to be an over-riding concern given the location of the proposed extensions. The extension on the west side of the KS1 building (in blue and white render) will be visible from Cambridge Road but the western elevation of the KS2 building, with its brick finish, is set much further back into the site, with the enlarged car park in front, so the two west-facing elements will not easily viewed together. Views from the south and south-west will remain of the existing brick-built elevations whilst those from the north-east will be of the new materials.

Overall the design of the extensions, and the proposed materials, are considered to be acceptable.

### Works to the car park

At present the car park to the south of the KS1 building and to the west of the KS2 building is well landscaped with planting within the school site between the car park and Cambridge Road and with an 'island' of planting within the car park. Changes to the staff car-park to increase its capacity, and to provide for bin-storage and cycle parking close to the site's west boundary, will require the removal of most of this planting. Some space for planting will be retained on the edges, and within the car park and amended plans propose tree planting on the grass verge to the west of the car park which can be secured by condition.

Overall the changes will reduce the screening and visual softening provided by the current planting which is unfortunate. This has to be balanced against the need for increased on-site parking associated with the necessary increase in the school's capacity. In this context the impact of the proposed works on this part of the site are considered to be acceptable. It is noted that other existing trees and vegetation on the site's boundaries are not affected by the proposed development.

Overall the proposed development is considered to comply with saved BFBLP Policies EN1 and EN20, CSDPD Policy CS7 and the NPPF.

## **10. RESIDENTIAL AMENITY**

Saved BFBLP Policy EN20 proviso (vii) seeks to prevent development that would adversely affect the amenity of surrounding properties. This is consistent with the NPPF.

The dwellings most likely to be affected by the proposed extension themselves are No 44 Cambridge Road and the terrace of houses to the east (12-24 Oxford Road). These lie to the north of the school site. The proposed extension on the west side of the KS1 building will be closer to No 44 than the existing school building. Given that the extension is single-storey and flat roofed and will be located a minimum of some 10m from this house with a tall hedge in-between it is not considered that this relationship will be unacceptably unneighbourly.

The houses at Oxford Road which back on to the school's northern boundary are further from the proposed extension on the east side of the KS1 building, with some screening in-between and again this relationship is considered to be acceptable.

Dwellings in the vicinity of the school will be affected to a greater or lesser extent by the increased numbers of pupils and teachers making their way to and from the school but none of the impacts are considered to be so great as to justify refusing the application.

Given the assessment made above the proposal as a whole is not considered to result in any significant impacts upon residential amenity. As such the proposal is considered to comply with saved BFBLP Policy EN20 proviso (vii) and the NPPF.

## **11. TRANSPORT IMPLICATIONS**

Saved BFBLP Policies M4, M9 and CSDPD Policies CS23 and CS24 seek to promote or retain safe highway access and suitable off-road parking provisions, thus avoiding highway safety implications. These policies are consistent with the objectives of the NPPF (Chapter 4, in particular para. 32), and can therefore be afforded significant weight. The adopted Parking Standards SPD is a material consideration and was referred to in the assessment of this proposal.

### Access:

The site is located on Cambridge Road a local distributor road situated within Owlsmoor. Cambridge Road is subject to a 30mph speed limit and due to the straight horizontal alignment speeds are expected to be around the limit. The vehicular access to the school site already exists and will remain unchanged as part of this application.

### Parking Requirements:

The level of parking on site is around 23 spaces but the existing staff on site double-park and also park on parts of the access road. Current demand on site equates to around 36 spaces. Staff surveys show that around 74% of staff drive to work which equates to a parking demand of around 52 spaces most of which are accommodated on site but a certain amount is displaced into local roads where parking is unrestricted, this includes Cambridge Road.

The proposal will increase parking capacity on site to 58 spaces which although lower than the maximum requirement of 67 spaces against standards would equate to a significant increase in parking on site and would cater for the demand from staff (58 spaces). Such provision is likely to have a noticeable effect on parking in the surrounding roads from staff freeing up more road space for parents at pick up/drop off.

Cycle parking within the site is being increased from 14 spaces to 40 spaces and the facility provides for cycles to be covered. This is supported.

### Vehicle Movements / per day:

The proposal will lead to an increase in pupils on site of 108 over the existing level that the school can accommodate. The level of staff will also increase by 8. Considering current travel to school data it is likely that the level of additional trips that could occur in the morning peak hour could be in the region of 70 - 80 two way movements and closer to 70 movements in the afternoon peak as most staff will leave outside the school peak. There is sufficient capacity within the nearby junctions to cater for the additional demand.

The applicant has undertaken an analysis of the local road network around the school and this indicates that many of the roads around the school are heavily parked during the school drop-off and pick-up times and the Highway Officer's observations indicate that many junctions along Cambridge Road become compromised by parked vehicles.

In order to address the issue of future demand from the proposal the applicant proposes to enhance facilities within the site as well as off-site. The off-site works in front of the site provide a larger footway to create a safe area for parents to wait while collecting children without compromising the footway for other users. Single yellow lining around the junctions of Rugby Close and Moor Close is also proposed to ensure pedestrian movement is not compromised. A new improved footway connection from Frodsham Way past the nursery school to Cambridge Road is also proposed. Footway improvements are also proposed to an existing route from Birkbeck Place to Balliol Way and the rear entrance to the school will also be enhanced to provide safer access.

In addition to these works it is also proposed to make use of the car park that serves the community centre and doctor's surgery. This is a council-controlled car park and it is under-utilised at peak school times. Re-marking of the spaces to improve circulation will allow the facility to also be more effectively used by parents to park and walk to the school. Furthermore the school could also operate a walking-bus from the car park help further reduce pressure on the local roads.

The Highway Authority, through its function to improve safety in routes around schools has a scheme in this years capital programme to traffic calm the road and reduce the speed limit on Cambridge Road outside the school to 20mph. There are also plans to improve the footway outside the school as well. Some of the measures to be undertaken complement or replace those previously proposed by the applicant.

Overall it is felt that a combination of the on and off site works will provide sufficient mitigation for the proposed expansion.

An enhanced travel plan for the school will be required and this will need to focus on measures that support a reduction in car travel or parking in close proximity of the school gates. This is recommended to be secured by condition. It is advised that the applicant and the school contact the travel plan officer to discuss the travel plan for the site.

Therefore subject to suitable conditions the proposal is considered to comply with BFBLP Policies M4, M9 and CSDPD Policies CS23 and CS24, Parking Standards SPD and the NPPF.

## **12. ACCESSIBILITY**

Disabled parking is proposed in the amendments to the car park and routes to the extended buildings will be accessible being level or gently ramped. The proposal is



considered to be in accordance with the requirements of Policy CS7 of the CSDPD and saved BFBLP Policies EN22 and M7. These are considered to be consistent with Section 7 of the NPPF which requires inclusive design with accessible environments and can be afforded significant weight.

### **13. SUSTAINABLE CONSTRUCTION**

CSDPD Policies CS10 and CS12 are considered consistent with chapter 10, para 95 of the NPPF.

Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards, i.e. BREEAM standard 'Very Good' or 'Excellent'. The applicant has provided a pre-assessment estimator demonstrating likely compliance with BREEAM 'Very Good'. It is recommended that conditions are imposed to secure compliance this in the development as built.

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. The applicant has not provided an Energy Demand Assessment. It is recommended that a condition is imposed to address this matter.

### **14. BIODIVERSITY**

Policy CS1 of the CSDPD seeks to protect and enhance the quality of natural resources including biodiversity. Policy CS7 also requires the design of new development to enhance and promote biodiversity. These policies are consistent with the NPPF para. 118 and therefore can be afforded significant weight.

The applicant has provided a bat survey that shows that no bats were observed emerging or entering the buildings in question, but that the site is important for foraging and commuting bats. It recommends a number of measures to minimise disturbance to bats. These are:-

1. No work at dusk, dawn or night time during April - October inclusive
2. Sensitive temporary lighting
3. The provision of bat boxes on site as an additional biodiversity enhancement

Conditions are recommended to address these matters. With these the proposal is considered to comply with both Policies CS1 and CS7 as overall it would safeguard the ecology of the site.

### **15. OTHER CONSIDERATIONS**

NPPF para. 72 states that Local Planning Authorities should give great weight to the ability of schools to be able to expand or be altered. The purpose of the proposal is to respond to a local need and a statutory requirement to provide school places within the Borough. There is a clear need to expand Owlsmoor Primary School in-order to respond to a local need that can not be accommodated elsewhere.

### **16. CONCLUSIONS**

This application proposes works to increase the capacity of the school to meet the demand for places from rising roles. Although the proposal will result in the loss of existing soft landscaping, overall the impact on the character and appearance of the

area is considered to be acceptable. There will be some impacts on the living conditions of local residents but these are not considered to be so great as to justify refusing the application.

Additional on-site car parking is proposed which should cater for demand from staff. This is likely to free up more space on nearby roads for parents at pick-up/drop-off times. A range of off-site works are also proposed which will improve routes to and from the school.

For the reasons given above the proposal is considered acceptable and recommended for conditional approval as it complies with BFBLP saved Policies EN1, EN2, EN20, EN22, M4, M7 and M9 and CSDPD Policies CS1, CS7, CS10, CS12, CS23 and CS24 and the NPPF.

## **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 plans and other submitted details:-

5125545/ATK/Z1/GF/DR/A/4010/P1 - site location plan

5125545/ATK/Z1/GF/DR/A/4140/P1 and 4150/P1 - proposed ground floor plan

5125545/ATK/Z1/GF/DR/A/4151/P1 - proposed roof plan

5125545/ATK/Z1/GF/DR/A/4160/P1 - proposed sections

5125545/ATK/Z1/GF/DR/A/4200/P1 and 4250/P1 - proposed elevations

5125545-COL-LA001/E - amended general arrangement externals

FS/0001, 0002 and 0003 - proposed external works

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

03. No development shall take place until details 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. 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. The approved scheme shall be performed, observed and complied with.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: BFBLP EN3 and CSDPD CS1 and CS3]

05. No development shall take place until a scheme for the installation of bat boxes, including a plan or drawing showing their location, has been submitted to and

approved in writing by the Local Planning Authority. The approved scheme shall be performed, observed and complied with.

REASON: In the interests of nature conservation.

[Relevant Plan and Policies: CSDPD CS1 and CS7]

06. If more than 2 years elapse between the previous bat survey and the due commencement date of works, an updated bat survey shall be carried out by a suitably qualified ecologist, unless otherwise agreed in writing by the Local Planning Authority. A report confirming the results and implications of the assessment, including any revised mitigation measures, shall be submitted to the Local Planning Authority before construction works commence on site.  
Reason: To ensure the status of bats on site has not changed since the last survey.  
[Relevant Plan and Policies: CSDPD CS1 and CS7]
07. 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 in writing by the Local Planning Authority.  
Reason: In the interests of nature conservation.  
[Relevant Plan and Policies: CSDPD CS1 and CS7]
08. The development 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. The extensions hereby permitted shall not be occupied until the off-site tree planting on the verge to Cambridge Road to the west of the staff car park shown on drawing 5125545-COL-LA001E has been undertaken in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. Any trees 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.

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

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

10. All existing trees, hedgerows and groups of shrubs shown to be retained on the approved drawings shall be protected during demolition/construction works in accordance with the mitigation measures contained in the submitted Arboricultural Impact Assessment (dated April 2014) and the accompanying tree protection plans.

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]

11. The development hereby permitted shall be implemented in accordance with the submitted Pre-assessment Estimator 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]

12. 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]

13. The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate:-
  - (a) that before taking account of any on-site renewable energy production the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and
  - (b) that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20% unless otherwise agreed in writing by the Local Planning Authority).

The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.

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

[Relevant Plans and Policies: CSDPD Policy CS12]

14. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to

throughout the demolition and construction period. The statement shall provide for:-

- the parking of vehicles of site operatives and visitors,
- maintaining safe pedestrian access to and around the school site at all times,
  
- construction and demolition working hours
- loading and unloading of plant and materials including the timings of deliveries (not to conflict with school drop off and pick up times),
- storage of plant and materials used in constructing the development,
- the erection and maintenance of security hoarding,
- measures to control the emission of dust and dirt, noise and smell,
- a scheme for recycling/disposing of waste resulting from demolition and construction works, and
- welfare of site operatives.

REASON: In the interests of amenity and road safety.

[Relevant Policies: BFBLP EN20 and EN25 and Core Strategy DPD CS23]

15. The extensions hereby permitted shall not be occupied until the staff car park has been extended, surfaced and marked out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

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]

16. The extensions hereby permitted shall not be occupied until a total of 40no. cycle parking spaces have been provided in the locations identified for cycle parking on the approved plans. The cycle parking spaces shall thereafter be retained.

REASON: In the interests of accessibility of the development to cyclists.

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

17. The car parking indicated on the approved plans as car parking for people with disabilities shall be marked out, signed and provided prior to the first occupation of the extensions hereby permitted. The parking shall thereafter be retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that people with disabilities have adequate access to the development.

[Relevant Policy BFBLP M7]

18. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for off-site highway works including the following:

[insert list of junctions/highway works]

The extensions hereby permitted shall not be occupied until the off-site highway works have been completed in accordance with the scheme.

REASON: In the interests of highway safety.

[Relevant Policy: BFBLP M4]

19. The extensions hereby permitted shall not be occupied until an updated Travel Plan, including measures as to implementation, monitoring and review has been submitted to and approved in writing by the Local Planning Authority. Thereafter the travel plan shall be implemented in accordance with the approved details.

REASON: To ensure that the development does not give rise to an increase in traffic to and from the school, which could result in a detrimental and unmitigated impact on the local road network.

[Relevant Plans and Policies: BFBLP M4 and CSDPD 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](http://www.bracknell-forest.gov.uk)