

## Unrestricted Report

### ITEM NO: 13

Application No.  
**15/00005/3**

Ward:  
Winkfield And  
Cranbourne

Date Registered:  
6 January 2015

Target Decision Date:  
3 March 2015

Site Address:

**Winkfield St Marys Church Of England Primary  
School Winkfield Row Bracknell Berkshire RG42 6NH**  
Single storey extension forming surge classroom and formation of  
new parking

Proposal:

Applicant:

Mr C Taylor

Agent:

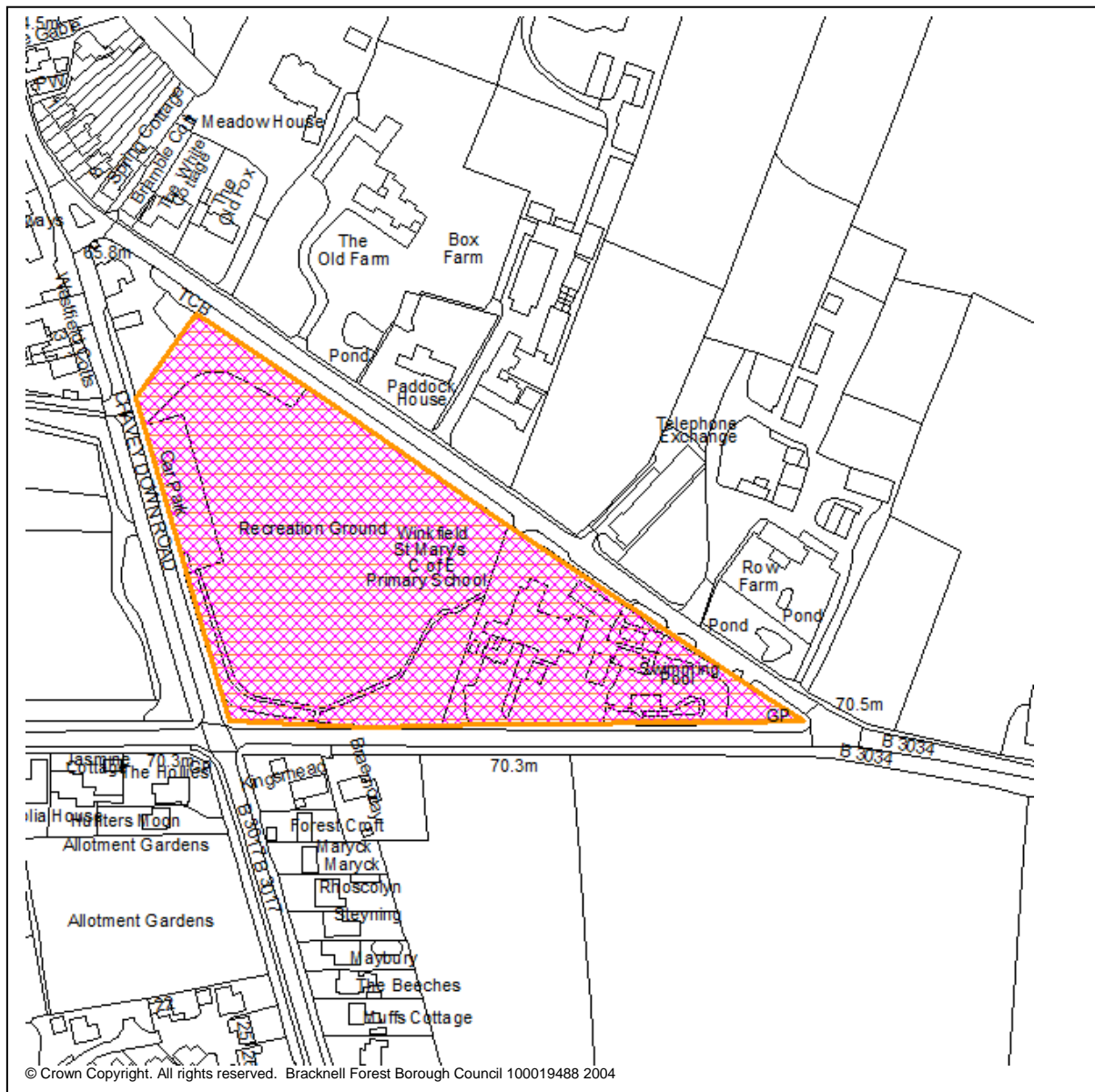
Mr N Griffin

Case Officer:

Katie Andrews, 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 the Planning Committee as 21 letters of objection have been received.

### **2. SITE DESCRIPTION**

Winkfield St Mary's Primary School is a 1 Form Entry Primary School that can accommodate up to 210 pupils.

The site is located within an area designated by the Bracknell Forest Borough Policies Map as 'land outside settlement'. The site is located along the southern side of Winkfield Row and northern side of Forest Road forming a triangular shaped site boarded on two sides by public highways. A public recreation ground forms the western boundary, which is used for sports and provides a free parking area with footpath access to the school which is included under this application.

The main vehicular access/exit to the school is off Winkfield Row. The main pedestrian entrance to the school is located to the north west of the site. The existing school buildings are a mixture of single and two storey buildings broken up into four blocks.

Residential properties lie to the north, south and west of the school site.

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

Most recent planning history:  
14/01216/FUL - Erection of a single storey extension forming a Surge classroom.  
Withdrawn

### **4. THE PROPOSAL**

This is a regulation 3 planning application for the erection of a single storey extension to form a surge classroom of 98 sqm and the provision of 10 new parking bays within the recreation ground.

Surge classrooms can be provided in primary schools to take an additional form of entry for one year only. The surge class moves up through the school year by year until the pupils leave. After seven years the classroom becomes available again for re-use as a new surge classroom, or for an alternative use.

The site can currently accommodate 210 pupils as a 1 form entry Primary School; and therefore the provision of a surge classroom would allow for the school to have a capacity for 240 pupils at any one time. The level of staff would increase from 20 to 22.

The proposal to provide a surge classroom at Winkfield St Mary's Primary School is an essential component of the Council's strategy for meeting its statutory obligation of providing sufficient primary school places for its residents. As such the need for this aspect of the development is recognised at both national and local level by the Government and the Bracknell Forest Partnership.

## 5. REPRESENTATIONS RECEIVED

20 Letters of objection have been received. These are summarised below:

### School Amenities

- o The school has the smallest outdoor open space of any primary school in Bracknell Forest. Building will reduce this area further causing disturbance to the amenities of the existing pupils.
- o All shared school facilities would come under pressure (ICT room, Library, Staff Room, Swimming Pool)
- o Existing facilities inadequate.
- o School cannot cope with providing hot school meals for 30 more children.
- o Consideration of enhancing walking routes to the school should be made.
- o Consideration should be given to enhancing the play facilities and drainage at the park.

### Parking and Highway Safety Concerns

- o Transport Statement Inaccurate - all the additional children would travel by car.
- o Existing car parking provision inadequate.
- o Traffic generation and highway safety issues.
- o Existing carpark is not up to standard.
- o Does not accord with para.13 of the NPPF as not being located to ensure need for travel is minimised or where the use of sustainable transport modes can be maximised.
- o A construction management plan should be provided in advance of the application being determined.
- o School travel plan will need to be revised at the application stage.
- o No point in increased cycle parking provision as pupils will not be safe cycling on the roads.

### Impact on Character of Area

- o Use of public amenity space for school parking is not acceptable.
- o Parking on the playing field contravenes para. 74 of the NPPF as the land is open space.
- o Proposed extension is designed to be in keeping with existing.
- o No reference in the Design and Access Statement to the character study for the northern villages. Bullet 2 of the recommendations is relevant as trees are to be removed.

### Principle Issues

- o Historically have been told the school cannot expand when Chavey Down children were unable to attend the school.
- o Failure to properly plan school sites.
- o Winkfield Row is a small village with a single form entry primary school that has not been able to fill its reception class from the catchment area.
- o The greatest need for school places is in Warfield not Winkfield Row.
- o Additional pupils will come from outside the area.
- o School has gone from 'good' to 'requires improvement'. School is already struggling to cope.
- o School is located in the countryside and not within a centre of population.
- o Financial questions surrounding the acceptability of the surge classroom. These matters will be considered further below where appropriate.

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

### Winkfield Parish Council:

Winkfield Parish Council supports the application but would ask officers to work with the applicant to improve the layout of the car park to facilitate safer manoeuvring. They have raised concerns that the number of extra spaces will be insufficient.

### Sport England:

Sport England originally objected to the application on the grounds that the proposal would result in the loss of useable playing fields. They have now withdrawn their objection following plans submitted by the applicant showing pitch layouts that have been used in the past and the potential for 2 under 9/10 7v7 pitches in the future.

### Transportation Officer:

Initially the Transportation Officer was concerned over the potential for pupil numbers to increase from 210 to 240 as existing car parking provision is insufficient to accommodate the additional demand which is likely to be created. Additional on-street parking would create risks to highway safety.

The application proposes 10 additional off-site parking spaces within the adjacent playing fields and the applicant has now secured additional off site car parking at Locks Ride Sport and Recreation Ground with the agreement of Winkfield Parish Council to provide parking during drop off and pick up times.

Therefore subject to conditions securing the following the Highway Authority has no objection to the proposal:-

- (i) Securing Locks Ride Sport and Recreation Ground car park
- (ii) Securing vehicle parking (details to be approved)
- (iii) Securing Cycle parking and facilities (details to be provided)
- (iv) Securing site organisation
- (v) Securing a Travel Plan to promote the use of the Locks Ride Sport and Recreation Ground car park with children being walked to/from the school by adults.

### Biodiversity Officer:

No objection subject to conditions.

## **7. DEVELOPMENT PLAN**

For Bracknell Forest, 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 and CSDPD Policy CS2 relates to locational principles. CSDPD Policy CS9 and saved BFBLP Policy EN8 relates to development on land outside of settlements. These policies are considered to be consistent with the NPPF, and as a consequence are considered to carry significant weight.

The proposal is to provide a new classroom within the existing built envelope of the school with an area for new parking extending an existing car park on the adjacent recreation ground. Policy CS2 of the Core Strategy states the following: 'Development will be permitted within defined settlements and on Allocated Sites'. The site lies outside of a defined settlement so conflicts with this policy.

The site lies within countryside outside a defined settlement. Local Plan Policies EN8 and H5 and Core Strategy Development Plan Policy CS9 seek to protect the Countryside for its own sake. Development will only be permitted where it would not adversely affect the character, appearance or function of the land, and would not damage its landscape quality. The proposed development would not fall under any of the types of development identified by BFBLP Policy EN8 as being acceptable within countryside areas. As such the proposal as a whole is not considered acceptable in principle and the application has been advertised as such.

## **9. OTHER MATERIAL CONSIDERATIONS**

The applicant states in their submission that the challenge for Bracknell Forest Council is to establish an effective plan to provide the right number of school places in the right locations and at the right time for the rising population of young people who will be seeking school places over the next 5 to 19 years. This school is one of many across the borough that are being redesigned, on a master plan level, to increase the numbers of forms on entry at the schools to meet the requirement of increasing student number places in the area.

The 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 Winkfield St Mary's Primary School in order to respond to a local need that cannot be accommodated elsewhere.

The proposed surge classroom falls within the existing built envelope of the school on previously developed land with the proposed additional parking within the recreation ground providing an extension to the existing car park. The school has a long established use at the site and a clear need has been demonstrated for the extension and car parking.

The proposal would provide a modern permanent classroom and would provide 4 new toilets that would be easily accessible. The schedule for outdoor accommodation and internal accommodation would be determined by the Education Authority's requirements. However the location of the proposed classroom would fall on an area of land with a walkway, steps, flower bed and an old stage area. It would therefore not result in the loss of a large area of usable outdoor space and would therefore provide improved facilities for the school.

The need for the school accommodation and the environmental considerations are material considerations that are felt to outweigh the harm to the Countryside as a result of the development being contrary to Local Plan Policies EN8 and Policies CS2 and CS9 of the CSDPD. However this is subject to there being no unacceptably adverse affects upon the impacts on open space, impact on character and appearance of the area, residential amenity and transport implications considered below.

## **10. IMPACT ON OPEN SPACE OF PUBLIC VALUE**

The proposal would result in new parking spaces encroaching on an existing area of playing field which is considered to meet the definition of Open Space of Public Value (OSPV) and for this reason Sport England was consulted. Sport England originally objected to the application on the grounds that the proposal would result in the loss of useable playing fields. However, plans were submitted by the Applicant, which show that the site can still support the pitch layouts that have been used in the past and the potential for 2 under 9/10 7v7 pitches in the future. Sport England has therefore withdrawn its objection on this basis.

CSDPD Policy CS8 and NPPF para 74 are considered relevant as they seek to protect areas of OSPV from development. In this case, the proposal would result in the loss of playing field from the edge of the field continuing an existing area of carpark. In this case, due to the small area of land involved and as Sport England has taken the view that the development would not prejudice the use of the remaining playing field, the proposal is not considered contrary to CSDPD Policy CS8 and the NPPF.

## **11. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

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

CSDPD 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; enhance the landscape and promote biodiversity; aid movement through accessibility, connectivity, permeability and legibility and to provide high quality useable open spaces and public realm.

The Character Areas SPD provides guidance to supplement CSDPD Policy CS7 (Design). The site is in Area C: Winkfield Row North of the 'Northern Village Study Area'. The SPD requires that any future development on existing school grounds must reflect the openness and protect the existing landscape character and mature trees.

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

The elements of these policies that have been highlighted above are picked up in the assessment below.

#### Proposed extensions

The existing school buildings are a mixture of single and two storey development and are of various ages. The original building is Victorian and constructed from buff brick with a pitched tiled roof with previous extensions a mixture of traditionally designed extensions and pre fabricated buildings. The proposed extension would be sited within the existing building envelope and has been designed to reflect the previous traditionally designed extensions with a pitch tiled roof and brickwork to match the existing. Glazing is proposed to the eastern elevation to replicate the glazing used in an adjacent building. A new glazed roof and entrance door will provide an access link corridor linking the extension to the existing building.

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

#### Works to the car park

The proposed works to the existing car park to provide 10 additional parking spaces within the adjacent recreation ground would result in the loss of a small area of open space. However it is not considered to significantly alter the character of the recreation ground in view that it would lie next to the existing parking and on the edge of the playing field. No alterations are proposed to the existing vehicular access with the existing hedge line to retain. The car park is proposed to be constructed of tarmac to match the existing with the existing metal fencing extended to enclose the new parking. An existing gate out of the carpark will be relocated and the existing footpath adjusted to retain the access walkway between the car park and the school.

Overall the extension to the carpark is not considered to harm the amenities or landscape character of the street scene.

#### Trees and Landscaping

The provision of the surge classroom and 10 additional parking spaces within the adjacent recreation ground would not affect existing trees/hedges on the site. However some vegetation is proposed to be removed from an existing access along Forest Road to provide a temporary site access during the construction works. The vegetation that could be removed to enable a temporary access would not be detrimental to the landscaped character of the street scene however this would need to be considered under a construction method statement and replacement planting would be required. It is therefore considered appropriate that a landscaping scheme and construction method statement should be conditioned to consider this temporary access further.

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

## **12. 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 site is currently the location of a Primary School with associated parking and play areas with an existing playing field and parking located to the west of the site. The closest residential properties to the extensions are Braemoray and The Follies located to the south of the proposed extension along Forest Road situated some 80m from the

proposed extension. The extension is not considered to result in any impact on their residential amenity.

The amendment to the proposed parking creates 10 new parking spaces within an existing car park. This is not considered to result in an impact on amenity.

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.

### **13. 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 was referred to in the assessment of this proposal.

#### Access:

The site is located on Winkfield Road, which is subject to a 20mph speed limit and is traffic calmed. The school currently has three vehicular access points along Winkfield Road. The access to the west of the site is the main vehicular access which is used for kitchen deliveries, the central access is used access by maintenance vehicles and the access to the east of the site is used for staff parking. The vehicular accesses to the school already exist and will remain unchanged as part of this application.

Primary pedestrian access to the school is adjacent to the main vehicular access and across a hard play area to the school reception. A secondary pedestrian access is provided from Forest Road, which runs along the schools southern boundary with a third pedestrian access across the recreation ground to the west of the site.

As mentioned above a potential construction access is proposed from Forest Road however this would need to be considered under a construction method statement which can be secured by condition.

#### Parking Requirements:

The level of parking on site is around 7 spaces within the staff car park to the south of the site with some double parking occurring leading to 9 spaces. Current demand on site equates to around 12 spaces with the proposal equating to demand for 14 spaces on site. Therefore there is an existing shortfall of 5 spaces and 7 spaces when considering the application for a surge classroom. However on-site car parking will remain at its existing level, due to the constraints of the site. The proposal will increase parking capacity off site within the Chavey Down Road Car and the Car Park at the Locks Ride Sports and Recreation Ground. This parking provision is discussed below.

Cycle parking within the site is being increased from 22 spaces to 24 spaces and the facility is to be covered. This complies with the cycle parking standards and can be secured by condition.

#### Vehicle Movements/per day:

The proposed surge classroom will lead to an increase of 30 pupils over the existing level that the school can accommodate. The level of staff will also increase by 2. Considering current travel to school data the applicant has stated that the surge classroom is predicted to generate an additional 15 car-based arrivals and 13 car-



based departure trips (taking into account 2 additional staff members) during the weekday morning peak drop -off period and 13 arrivals and 13 departure trips during the school afternoon pick-up period. The afternoon pick up period is noted as 15:00 to 16:00, as teaching staff commonly leave after 16:00.

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. The Highway Officer's observations indicate that the parking demand was high which concurs with the parking survey carried out by the applicant. However the Highway Authority observed that there was no remaining capacity on Winkfield Row during the afternoon pick up at 14:50 and 15:00 with the parking on the adjacent recreation ground full at 15:10.

The figures and predictions for the travel data has been based on school census data which is considered to be accurate, it is however likely that the majority of the additional pupils will travel to the school from a wider area than the existing pupils. Thus it is more likely that the proportion of additional trips to the school by car would be higher than existing figures.

In order to address the issue of future demand from the proposal the application proposes 10 additional parking spaces within the adjacent recreation ground. The existing parking spaces within this car park do not accord with the latest standards and reversing/manoeuvring space is sub-standard however the proposed spaces will be required to comply with the latest requirements. Details of the car parking spaces can be secured by condition.

In addition to these works it is proposed to make use of the existing car park which serves the Locks Ride Sports and Recreation Ground. This is owned by Winkfield Parish Council who have given their permission for the school to use the car park during school drop off and pick up times. The car park is approximately 300 metres from the school and planning permission has been granted under 14/01255/FUL for a pedestrian safety scheme comprising of a new footpath link into the site from Forest Road at the western end of the car park, culverting of a ditch, a new footpath around the outside perimeter of the car park and a new gate and fencing. These measures will allow the facility to be more effectively used by parents to park and walk to the school.

Overall it is felt that a combination of the off site works will provide sufficient mitigation for the proposed surge classroom.

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. Consideration will also need to be given to a formal park and stride system from the Locks Ride Sports and Recreation Ground with children being walked to/from the school by adults. This is recommended to be secured by condition.

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.

#### **14. ACCESSIBILITY**

There are no concerns regarding accessibility. As such the proposal is considered to be in accordance with the requirements of Policy CS7 of the CSDPD and saved BFBLP Policies EN22 and H14. 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.

## **15. 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 NPPF para. 118 and therefore can be afforded significant weight.

The applicant has provided an Ecological Impact Assessment which concludes there is general low potential impact on biodiversity as a result of this development. A single bat survey was carried out which shows that no bats were using the building at the time of the survey. The Council's Ecology Officer has advised that the level of survey effort for bats is substandard. However he has stated that there is a low risk of bats using the area of the building to which the surge classroom is attached.

A further survey of the building in the area of development can be secured by condition immediately prior to the commencement of construction. Additionally, a method statement to cover building of the surge classroom in a manner that will reduce the risk of harm being caused to bats can be secured and the Ecological Impact Assessment also sets out a number of recommendations for mitigating the impact of proposed development and these should be adhered to in full. With these conditions the proposal is considered to comply with both policies CS1 and CS7 as overall it would safeguard the ecology of the site.

## **16. CONCLUSIONS**

In conclusion, the proposed surge classroom and additional parking spaces, although not in accordance with BFBLP Policies EN8 and CSDPD Policies CS2 and CS9, are considered acceptable as there are social and environmental material considerations that outweigh this policy conflict. It is also a material consideration that the school use is an established use within the Countryside setting.

The application proposes the addition of a surge classroom which has been designed to be sympathetic to the appearance of the existing school whilst meeting the demand for places from rising roles. Demand for additional parking will be required at drop off and pick up times and off-site parking is proposed within the adjacent recreation ground and to be secured at the Locks Ride Sport and Recreation Ground car park.

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:-

5125476-ATK-Z1-ZZ-DR-A-0001 P1 dated 09.09.2015  
5125476-ATK-Z1-ZZ-DR-A-0002 P1 dated 09.09.2015  
5125476-ATK-Z1-ZZ-DR-A-0003 P1 dated 09.09.2014  
5125476-ATK-Z1-ZZ-DR-A-0004 P1 dated 09.09.2014  
5125476-ATK-Z1-ZZ-DR-A-0102 P1 dated 20.10.2014  
5125476-ATK-Z1-ZZ-DR-A-0103 P1 dated 20.10.2014  
5125476-ATK-Z1-ZZ-DR-A-0111 P2 dated 20.10.2014  
5125476-ATK-Z1-ZZ-DR-A-0115 P1 dated 20.10.2014

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. 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, CSDPD CS1, CS7]
05. The development (including site clearance and demolition) shall not be begun until:-  
(i) the buildings subject to development have been further surveyed for the presence of bats, and  
(ii) the further survey has been submitted to and approved by the Local Planning Authority, and  
(iii) either the Local Planning Authority have agreed that no relocation of bats is necessary or a scheme for the relocation of an bats has been submitted and approved by the Local Planning Authority. The scheme shall be performed, observed and complied with (insert by when).  
REASON: In the interests of nature conservation  
[Relevant Plans and Policies: CSDPD CS1]
06. All ecological measures and/or works shall be carried out in accordance with the details contained in Atkins' Ecological Impact Assessment report dated November 2014 as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.  
REASON: In the interests of nature conservation  
[Relevant Plans and Policies: CSDPD CS1]
07. The development shall not be begun until a scheme for the provision of bird and bat boxes (and other biodiversity enhancements), including a plan or drawing showing the location of these enhancements, 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 Plans and Policies: CSDPD CS1, CS7]
08. No development shall take place (including ground works and site clearance) until a method statement for the sensitive construction of the surge classroom to

avoid the potential of harm to bats in any buildings on site has been submitted to and approved by the local planning authority. The content of the method statement shall include:

- o the purpose and objectives for the proposed works
- o detailed designs and/or working methods to achieve the stated objectives
- o extent and location of the proposed works shown on an appropriate plan
- o a timetable for implementation
- o details of persons responsible for implementing the works

The works shall be carried out strictly in accordance with the approved details.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

09. No development shall take place until details of the materials to be used in the construction of the external surfaces of the carpark hereby permitted have been submitted to an 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)
10. 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 visual amenity.  
[Relevant Policies: BFBLP EN15, EN20 and EN25]
11. No development shall be occupied until the associated vehicle parking at recreation ground has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.  
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. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. The building shall not be occupied until the approved scheme has been implemented. The facilities save as otherwise agreed in writing by the Local Planning Authority shall be retained.  
REASON: In the interests of accessibility of the development to cyclists.  
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
13. No development shall take place 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 (e) above without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and road safety.

14. 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: BSP DP5, BFBLP EN2 and EN20, CSDPD CS7]

15. 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 at 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]

16. No development shall take place until full details of a scheme to secure off site parking at the Locks Ride Sport and Recreation Ground has been submitted to and approved in writing by the Local Planning Authority. The extensions hereby permitted shall not be occupied until the approved scheme has been implemented.

REASON: In the interests of highway safety and the accessibility of the development to pedestrians.

[Policies: BFBLP M6 and CSDPD CS23]

17. No development (including initial site-clearance) shall commence until a detailed scheme for the protection of existing trees, hedgerows and groups of mature shrubs to be retained, in accordance with British Standard 5837 (2012) 'Trees In Relation To Construction Recommendations' (or any subsequent revision), has been submitted to and approved in writing by the Local Planning Authority.

Protection measures shall be phased as necessary to take into account and

provide protection during demolition/site clearance works - all construction works - hard landscaping works. Details shall include an approved development layout plan at a minimum scale of 1:200, showing the following:-

- a) Accurate trunk positions and canopy spreads of all existing trees within the site and on adjoining land adjacent to the development within influencing distance of the development.
- b) Positions and spreads of existing hedgerows and groups of mature shrubs.
- c) All proposed tree, hedge or shrub removal. Shown clearly with a broken line.
- d) Proposed location/s of 2.4m high protective barrier/s, supported by a metal scaffold framework, constructed as a minimum in accordance with Section 6 (Figure 2), 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.
- e) Illustration/s of the proposed protective barriers to be erected.
- f) Proposed location/s and illustration/s ground protection measures within the main root protection areas of retained trees, designed as necessary for pedestrian light traffic or heavy plant machinery, as necessary to prevent contamination and ground compaction.
- g) Annotated minimum distances between protective barriers and trunks of retained trees at regular intervals.
- h) All fenced off areas clearly annotated as Tree Protection Areas/Construction Exclusion Zones.
- i) Notes regarding restrictions which apply to Tree Protection Areas/Construction Exclusion Zones.

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

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.

#### 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)