

Agenda Item 113.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170368	6/13	Earley	Maiden Erlegh	Major & Council's own application

Applicant	Wokingham Borough Council		
Location	Loddon Junior School, Hillside Road, Earley	Postcode	RG6 7LP
Proposal	Full application for the proposed erection of a part single, part two storey (double height hall) extension to the south of the existing main block. Refurbishment of existing reception/administration offices; alterations to existing hall to create classrooms, WCs and store; and conversion of existing PE store to group teaching room. Alterations to parking layout to north and south of site and alterations to playing field to include installation of a MUGA (multi-use games area) with ball fence.		
Type	Major		
PS Category	006		
Officer	Pooja Kumar		

FOR CONSIDERATION BY	Planning Committee on 27 th March 2017
REPORT PREPARED BY	Head of Development Management and Regulatory Services

SUMMARY

The application site is within a major development location in the settlement of Earley with vehicular and pedestrian access on both Silverdale Road and Hillside Road. The existing school was founded in the late 1940's and constructed in the 1950's. The school site comprises of two single storey teaching blocks, with play grounds and playing fields surrounding the built form.

The application is seeking full permission for the erection of a part single, part two storey hall extension to the northern block, internal alterations to the existing hall and administration offices to create additional classrooms; alterations to both car parks to accommodate 12 additional vehicle parking spaces, extensions to the existing cycle storage and installation of a MUGA (multi use games area) to the southern area of the playing field.

The proposed development would facilitate the expansion of the school to provide new classrooms, enlarged staff and administration rooms and a new school hall. Over a 7 year period the proposal would facilitate an increase in pupil numbers from 564 to 714 (inclusive of nursery and crèche pupils) and increase the number of full time equivalent staff from 53 to 65 in line with the Council's Primary School Places Strategy approved by the Council's Executive on 28th January 2016.

With regards to other aspects, parking would be in accordance with the Council's adopted parking standards and no adverse impact on residential amenity would occur. There would be no harm in ecology terms and any impacts with regards to Environmental Health would be controlled through conditions. As such the scheme is considered to accord with national and local plan policies and subject to conditions 1-16 is recommended for approval.

PLANNING STATUS

- Major development location

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:

A. Conditions and informatives:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).
2. This permission is in respect of the submitted application plans and drawings numbered 1001-S2-PL1; 1010-S2-PL1; 1012-S2-PL1; 1002-S2-PL1; 1011-S2-PL1; 1006-S2-PL1; 1014-S2-PL1; 1007-S2-PL1; 1005-S2-PL1; 1009-S2-PL1; 1015-S2-PL1; 1008-S2-PL1; 2904-S3-PL1; 1616-S2-PL1; 2902-S3-PL1; 2901-S3-PL1; 2903-S3-PL1; Head teachers Statement 24th January 2017; Parking Provision; Statement of Community Involvement; Planning Statement; Design & Access Statement; Transport Statement; Arboricultural Survey; Preliminary Ecological Appraisal; Landscape Statement and; Background Noise Test (6550/DO/w) received by the local planning authority on 06/02/2017, Parking Addendum; 1004-S2-PL2 and; 1003-S2-PL2 received by the local planning authority on 03/03/2017 and Drainage Strategy with Attachments 1-10 received by the local planning authority on 07/03/2017. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.
Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.
3. Before any above ground works commence, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3
4. No development shall take place, including any works of demolition, until a final Construction Method and Management Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - a) phasing of construction and demolition,
 - b) the access and parking of vehicles of site operatives and visitors,
 - c) segregation of construction, deliveries and construction traffic from users of the site,
 - d) types of piling rig and earth moving machinery to be utilized,
 - e) storage of plant and materials used in constructing the development,
 - f) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
 - g) wheel washing facilities,

- h) measures to control the emission of dust, dirt and noise during construction,
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works,
- j) no deliveries between the hours of 8am and 9am and 2.30pm to 4pm Monday to Friday,
- k) requirements of wheel washing/street sweeping
- l) details of any temporary lighting that will be used during the construction phase of the development.

Reason: In the interests of highway safety & convenience and neighbour amenities.

Relevant policy: Core Strategy policies CP3 & CP6.

5. No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:

- a) Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at 2l/s or better.
- b) Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- c) A drainage strategy plan for the proposed development, including pipe details with invert levels.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

6. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the are. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

7. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include a detailed planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development).

8. Protection of trees etc:

- a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).
- b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

9. Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

10. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

11. Prior to the occupation of the extensions hereby approved an updated Travel Plan shall be 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 and provide for periodic review. The travel plan shall be fully implemented, maintained and reviewed as so-approved.

Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policy CP6.

12. No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

13. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no external lighting shall be installed on the site or affixed to any buildings on the site.

Reason: In the interests of amenity and highway safety. Relevant policy: Core Strategy policies CP1 and CP3

15. The MUGA (multi-use games area) hereby approved shall not be used outside of the hours of 8am to 6pm Monday to Friday, and between 9am and 4pm on Saturday, and shall not be used at all on Sundays, Public and Bank Holidays.

Reason: To safeguard the residential amenities. Relevant policy: Core Strategy policy CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Informatives

1. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

2. The requisite Travel plan would need to comply with the latest national and local guidance:

- a) NPPF Section 4 (Sustainable Transport)
- b) The Essential Guide to Travel Planning (DfT, March 2008)
- c) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
- d) A Guide on Travel Plans for Developers (DfT)
- e) Making Residential Travel Plans Work (DfT, June 2007) All accessible at:
<http://www.dft.gov.uk/pgr/sustainable/travelplans/>
<https://www.gov.uk/government/policies/improving-local-transport>

Also:

WBC Transport Plan 3 and Active Travel Plan 2011 – 2026
WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance Documents, covering workplace travel plans and residential travel plans provide local guidance and are available on the Borough's website.

3. Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

4. The applicant is advised to contact the Royal Berkshire Fire and Rescue Service to discuss the installation of suitable safety supplies to meet Royal Berkshire Fire and Rescue service requirements. They can be contacted on 0118 945 2888 and details can be found on their website www.rbfrs.co.uk.

5. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:

- a) a pre-application process was undertaken by the applicant; and
- b) additional information in respect of Traffic & Highways safety and Drainage was provided by the applicant;

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

6. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996.

PLANNING HISTORY

The site has an extensive planning history relating to various extensions at the school. None of the history is relevant to the current application.

SUMMARY INFORMATION

Site Area	2.8 hectares
Existing Pupils	540
Proposed Pupils	714 (over a period of 7 years)
Existing Staff	53 FTE
Proposed Staff	65 FTE
Existing parking spaces	46
Proposed parking spaces	58
Existing & Proposed Scooter Spaces	36
Existing Cycle spaces	56
Proposed Cycle spaces	78

CONSULTATION RESPONSES

Sport England	No objection
Royal Berkshire Fire and Rescue Services	No objection subject to informative (4)
WBC Biodiversity	No objection subject to informative (3)
WBC Drainage	No objection subject to condition (5)
WBC Education	No objection
WBC Environmental Health	No objection subject to conditions (4, 13, 14 & 15)
WBC Highways	No objection subject to conditions (4, 9, 10, 11 & 12 and informative 2)
WBC Tree & Landscape	No objection subject to conditions (6, 7 & 8)
WBC Waste Services	No comments received

REPRESENTATIONS

Earley Town Council: Concerns raised on the increase in traffic and parking in the area that would arise following the expansion of the school. Parish have requested that approval of the application be conditional upon this issue being addressed.

Local Members: No comments received

Neighbours: 6 letters of **objection** on the following:

- Traffic & congestion in the local area during school run hours;
- Loss of privacy, overlooking as a result of the installation of the MUGA;
- Unattractiveness of properties along Roman Road as a result of the installation of the MUGA;
- Loss of light and overshadowing from the extension to; and,
- Drainage concerns due to the school being on a raised land level.

1 Letter of **support** for the application.

3 Letters of **comment** on the following:

- Highways safety during school run hours
- Use of Brookside Church car park by parents is unacceptable
- Gipsy Lane field could be converted into parking for parents

APPLICANTS POINTS

- The extensions are acceptable in respect of their size and scale, with no adverse impact on the character of the site

- The proposal would provide additional space within the school to create school spaces for children within the local area
- The proposal would not harm the residential amenities of neighbouring properties

PLANNING POLICY			
National Policy	NPPF	National Planning Policy Framework	
Adopted Core Strategy DPD 2010	CP1	Sustainable Development	
	CP2	Inclusive Communities	
	CP3	General Principles for Development	
	CP6	Managing Travel Demand	
	CP7	Biodiversity	
	CP9	Scale and Location of Development Proposals	
	Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
		CC02	Development Limits
		CC03	Green Infrastructure, Trees and Landscaping
CC04		Sustainable Design & Construction	
CC06		Noise	
CC07		Parking	
CC09		Development and Flood Risk	
CC10		Sustainable Drainage	
TB21		Landscape Character	
Supplementary Planning Documents (SPD)		BDG	Borough Design Guide

PLANNING ISSUES
<p><u>Description of Development:</u></p> <ol style="list-style-type: none"> 1. The scheme is for extensions at Loddon Junior School to provide additional classrooms, a new hall and a MUGA (multi-use games area) to facilitate an expansion of the School from a 2.0FE to a 3.0FE. This has already been achieved in phase 01 with the Nursery, Reception and Year 1 classrooms at 3FE. The increase in remaining years 2-6 will result in the current capacity of primary year pupils increasing to 630 pupils (714 inclusive of Nursery and Creche). The proposed extensions will accommodate the increasing intake of 30 pupils per year in years 2-6. 2. The extensions would comprise of a part single, part two storey extension to the south of the northern teaching block on site. The extension would extend a total of 27 metres south and would have a width of 30 metres. The height of the proposed extension would be 9.2 metres to accommodate the double height hall, which is an increase of 3.7 metres from the height of the existing hall. The proposed single storey element of the extension would be 4.5 metres in height compared with the existing height of the teaching block ranging between 3.2 and 4 metres due to the changes in the level of the land.

3. Additional parking would be provided in both the north car park (accessed from Hillside Road) and the south car park (accessed from Silverdale Road). Additional staff and pupil secure cycle parking will also be made available on site as well as associated works to extend an existing playground and installation of MUGA with a ball fence.
4. There would be no extensions to south teaching block, only external alterations to the windows and installation of a canopy.

Principle of Development:

5. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
6. Paragraph 72 of the NPPF states that great importance should be attached to ensuring that sufficient choice of school places are available to meet the needs of existing and new communities. It also states that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and should look to approve development that will widen choice in education. The NPPF states that weight should be given to the need to create, expand or alter schools.
7. The site is located within a major development location and within a settlement boundary and as such the development should be acceptable providing that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers and this is discussed below.
8. Given the national and local policy context, it is considered that the proposal would be acceptable subject to the assessment of other material considerations. These include no adverse impact on character of the area, the retention of suitable play space, and no adverse impacts on traffic, highways safety, neighbouring amenity, biodiversity, or sustainability.

Education background:

9. On 28th January 2016 Executive approved the Primary Strategy 2016 to 2019 and the Primary Strategy Implementation Plan Phase 1. This authorised the development of schemes for the expansion of Aldryngton, Loddon, Beechwood and Highwood primary schools and for the opening of a new school in Shinfield.
10. The purpose of the Primary Strategy is to ensure there are sufficient primary school places to meet need in identified priority areas. There is an estimated need at Loddon Junior School for 30 places from 2017; which has informed the application before us.

Character of the Area:

11. The existing building is a single storey brick built building with a flat roof. The school

was built in the 1950's and has had various alterations and extensions to both the northern and southern teaching block. The playing field is located to both sides (east and west) of the site, and currently provides a netball court to the west, football pitch to the west along with informal play areas.

12. The school is located in a predominantly residential area of Earley. The site is well landscaped with mature landscaping to the site's south west and north-west boundary with Silverdale Road and properties located along Hillside Road.
13. Although the original building is single storey in height there is a two storey sports hall already within this building. The existing hall has a height of 5.5 metres with windows at first floor level to allow in natural light. It must be noted that all classrooms, both existing and proposed, will be located at ground floor and no first floor classrooms would be introduced as a result of the alterations and extensions.
14. The proposed hall would be located 47 metres from the nearest common boundary with a residential property (24 Roman Road) and would have a height of 9.2 metres with vertical glazed panels to allow sufficient light into this area. It is considered that the siting and design of the proposed extension would allow for the creation of a new and modern focal point on site which will have a positive impact on the character and appearance of the school site.
15. Although the extension would be taller than the existing buildings it is considered that it would not result in any harm to the existing built fabric on site, and would not appear out of character for the school site. The proposed extension combined with the waiting court for parents and entrance canopies is considered to enhance the character and appearance of the site. Moreover, the retention of the mature trees to the south of the new building would soften the appearance of the taller building from views along Silverdale Road.
16. The proposal includes a number of internal alterations to the northern building to accommodate the creation of additional classrooms. The existing hall and adjacent PE store would be converted into 3 classrooms and a group room as well providing a WC and resource/store room. As a result of the internal reconfiguration there would be an insertion of higher windows in the existing hall to allow light into the classrooms; this is considered not to have an adverse impact on the character and appearance of the site.
17. The existing entrance and administration offices would be extended into the new extension to allow for the additional space required for the addition in staff numbers. During the construction phase, the office and administration area would be relocated to the east of the north building. This is not considered to result in any harm to the appearance of this building as it would not require any external alterations, and moreover this area would be returned back to being classrooms once the construction work is complete.
18. Alterations to the south building include the lowering of window sills due to the lower height of the younger pupils. This would allow for views outside of the classrooms into the adjacent playground, and is considered to be acceptable in respect of character and appearance. In addition to this, an external canopy would be installed to the south elevation of the southern building. It is considered that this would not have any detrimental visual impact on the building

19. In respect of character and appearance the proposed extensions and alterations would relate to the existing use and are considered not to result in any harm or detriment to the character of the site and its locality. The proposed extension would be brick built with a flat roof and pre-fabricated windows which are considered appropriate for the site. The size and scale of the proposed extension is considered to be appropriate for a school within settlement limits and would be well proportioned to the existing buildings and play space. A condition ensuring that external finishes are agreed prior to commencement of above ground works shall be attached to planning permission (3) to ensure no harm in this respect.
20. The alterations to the parking layout and additional cycle parking spaces are considered suitable alterations on site. The reconfiguration of the car park is not considered to have an adverse impact on the character and appearance of the site.
21. In respect of the playing field, it is proposed to retain the existing sports pitches whilst also installing a MUGA (with ball fencing and no lighting around the same) to the south east corner of the site. To accommodate the MUGA it is necessary to remove one tree and insert a formal footpath from the playground to allow easy and access to the MUGA. Due to the sloping land level, the MUGA would be cut into the bank by approximately 0.7 metres (from the north point of the MUGA) to create a flat area for the pitch with benching along this side.
22. The proposed works to the playing field to accommodate the MUGA are not considered to result any harm to landscape character of the playing field. The proposed works are in relation to the school use only and would promote the use of the playing field and MUGA and would not adversely affect the character and setting of the site.
23. The extensions and alterations would overall increase built form on site by 454sqm; however this would not be out of character for a school site, nor would it result in any harm to the appearance or usage of the site. Although the new hall would be taller than the original building, this would not detract from the character of the school site. The landscaping treatment around the site's boundaries would remain largely unaltered and therefore it is considered that the proposal would accord with policy CP3 of the Core Strategy.

Residential Amenities:

Extensions:

24. **Overlooking:** The proposed extension would be located a distance of 47 metres from the nearest residential property along Roman Road and 70 metres from the nearest residential property along Hillside Road. The extension would comprise of a sports hall and therefore first floor windows would not serve classrooms. As such, the proposed development is considered not to result in any harm in respect of overlooking and loss of privacy.
25. **Loss of Light & Overbearing:** The two storey height of the extension is noted however due to its siting significantly away from the site boundaries, it is considered that the proposal would not result in any harm in respect of loss of light and overbearing to surrounding residential properties. As such the proposal is considered to accord with policy CP3 of the Core Strategy in this respect.

Multi Use Games Area:

26. **Overlooking:** Due to the siting of the MUGA adjacent to common residential boundary with properties along Roman Road a neighbour has objected on the basis of overlooking and loss of privacy. Although the MUGA would be located adjacent to the common boundary with no.28, the MUGA would be built into the bank and therefore at a lower land level (approximately 1.2 metres) than the existing field level of the football pitch, also located adjacent to the common boundary. This can be seen in Proposed Section A-A and B-B on plan number DR-A-1015-S2-PL1. Moreover, the existing boundary treatment of 1.8metre high close boarded fencing would remain in place and therefore not allowing any new views from the school site to adjacent gardens.
27. The proposed MUGA would be restricted in its hours of use (15) and limited only to pupils of the junior school. It is noted that the objector has advised that school PTA and Governors change over time and have different wishes, however the restriction is imposed as a condition which would need to be varied by a section 73 planning application. As such it is considered that the proposed development would not result in any harm in respect of overlooking and loss of privacy.
28. **Loss of Light:** The installation of the MUGA would not result in any loss of light to residential neighbours, as such the proposed development accords with Core Strategy policy CP3 in this respect.
29. **Overbearing:** An objection has been received on the basis that the proposed ball fence around the MUGA would have an overbearing impact on the adjacent neighbour at no.28 Roman Road. The ball fence would have a total height of 3 metres from the ground level of the MUGA, which would be built into the bank due to the changes in the levels of the land. As stated above the close boarded fencing would remain in place and therefore only approximately 1 metre of the ball fence would be visible above the boundary treatment between the school and the residential property. The ball fence is not a close boarded fence which is solid in appearance, it is a mesh fence which is a light structure and would not have a dominating appearance. As such it is considered that the erection of a ball fence would not have a harmful impact on the residential amenities of adjacent neighbours, and would accord with policy CP3 of the Core Strategy on this basis.

Noise:

30. The proposed development would result in a 32% increase in pupils over a 7 year period. WBC Environmental Health officers have advised that the increase in pupil numbers on site would not have a detrimental impact on residential amenity in respect of noise, especially given that the school would be closed outside of anti-social hours.
31. In respect of the proposed MUGA, WBC Environmental Health officers advise that a condition to control the hours of use of the MUGA has been included, subject to which the proposal is considered to accord with policy CP3 of the Core Strategy in respect of neighbour amenity (14).

Multi Use Games Area (MUGA):

32. A 5 a side playing pitch in the form of a MUGA (multi use games area) is proposed to be located to the southern end of the existing playing field. Due to the sloping land level of the playing field, the north side of the MUGA pitch would be cut into the

land by 0.7 metres, creating a retaining wall along the courts northern side, to allow for a flat pitch; along this side will be bench seating. A 3000mm high wire mesh ball fence will surround the MUGA to limit balls going into the gardens of nearby residential properties.

33. The proposed MUGA would measure 15000mm x 30000, which is a standard 5-a-side pitch. It is proposed that the MUGA would be used by pupils only, and during school hours. This is further secured by condition (15). No external lighting is proposed to the MUGA which would also be secured by condition (14).
34. Sport England have been consulted on the proposed development and have raised no objection. As such the proposed development is considered to accord with policy CP2 of the Core Strategy and National Guidance on Sports facilities.

Access and Movement:

35. **Traffic Generation:** The proposal would increase the number of students and staff; WBC Highways officers have advised that the traffic generation in relation to the increase of 150 students over 7 years and 12 full-time members equivalent of staff would result in a limited increase of traffic generation in the local area. Based on existing travel modes to school the Transport Statement concluded that there would be an increase of 34 pupils and 8 staff arriving by car. This is based on current mode share for pupils and staff.
36. It is acknowledged that there are existing traffic issues in relation to the local area, during the school-run hours; however although this would increase the number of people in the local area, it would be phased over 7 years and would not be to the extent that there would be a significant increase that would result in excessive traffic generation to warrant a refusal on this basis. Moreover, a Travel Plan has already been drafted for the site which will be in place prior to development commencing on site.
37. **Highway Safety and Access:** The existing vehicular access points are considered acceptable and the increase in parking spaces will not have an adverse impact on highways safety in this respect. As such, the proposal is considered not to result in any harm to warrant refusal on this basis.
38. **Parking:** The proposed development requires an addition of 12 parking spaces on site, which the applicant has demonstrated by way of revised parking layout (received by the local planning authority on 03/03/2017). This amended layout shows one tandem parking space next to parking space number 17. Highways have advised that this space is acceptable and its use can be monitored by the School via the Travel Plan.
39. The proposal accords with parking standards for the proposed extension however the existing parking on site does not accord with current parking standards. The site would fall short by 3 parking spaces. Whilst it is not a matter for the current application to deal with existing issues, the parking survey undertaken by the applicant demonstrates that only 65% staff travel to school by private car and therefore it is considered acceptable that the number of vehicle spaces is monitored under the updated Travel Plan.
40. Concerns raised by comments received by members of the public on the application

relate to parking on adjacent roads by parents dropping and collecting children. Inconsiderate parking would be monitored via the Travel Plan and measures to dissuade parents from this activity would be promoted by the school and annually reviewed.

41. As the Borough is due to take over local parking enforcement, any inconsiderate parking would be enforceable by the Council's highways department. In addition the applicant has proposed a planning condition to be added to any approval which will monitor parking on the highway' however it is considered more appropriate for this to be monitored through the Travel Plan which is to be updated and monitored under condition 11.
42. **Cycle:** As existing there are 92 cycle and scooter spaces on site. The result of recent site surveys concludes that there is a current over supply of 22 spaces. The proposed extension requires 53 spaces (for pupils and staff); however the application proposes an addition of 22 spaces based on current usage trends, leaving an under provision of 31 cycle spaces.
43. WBC Highways officers have discussed this with the applicants directly and asked for this to be reviewed as part of the Travel Plan update. In addition to this, the applicant has advised that should there be a need to increase secure cycle parking on site, an area adjacent to the proposed cycle storage shed has been identified to accommodate additional need.
44. On the basis of condition 9 providing additional details on the cycle storage space and condition 11 requiring the submission of the update Travel Plan; it is considered that the proposal, in this instance, would accord with policy CC07 of the MDD Local Plan in this respect.
45. **Sustainability:** The site is already well served by public transport and is within suitable distance to rail and road links and as such, no objection is raised in this regard.
46. **Travel Plan:** The applicants are currently working with the Local Highways Authority on updating their Travel Plan which should be in place by Easter 2017. A copy of the draft Travel Plan has been submitted for review to which the Highways officers have advise that 'the updated Travel Plan will include the monitoring of cycle spaces and increase of storage should demand require this. In addition to this the Travel Plan will monitor vehicle parking spaces'. As such, subject to condition 11, the proposed development is considered to accord with policy CP6 of the Core Strategy.

Flooding and Drainage:

47. The site is located in flood zone 1 and the applicant has submitted a drainage strategy which has been designed to the climate change factor of 40% as per the Council's requirements. This is considered acceptable; however additional details are required around the strategy in respect of discharge to Thames Water pipes which run through the site. As such, WBC Flood Risk and Drainage officer advises a bespoke condition (5) is attached to planning permission, subject to which the proposed development is considered not to result in any harm in respect of flood risk and drainage.

Landscape and Trees:

48. The proposed development would sit within an established school. Views into the school are restricted due to the heavy screening around some of the site's boundaries, which will remain unchanged as a result of the proposal and therefore the public perception of the character of the school will remain largely unaltered. Other boundaries comprise of close boarded fencing which would also remain unaltered. As such there is no objection to the overall scheme, however conditions are recommended to ensure that full landscape details are provided prior to commencement of development.
49. The proposal would require the removal of 3 trees; one in the location of the MUGA, one in the location of the proposed extension and; one in the north end car park. It is proposed to replace these trees with 2 replacement trees proposed to be planted along the southern boundary of the site. The agent has advised that they will work in conjunction with WBC Trees and Landscape officers to include additional landscaping within the site.
50. The submitted Landscape Statement has been assessed and is considered acceptable by WBC Trees and Landscape officers, however conditions are suggested to be attached to require the submission of an Arboricultural Method Statement and tree protection (7 & 8). It is also advised that a landscape proposals plan is submitted to build on the details submitted in the Landscape Statement which is secured by condition 6, this is in order to enhance the landscape character of the site and allow for the additional planting of trees on site.
51. A number of parking spaces will be located under the canopies of trees in the southern car park. It is appropriately proposed that these parking spaces are constructed of Geoweb and gravel infill material so as not to result in any long-term harm, to which the Trees and Landscape officer has raised no objection.
52. Subject to conditions 6, 7 and 8 it is considered that the proposal would accord with policies CC03 and TB21 of the MDD Local Plan and would not detrimentally alter the character and appearance of the site.

Environmental Health

53. Due to the location of the site within a residential area, the Council's Environmental Health officers have advised that a Construction management plan should be submitted to ensure that the development does not harm residential amenities during the construction phase. As such a condition (4) has been attached requiring the submission of Construction Management Plan. In addition to this a condition to limit working hours (13) has also been recommended.

Ecology:

54. **Bats:** Due to the isolation of the site from suitable bat foraging habitat, it is unlikely that this application will have an adverse effect on the local bat population. However an informative (3) should be attached to planning permission if granted. As such the proposal is considered to accord with policy TB23 of the MDD Local Plan.
55. There is little opportunity to include wildlife enhancements within the proposal, such as Stag Beetle log pyramid as there is very little removal of shrubs and trees. Should the school be interested in incorporating any enhancements, then the

applicant is advised to contact the Council's Ecology Officer and Countryside Services team directly.

Community Infrastructure Levy:

56. As the proposal is for the construction of extensions at a school, it would not be CIL liable development.

Other:

57. *Royal Berkshire Fire & Rescue*: Water Officers from the Royal Berkshire Fire and Rescue Services advise that the applicant should consider the installation of sprinklers into the building and suitable private fire hydrant(s), or other suitable emergency water supplies to meet Royal Berkshire Fire & Rescue requirements. Condition 4 of officer's recommendation advises the applicant to contact the service for further information.

58. **Attractiveness of Residential Properties:** An objector has advised that the proposed development will have a detrimental impact on the 'attractiveness' of their property. It is considered that the proposed development would not harm neighbouring properties given the extensions distance and design of the proposed MUGA. Moreover, the extension would be visible from limited views from the public realm.

59. **Alternative location for the MUGA:** An objector has raised questions around the siting of the MUGA and if other locations have been considered. The applicant advises that this was chosen to be the most suitable siting due to the limited loss of tree's and limited impact on existing activities undertaken on other areas of the playing field.

60. **Additional parking for Parents:** An objector has advised that part of the Gipsy Lane playing field could be used for parent parking to alleviate congestion at busy times. The applicant has not put this forward as a scheme and parent parking is not included in the Council's parking standards. Any issues in relation to parent parking will be looked at through the Travel Plan condition and additional measures for control will be in place later this year when the Council is able to enforce on parking regulations.

CONCLUSION

The principle of the proposed development is considered to be acceptable and in line with national and local policies. There are considered to be no adverse impacts on character and appearance and the proposal is considered and concerns relating to residential amenity and traffic will be addressed by way of condition by requiring the creation of a Travel Plan and controlling the hours of use of the proposed MUGA. As such, subject to conditions the proposal is recommended for approval.

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