

Agenda Item 9.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
171007	8/8	Woodley	South Lake	WBC Application

Applicant Location Wokingham Borough Council
Highwood Primary School, Fairwater Drive, Woodley, Wokingham **Postcode** RG5 3JE

Proposal A full application for a single Storey extension for the creation of six classrooms to the north side of the existing car park and, a new Speech and Language building adjacent to the existing hall to allow for a 2 form entry school. Additional staff parking bays and Cycle Canopy provision. New pedestrian route from Woodlands Avenue and a new reception classroom garden to the north of existing nursery/reception block.

Type Full
PS Category 516
Officer Daniel Ray

FOR CONSIDERATION BY Planning Committee on 14th June 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application proposes to extend the existing school to provide 2 form entry in to the school. To do this, a number of alterations and extensions are proposed. These include extending the school to the north in the existing carpark to provide 6 new classrooms. In addition a new Speech and Language unit is proposed to the south side of the car park adjacent to the existing hall. To facilitate this additional staff parking bays are proposed, increasing the number of spaces from 32 to 66 to accommodate the new staff. An addition cycle canopy would be provided as well as a new pedestrian access from Woodlands Avenue.

In addition, a new reception classroom garden is proposed to the north of the existing nursery/reception block.

A number of internal alterations would also be required including alterations to staff and administration areas, increasing the size of the Main Hall, alterations to office accommodation to convert them back to classrooms and minor fenestration alterations that serve corridors.

The proposed development is acceptable in principle as the development is within the major settlement location of Woodley and is already a school. No change of use is proposed. The extensions and alterations are within or immediately adjacent to the existing built form without expanding unnecessarily in to sports fields or the playground. The design of the proposed extensions would integrate well with the existing built form.

Overall, subject to the use of appropriate conditions the application is recommended for approval.

PLANNING STATUS

- Major Development (Woodley)
- Contaminated Land Consultation Zone
- Sand and Gravel Extraction
- Gas Pipes Consultation Zone

RECOMMENDATION

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

Conditions and informatives:

Conditions:

Timescale

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. *Approved Drawings*

This permission is in respect of the submitted application plans and drawings numbered:

612637-A-1004-PL1
612637-A-1005-PL1
612637-A-1006-PL1
612637-A-1007-PL1
612637-A-1008-PL1
612637-A-1011-PL1
612637-A-1013-PL1
612637-A-1014-PL1
612637-A-2205-PL1
612637-A-2206-PL1
612637-A-2207-PL1
612637-A-2208-PL1
612637-A-2301-PL1
612637-A-2302-PL1
612637-A-2303-PL1

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. *Hours of construction*

No works related to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 8.00am and 6.00pm Monday to Friday and 8.00am to 13.00pm on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in writing with the Local Planning Authority

Reason: To safeguard amenity of neighbouring properties. Relevant policies: NPPF, Core Strategy Policies CP1 and CP3

4. *Car parking and turning*

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

5. *Construction method statement*

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 construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors,
- ii. loading and unloading of plant and materials,
- iii. storage of plant and materials used in constructing the development,
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v. wheel washing facilities,
- vi. measures to control the emission of dust and dirt during construction,
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: In the interests of highway safety & convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 & CP6.

6. *Travel Plan*

Prior to the commencement of the development a 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.

7. *Landscaping*

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 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. *Retention of trees and shrubs*

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 area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

9. *Protection of trees*

- 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.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning

authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

10. *Ecology*

Development shall take place only in strict accordance with the recommendations as set out in para 5.12 of the Preliminary Ecological Appraisal (19th December 2016), including the mitigation, compensation and enhancement proposals.

Reason: In the interest of local wildlife.

11. *External materials*

Before the development hereby permitted is commenced, 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

12. *Drainage*

Development shall not begin until drainage details have been submitted to and approved in writing by the LPA. The details should include:

- a) Soakage test results demonstrating that infiltration is achievable, in the case where infiltration is proposed.
- b) Acknowledgement from the utilities provider that their system has capacity to receive any extra flows generated as a result of the development, in a case where it is proposed to connect into an existing sewer network.
- c) Car park details indicating that the extended car park will be of permeable material.

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.

Informatives:

Travel Plan

- a) The requisite Travel plan would need to comply with the latest national and local guidance:
 - i. NPPF Section 4 (Sustainable Transport)
 - ii. The Essential Guide to Travel Planning (DfT, March 2008)
 - iii. Delivering Travel Plans Through the Planning Process (DfT, April 2009)
 - iv. A Guide on Travel Plans for Developers (DfT)
 - v. 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.

- b) Attached to this decision notice/report is the full response from SGN as well as document SGN/WI/SW/2.

Positive and Proactive Working

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 and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

Bats

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.

PLANNING HISTORY

- There is a lengthy planning history associated with the site, however none are directly relevant to this specific application.

SUMMARY INFORMATION

Site Area	24,146sqm
Proposed and existing land use	D1 – non-residential Institution
Existing pupil capacity	210
Proposed pupil capacity	420
Existing staff FTE	29
Proposed staff FTE	51
Existing parking spaces	32
Proposed parking spaces	66

CONSULTATION RESPONSES

WBC Environmental Health	No objection subject to condition 3
WBC Highways	No objection subject to conditions 4, 5 and 6
WBC Tree & Landscape	No objection subject to conditions 7, 8 and 9.
Southern Gas Network	Holding objection whilst local engineer responded lifted following further assessment. No objection
Sport England	however an informative is included and the duty of whoever is responsible for construction is to be briefed.
	No objection

REPRESENTATIONS

Woodley Town Council:

The Committee had no objections to the proposals to expand the school, but noted that there was concern among local residents, particularly in Fairwater Drive, regarding the

increased number of cars that would be parking in the area at school drop-off and pick-up times, and the additional congestion this would cause.

The Committee suggested that perhaps the car parks in the local area could be utilised for use by parents at the start and end of the school day.

Neighbours:

- 2 letters were submitted both raising concerns regarding the highway safety. Issues and comments raised include:
 - Safety of the children to and from school – could a drop-off zone be created within the school boundary in the same way as Addington did a few years ago when that was built.
 - Parking opposite the school is horrendous and concern has been raised that an accident will occur.
 - People dropping children off make it difficult for residents in Kingfisher Drive to access in and out of their garages.
 - Parents disregard the fact that they cause chaos when parked across driveways and forecourts as well as on pavements and verges.
 - Great thought has been given to the extra classrooms being built, but doubt that thought has been given to the parking situation and the extra traffic.
 - Can the Council and school come to some agreement with the car park opposite to the Bulmershe Swimming Pool on Woodlands Avenue. Parents could park there twice a day for dropping off and picking up. It would free up spaces around the residents homes.

APPLICANTS POINTS

- The proposed development would provide additional local school places for the growing community.
- The proposed development would be in keeping with the appearance of the existing school.

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	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 and Construction
	CC09	Development and Flood Risk (from all

		sources)
	CC10	Sustainable Drainage
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
	NISS	DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

1. The application proposes a single storey extension on the north eastern aspect of the existing school to provide six addition class rooms. The extension would be approximately 48m in length and 14m wide. The height to the eaves would be 2.7m and an overall ridge height of 7.6m. The classrooms would be constructed using brick under a seamed sheet metal roof. Whilst the proposed extension is considerable, it would be seen in the context of the existing northern most elevation which expands some 90m in length. In this context and given the overall massing of the existing building, the proposed extension would not appear overly dominant nor would it unacceptably increase the overall massing and volume of the existing school.
2. Further development includes the construction of a new Speech and Language block, this would be a single storey flat roofed extension that measures 7m by 6.5m at a height of 3.8m.
3. Additional parking is to be provided via a new covered bicycle store proposed to allow for the increase in number of staff. Minor fenestration details are proposed on existing elevations that serve corridors. A new pedestrian access is proposed from Woodlands Avenue as well as a new garden to serve the existing nursery/reception block.

Principle of Development:

4. 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 (MDD) 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.
5. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable, having regard to the service provisions associated with the major, modest and limited categories. As the site is within a major development location, the proposal is acceptable in principle.

Character of the Area & Landscape and Trees:

6. The school is situated to the west of Fairwater Drive. Parking is on the eastern boundary adjacent to the road. Sports pitches and playground space is to the north

and west of the main building. The sports pitch to the north of the school (south of Woodlands Avenue) provides a green buffer between the school and the main road. A concrete playground is located to the south of school and backs on to the rear garden of the northern most dwellings off Kingfisher Drive. Beyond the school boundaries, to the east are residential dwellings as well as to the south. To the north lies Addington School, Bulmershe Leisure Centre and more residential properties. To the west, a green area remains beyond which is the new Parklands residential development.

7. The proposed development would not adversely impact upon the character and appearance of the area. The proposed extension would be contained within the existing built form or closely associated with it to the north where 6 new classrooms are intended, the extension would be orientated east-west which would create a 3 sided courtyard around the parking area. The Speech and Language block would be less prominent visually and would result in a minor visual alteration to the appearance of the building.
8. Notwithstanding the increase in built form and the northernmost extension being more prominent from Woodlands Avenue, as well as Fairwater Drive, the use of brickwork under a standing seam profiled metal roof would be appropriate given the function and purpose of the building. A condition requiring samples of these materials (condition 11) would ensure that they do not adversely affect the character and appearance of the existing building and the setting of the area of which the school is sited.
9. Whilst there is an increase in the amount of built form within the school site and would lead to the loss of 6 established trees to the north of the existing built form, landscape proposals indicate that these would be replaced on a 1 for 1 basis. Regardless, a number of conditions (7, 8 and 9) would ensure that this takes place, are appropriate species as well as seeking enhancements visually especially as the site within an area urban landscape value. An appropriate landscaping scheme would ensure that the setting of the area is retained and enhanced.

Residential Amenities:

10. Despite the increase in built form, the proposed development would not result in any structures closer to neighbouring residential properties to the south than is already present. The proposed extension to the north would however introduce a new built form closer to some dwellings (2 to 12 Fairwater Drive, and no 1 Carrick Close), however the closest property (12 Fairwater Drive) would be some 37 metres from the eastern gable of the proposed classroom extension, with planting to be agreed as well as boundary screen and Fairwater Drive itself between the development site and the dwelling. In addition, the extensions themselves are single storey and are modest in height.
11. As a result, the proposed development due its size, scale and design, as well as its location in relation to neighbouring residential properties would not lead to any overlooking, overshadowing or overbearing impacts that would warrant refusal on amenity grounds.

Access and Movement:

12. As a result of the development, it is projected that the number of staff shall increase from 29 full time equivalent (FTE) members of staff to 51 FTE. An increase of 22

members of staff. At present, 32 car parking spaces (including disabled) are present. With an increase of 22 FTE staff members, at least an additional 22 car parking spaces should be provided. Instead, an additional 34 spaces are to be provided over existing provision. As a result the ratio between number of staff and parking provision improves substantially. The Council's Parking Standards document requires one parking space per full time member of staff (equivalent). The total of 66 spaces is in line with the Council's parking standards and as such is acceptable in this regard.

13. Concern has been raised by both the Town Council as well as local residents that pick and drop off arrangements negatively impact upon the safety of the highway during peak times as well as the inconvenience it causes local residents.
14. This is a material consideration relevant to this application where the number of students (and therefore pick up and drop off) shall increase. As such condition 6 requires an updated travel plan including arrangements for pick-up and drop-off of children. Drop off within the school boundary has been recommended by a local resident as has dropping off children at the nearby Bulmershe Leisure Centre car park. Both of these will be considered as part of the updated travel plan and appropriate arrangements and advice can be given to parents to ensure that minimal disruption to local residents takes place as well as ensuring the safety of children is kept to the best possible standards.
15. Notwithstanding the above, Highways have raised no objection to this application on highway safety grounds.

Flooding and Drainage:

16. The site is within Flood Zone 1 and there are no known flooding issues associated with the site. No objection is raised on this basis however it is not clear what material the car park shall be (permeable) and how current drainage works, as such approval is recommended only subject to the inclusion of condition 12.

Contamination:

17. No objection has been raised regarding potential contamination on the site. As such, the scheme is acceptable subject to the use of a condition relating to construction hours (condition 3) is included in any approval granted.

Gas Pipeline:

18. Initially a holding objection was submitted by SGN until a detailed consultation had taken place with a local engineer. Following receipt of the detailed consultation, no objection was forthcoming however there are requirements of the contractor to adhere to prior to and during construction. These are covered by Health and Safety Acts as well as covenants, an informative is therefore included to ensure correct processes take place in accordance with the advice given by SGN, and full details of their response shall be made available to the applicant.

CONCLUSION

The proposed development is acceptable in principle. The works would not have any undue impact on neighbouring residential amenity and adequate parking is provided in line with the Council's own parking standards. Conditions included with any permission granted would ensure that an appropriate travel plan is in place prior to the first

occupation of the extension.

In addition, formal advice has been provided by way of an informative to ensure the Gas Infrastructure network is not adversely affected by the proposed development. Recommendations for ecology and landscaping are ensured through conditions.

The proposal is therefore recommended for approval.

CONTACT DETAILS		
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