

Agenda Item 10.

Application Number	Expiry Date	Parish	Ward
190881	EXT	Woodley CP	Bulmershe and Whitegates;

Applicant	Wokingham Borough Council C/O DHA Planning Ltd
Site Address	Addington SEN School, Woodlands Avenue, Woodley, RG5 3EU
Proposal	Full planning application for the erection of a new teaching block, extended car parking and the reconfiguration of the existing MUGAs and sensory garden.
Type	Full
PS Category	1
Officer	Alex Thwaites
Reason for determination by committee	Wokingham Borough Council Application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 12 June 2019
REPORT PREPARED BY	Assistant Director – Place

SUMMARY

Planning permission is sought for the erection of a new teaching block for the Addington Special Educational Needs (SEN) School to facilitate the expansion of the school by one form of entry meaning an increase of 50 pupils in total. The proposal also includes extending the car parking and the reconfiguration of the existing multi-use game areas (MUGAs) and sensory garden.

The principle of development in this location has been established through its allocation by policy CP9 of the Core Strategy and Policy CC02 of the MDD. The site is located to the east of Reading, within Woodley. The access is located to the north of Woodlands Avenue, with Bulmershe Leisure Centre and Bulmershe School located to the east.

The proposed single storey teaching block is modest in scale and located away from any neighbouring properties. The proposal is also considered to have a limited impact on the character of the area as well as the Site of Urban Landscape Value (SULV). Additionally the reconfiguration of the parking, MUGAs and Sensory garden are within the existing Addington School grounds and do not represent a form of development that is uncommon with this use.

This is a sustainable development that offers substantial public benefit in meeting the needs of the community and delivering on Wokingham's development aspirations for educational provision. The application will deliver high quality development in accordance with the Council's spatial strategy and there are no other material planning considerations of significant weight that would dictate that the application should be refused. Officers are therefore recommending the application for approval, subject to the conditions listed.

PLANNING STATUS

- Major development location
- Site of Urban Landscape Value
- High Pressure Gas Main Consultation Zone
- Tree Preservation Order

RECOMMENDATION

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

A. Conditions and informatives:

Conditions:

1. Timescale

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. Plans

The development hereby permitted shall be carried out in accordance with the following approved plans unless otherwise agreed in writing with the Local Planning Authority:

Drawing Number	Title
ADS-HLM-A31-ALL-GA-SL-201001-P5	Existing Site Plan
ADS-HLM-A31-ALL-SEC-SL-201010-P5	Proposed & Existing site Sections
ADS-HLM-A31-ALL-GA-SL-201000-P5	Site Location Plan
ADS-HLM-A31-ALL-XX-XX-201011-P5	Visualisations
ADS-HLM-A31-ALL-GA-SL-201002-P7	Proposed Site Plan
ADS-HLM-A31-ALL-GA-SL-201003-P7	Proposed Landscape Plan
ADS-HLM-A31-ALL-GA-GND-201004-P5	Proposed Ground Floor Plan
ADS-HLM-A31-ALL-GA-RF-201005-P5	Proposed Roof Plan
ADS-HLM-A31-ALL-ELV-SL-201008-P5	Proposed Elevations
ADS-HLM-A31-ALL-SEC-SL-201009-P5	Proposed Sections
ADS-HLM-A31-ALL-GA-SL-201006-P5	Existing School Plan
ADS-HLM-A31-ALL-GA-SL-201007-P5	Proposed Existing School Alterations
1054-MAC-XX-DR-L-100 P03	Landscape – General Arrangement
ADS-MAC-A35-GA-GND-00101-A	Proposed Levels
1054-MAC-XX-DR-L-102 P03	Planting Plan and Schedule
ADS-MAC-A35-GA-GND-000103-A	Fencing

1054-MAC-XX-DR-L-104 P03	Hard Landscaping
1054-MAC-XX-DR-L-105 P03	Landscape – Cross Sections
ADS-CON-A22-ALL-GA-GND-001510-B	Proposed Drainage Layout
ADS-CON-A22-ALL-GA-GND-001511-B	Overall Drainage Layout
ADS-CON-A22-ALL-SEC-GND-001530-A	Typical Drainage Details
ADS-CON-A21-ALL-GA-FON-000001-A	Foundation Detail – Sheet 1
ADS-CON-A21-ALL-GA-FON-000002-A	Foundation Detail – Sheet 2
LA18001 DR 005	Topographical Survey
LA18001 DR 006	Utilities Survey

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. External Materials

Except where stated otherwise on the approved drawings, the materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of similar appearance to those used in the existing building, unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory.

Relevant policy: Core Strategy policies CP1 and CP3

4. Cycle Parking Details

Prior to the occupation of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for 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 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

5. Travel Plan

Prior to the occupation 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 9 (Sustainable Transport) and Core Strategy policy CP6.

6. Landscaping

No part of any building(s) hereby permitted shall be occupied or used until the scheme of landscaping has been provided in accordance with the approved plan 1054-MAC-

XX-DR-L-102 P03 (Planting Plan). Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s).

Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

Reason: To ensure adequate planting 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)

7. 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

8. Noise: Permitted hours of Demolition and Construction

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

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

10. Ecological Enhancements

All works shall be carried out in accordance with the recommendations detailed in the preliminary ecological appraisal (Hybrid Ecology Ltd, February 2019) – including ecological supervision during vegetation clearance – unless otherwise approved in writing by the council.

Reason: To ensure that protected species are safeguarded in line with wildlife legislation and policy CP7 of the Core Strategy.

11. Biodiversity Enhancements – Bird and Bat Boxes

The building hereby permitted shall not be occupied until the locations and specifications of biodiversity enhancements – to include bird and bat boxes – have been submitted and approved in writing by the council. The biodiversity enhancements shall be installed as agreed unless otherwise approved in writing by the council.

Reason: To incorporate biodiversity in and around the development in accordance with paragraph 175 of the NPPF

12. External Lighting

No external lighting shall be installed until a report detailing the lighting scheme and how this will not adversely impact upon wildlife has been submitted to and approved in writing by the local planning authority. The report shall include the following figures and appendices:

- A layout plan with beam orientation
- A schedule of equipment
- Measures to avoid glare
- An isolux contour map showing light spillage to 1 lux both vertically and horizontally and areas identified as being of ecological importance.

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with policy CP7 of the Core Strategy.

Informatives:

1. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:

- Advertisement of jobs within local recruitment agencies / job centres;
- Recruitment and training of residents from the local area;

- Seek tender of local suppliers or contractors for work.

2. Work on Highway

The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

3. Mud on Road

Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.

4. Highway Management

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

5. Utilities

Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

6. Noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

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

- 1) NPPF Section 9 (Sustainable Transport)
- 2) The Essential Guide to Travel Planning (DfT, March 2008)
- 3) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
- 4) A Guide on Travel Plans for Developers (DfT)
- 5) 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.

8. The applicants attention is drawn to the fact the development hereby approved would be sited close to a Major Accident Hazard Pipeline (MAHP) and that the relevant technical advice, guidance and licences are sought from the pipeline operator (Southern Gas Networks) and the Health & Safety Executive (HSE) before any works are commenced. Further information can be found at:

<https://www.sgn.co.uk/Safety/Dig-safely/>

<http://www.hse.gov.uk/pipelines/hseandpipelines.htm>

PLANNING HISTORY		
Application Number	Proposal	Decision
F/2006/8099	Proposed erection of new special school with associated landscape proposals, improvement to junction of Chequers Way and the service road adjacent to the swimming pool plus temporary buildings and new running track.	Approved 08/11/2006
VAR/2008/1752	Proposed variation to condition 6 of planning consent F/2006/8099 to remove green roof requirement and replace with a high performance multi-layer felt roofing system	Approved 03/11/2008
C/2009/0547	Application for submission of details to comply with the following condition of planning consent F/2006/8099: 18. Travel Plan for Bulmershe and for Addington School	Approved 20/04/2009

SUMMARY INFORMATION	
For Education	
Site Area	3.07 ha
Previous land use(s) and floorspace(s)	Educational Use (Addington SEN School)
Proposed floorspace of each use	935 sq/m
Existing employees	207
Proposed employees	255
Existing parking spaces	128 (and 20 cycle spaces)
Proposed parking spaces	158 (and 30 cycle spaces)

CONSULTATION RESPONSES	
Sports England	No objection
Southern Gas Networks	No comments received
SEE Power Distribution	No comments received
WBC Biodiversity	No objection subject to conditions
WBC Economic Prosperity and Place (Community Infrastructure)	No comments received
WBC Drainage	No objection
WBC Education (School Place Planning)	No objection
WBC Environmental Health	No objection subject to conditions
WBC Highways	No objection subject to conditions
WBC Tree & Landscape	No objection subject to conditions

WBC Cleaner & Greener (Waste Services)	No comments received
WBC Property Services	No comments received
WBC Public Rights of Way	No comments received
WBC Emergency Planning Officer	Objection based on location of gas main [Officer note: <i>discussed in the Gas Main and Emergency Planning section of the report</i>]

REPRESENTATIONS

Town/Parish Council: “The Committee considered the proposal and were pleased to see plans for the expansion of Addington School to enable the school to cater for more local children; however the Committee also wanted to continue to protect the Site of Urban Landscape Value (SULV) between Woodley and Earley. The Committee felt that the main threat to the SULV came from the proposed car park extension, but that this would be well screened and the impact would be very small.

Following lengthy discussion, on balance the Committee did not object to the application.”

Local Members: No comments received

Neighbours: No comments received

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
National Guidance	BB104	Area guidelines for SEND and alternative provision
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP15	Employment Development
	Adopted Managing Development Delivery Local Plan 2014	CC01
CC02		Development Limits
CC03		Green Infrastructure, Trees and Landscaping
CC04		Sustainable Design and Construction
CC05		Renewable energy and decentralised energy networks

	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB07	Internal Space standards
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	BDG	DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

1. The application seeks permission for the reconfiguration of the existing site to accommodate the erection of a single storey teaching block, additional car parking, re-provision of the existing multi-use games areas (MUGAs) and sensory Garden.
2. As the proposal comprises the expansion of the existing school, to ensure the site is maintained and complies with national standards, a reconfiguration is proposed. It is proposed that the sensory garden is moved to the rear of the site which is currently unused, the soft play area would be reduced in size and the MUGAs would be repositioned to run alongside it. The development is required to increase the availability of pupil places both locally and within the wider borough.

Principle of Development:

3. 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. Core Strategy Policy CP2 promotes development that addresses the requirements of children including the co-ordination of services to meet their needs.
4. 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 in principle, having regard to the service provisions associated with the major, modest and limited categories. The site is located to the east of Reading, within Woodley. The site is located to the north of Woodlands Avenue, with Bulmershe Leisure Centre and Bulmershe School located to the east. As the site is within a major development location, the proposal is therefore acceptable in principle. The proposals impact on the character or the area, highway network, residential amenity and ecology is assessed below.

Existing and Proposed School Provision:

5. Addington School is a 1FE (Form of Entry) Special Educational Needs (SEN) School currently accommodating 213 pupils (as of September 2018) aged between 2 and

19. In addition to this there are currently 207 staff members at the school providing a roughly 1:1 ratio of pupils and staff. The school specifically caters for pupils with Moderate Learning Difficulties (MLD), Severe Learning Difficulties (SLD), Profound and Multiple Learning Difficulties (PMLD) and for pupils with sensory, motor and behavioural difficulties such as Autistic Spectrum Disorder (ASD).

6. As discussed the existing school has been designed to cater for 205 pupils but presently houses 213 pupils and 207 staff members; however due to demand the school needs to increase their numbers by 50 pupils (inclusive of the 8 extra currently being accommodated), to 255 pupils, meaning that there will need to be an increase in staff numbers by 33 staff members to accommodate the increase. Due to the requirements of the school and its pupils it is proposed that there is a single storey standalone building to meet the space requirements as set out within Policy BB104 which is the basis of this application.
7. Central Govt sets out 'Area guidelines for SEND and alternative provision' (BB104) as non-statutory area guidelines for buildings which supersede the recommended areas in 'Designing for disabled children and children with special educational needs' (Building Bulletin 102). It also provides guidance on outdoor areas. The guidance does not cover hospital schools although some of the areas will be applicable, nor does it cover residential facilities. The proposal is designed to be compliant with BB104 and this is discussed later in the report.

Impact on character of the area:

8. The proposal can essentially be broken down into three main elements. The first being a single storey teaching block with 4 x 63m² SEN teaching classrooms, staff rooms, 6th form common room, dining room extension and ancillary facilities. The second being the sensory garden is to be moved and expanded to a strip of unused land located to the west of site, and the final element being the current quantum of hard play (MUGA's) is maintained but relocated.
9. The application site is located to the north of Woodlands Avenue in the Parish of Woodley. The site is bound by the Goals Soccer Centre to the north, with The Bulmershe School and Bulmershe Leisure Centre lying to the east. To the south lies Woodlands Avenue and Highwood Primary School beyond this, with playing fields situated to the west of the site. The site is surrounded by a mix of uses, predominantly consisting of community uses or schools, with residential properties located further away. There are public views from both Woodlands Avenue and the access road for the school.
10. In terms of the two external elements of the proposal (MUGAs and Sensory Garden) the site already contains these elements as they are to be reconfigured rather than additional development. Additionally the surrounding uses, including several all-weather football pitches to the north, are very similar to the proposed use and the play area/garden are not an uncommon use to be found associated with schools. Therefore in respect to these elements there is not considered to be a detrimental impact on the character of the area.
11. The proposed new teaching block is single storey in height and located where the existing MUGAs are currently. The single storey FE block consists of two wings of teaching containing 4 general classrooms with a split quieter health and beauty classroom and a new engineering class base. The arrival space is off the open plan

common room and the dining hall can be opened up allowing a further expanded social area for larger events.

12. In terms of the external appearance, the existing main Addington School building is contemporary in design with white rendered walls and a timber clad curved entrance lobby. The proposed new FE Block has been designed to reflect this design in both appearance and materials. The building is essentially rectangular in appearance, with a curved timber cladding hall element on the primary elevation that is designed to mimic the main school entrance. The block is single storey in height, measuring approximately 3.9 metre in height for the majority of the building with the timber clad element being slightly higher at 5.2 metres, which is considered to add a strong element of good design that reflects the existing character of the area and in particular the existing school.
13. Overall, with regard to the impact on the character of the area, the proposal is considered to be a high quality development that reflects both the surrounding area and the existing school building. In terms of all of the elements together, the application represents a design and use that is considered typical of a development of this kind and is not considered to be detrimental to the character and appearance of the surrounding area.

Landscape, Trees and Sites of Urban Landscape Value:

14. Policy TB22 of the MDD sets out the policy for Sites of Urban Landscape Value (SULV) which are defined as open and undeveloped areas within settlements, which provide an important contribution to local character and amenity. The SULVs form part of the setting and identity of the settlements of Earley, Wokingham and Woodley. They are primarily open spaces interspersed with, and bounded by, mature trees. They also include individual landscape features such as ponds, woodlands and hedgerows. Their role as informal open areas and green spaces along with their recreational and biodiversity roles in a built-up context should be retained or enhanced.
15. Policy TB22 goes on to describe the Bulmershe SULV as a combination of playing fields, open space with associated tree cover, woodland and allotments which provides an open and undeveloped space between the settlements of Earley and Woodley. The character of this SULV is greatly enhanced by the presence of a strong tree and shrub screen on the rear boundaries of and within the gardens of properties on the east side of Pitts Lane and Church Road as well as the mature woodland within High Wood to the south.
16. Part of the proposed development falls partially within the SULV, however these are the external elements of the proposal and not the main teaching block. While the proposed sensory garden and MUGA fall within the SULV these are both recreational uses that are described within the SULV for Bulmershe. Additionally the MUGAs have been located as to be adjacent to the existing all-weather courts at the football facility to the north. Therefore, as the main development is outside of the SULV limit the proposal is not considered, on balance, to be detrimental to the SULV.
17. Additionally, with regard to the proposal landscaping on site, the Landscape and Trees Officer has no objections for the proposed development and the landscape section as it is satisfactory. While comments have been suggested by the Officer

these can be secured via condition. Therefore the proposal is considered to be acceptable in this sense.

Compliance with BB104 Standards:

18. The Building Bulletin 104 (BB104) from the SEND and alternative provision: area guidelines; Dec 2015 documents sets out the necessary requirements for minimum site areas, buildings sizes and outside play requirements. The school building will be fully compliant with these standards as a SEN Primary School.
19. The majority of the site is allocated for Bulmershe Secondary School making up around 130,000m². For comparison to the recommended guidance area in BB104, based on 1,040 pupils the minimum total gross site area is around 61,000m² with a maximum of 76,500m².
20. BB104 sets out five core use categories which set out the usable (net) area of a school. In addition, a number of non-pupil areas fall under the non-net category including parking, entrances, building footprint, delivery access and services. Together these make up the gross site area. Below is a comparison showing the comparison between BB104 standards and the Addington School site:

Overall Building Areas	Existing Area (sqm)	BB104 Minimum (sqm)	Target Area (sqm)	Proposed vs BB104 (sqm)
Soft Outdoor PE	4610	2713	3140	+428
Hard Outdoor PE	1220	783	1220	+438
Soft Informal & Social Areas	10440	1110	10700	+9590
Hard Informal & Social Areas	3120	1110	3400	+2330
Habitat Areas	490	455	490	+35
Total Net Useable Area	19880	12355	18990	+6635

21. As advised the proposal is compliant with the guidelines put forward under the Building Bulletin 104 (BB104) from the SEND and alternative provision: area guidelines; Dec 2015 document and therefore acceptable.

Residential Amenities:

22. The proposal is located to the west of the main Addington School building approximately 150m away from residential properties and behind the main school building. Due to the single storey nature of the proposal, its location and the existing school use it is not considered to have any overlooking or overbearing impacts on residential properties.

Access and Movement:

23. *Highway Access:* The site is accessed from a private road, which joins Woodlands Avenue at a mini-roundabout junction to the south west of the site. This access road measures approximately 6.0 metres in width and serves The Bulmershe School and Goals Reading. Once completed, it will also serve the redeveloped Bulmershe Leisure Centre.
24. The primary access to the site lies approximately 53metres north of the Woodlands Avenue mini-roundabout. School Keep Clear markings and zig zags are provided outside this access. The access leads to the school's pick-up and drop-off loop and

staff parking area. A service entrance is situated a further 140metres to the north of the primary site access. This is used for deliveries to the school and other associated service vehicles. A turning head has been developed to allow for the movements of these larger vehicles to take place, with a carriageway width of 5.2 metres provided.

25. *Parking:* In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, the Council requires applications to incorporate car parking in line with the policy standards. The standards require one space for one Full Time Equivalent member of staff.

26. The existing car park has primarily been designed to allow for an appropriate number of parking spaces whilst maintaining the internal stacking (double) spaces for drop-off and collection. Given the complex needs of the pupils, many are brought to school by Local Education Authority (LEA) vehicles, as well as by parents. It is therefore important that the stacking space is maintained, to minimise any off-site impacts. At the current time, four minibus/ambulance pick-up/drop-off bays are provided beside the main entrance to the school. Vehicles park in this area and once the pupils have been dropped off/collected, the minibus leaves, allowing for the next vehicle to take its place.

27. The proposed new car park to be developed as part of the expansion proposals will comprise 30 parking spaces, which are to be provided adjacent to the existing formal parking area. The parking bays will measure 2.5 metres by 5.0 metres. A further two disabled bays will be provided on-site to ensure accordance with WBC's Parking Standards. An aisle width of 6.0 metres will be provided for accessibility to the bays.

28. A summary of the car parking is provided on the table below:

Parking Type	Existing	Proposed
Ambulance bays / wheelchair minibus bays at the front of the school	5	5
Disabled car spaces	6	6
Bays for School owned minibuses	4	4
Car parking spaces for staff, parents and visitors	113	143
Total	128	158

29. The application proposes an increase of 33 members of staff (26 full time equivalent) and 50 pupils and therefore an extra 30 spaces have been provided. This coupled with the School Travel Plan is compliant with Wokingham Borough Standards and has therefore found to be acceptable by the Council's Highways Officer.

30. *Travel Plan and Cycle Parking:* A School Travel Plan has been submitted with the application in order to promote sustainable transport to and from the school. While there are no specific standards or guidelines for SEN schools, it is acknowledged that due to the nature of the school it difficult to achieve the significant increase in numbers of pupils walking or cycling to school. Therefore, on balance, the Highways Officer is satisfied that the travel plan is of an appropriate standard for pupils. The travel plan will need improving for staff and a planning condition has been included to secure this.

31. Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand expect development to make provision to support sustainable travel. With regard to cycle parking on site it is noted that the school currently has cycle parking for 20 bicycles. From the Travel Plan, it is understood that this provision is well utilised. As a result of the development proposals, a further 10 spaces will be provided which is continually monitored and managed as per the submitted travel plan.

32. Overall it is considered that the travel plan and levels of cycle parking are of an appropriate level and therefore the proposal is acceptable in this sense.

Flooding and Drainage:

33. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk. The site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map

34. The site is reasonably flat however it generally falls from west to east by approximately 1.3 metres. The new FE block will be located where the existing MUGA is, with the proposed MUGA being relocated west and car park extended. The proposed MUGA site is impermeable at 1221m² and the proposed school building is 1330m². Therefore it is proposed the proposal will discharge into an existing surface water manhole which further discharges in to an existing attenuation tank, from which is pumped to an existing surface water system.

35. Additionally the relocated MUGA and car park extension will drain to an existing swale, as in the current situation, prior to discharge into the attenuation tank. Additionally this has capacity to accommodate extra spill. Therefore overall based on the above the Drainage Officer has no objection to the proposal and is satisfied with the proposed layout and drainage strategy.

Environmental Health:

36. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided. Additionally, Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users.

37. Whilst it is acknowledged that there would be a greater level of activity in the area arising from the increase in the amount of pupils, this would not be to an extent that is unusual for an educational use as the increase is minimal. As the site has been identified as being suitable for the school originally, the principle of educational development in this area has been established. There is a proposed condition suggested that is requiring a Construction Management Plan and construction routes for the proposal in order to keep disruption to a minimal. Additionally a condition has been suggested for Construction activities hours of operations to be to 0800-1800 on Mondays to Fridays and 0800-1300 on Saturdays.

38. Therefore it is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

Ecology:

39. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The proposal includes an Ecology Report that sets out mitigation that is especially important in this protected area. The Biodiversity Officer has assessed the application and is satisfied that there would be no significant impact on ecology.

Sustainable Design/Construction:

40. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this.

41. The Energy and Sustainability Statement makes a commitment towards sustainable design and construction and is informed by the Design Brief. The school will be constructed to a BREEAM very good standard. In accordance with Core Strategy Policy CP1, The Addington SEN School achieves compliance with Criteria 1, 2 & 3 of Building Regulations Part L 2013, with a Building Emission Rate (BER) percentage reduction over the Target Emission Rate (TER) of 0.40%. On this basis the proposal is considered in accordance with the policy requirements.

42. In terms of the actual construction and ensuring safety and security through this process a condition is proposed that will secure the method of construction. This includes parking, security and the storage of plant materials.

Gas Main and Emergency Planning:

43. The site is located within a Safety Hazard Area for a Major Accident Hazard Pipeline (MAHP); this is a high pressure gas main that runs north to south immediately between the existing main school building and the proposed new block. Additionally, the gas main runs under a corner of the existing main building as well as under the MUGAs to the north of the site in the neighbouring football complex. Siting of development within this Safety Hazard Area requires LPA's to consult both the Health & Safety Executive (HSE) and the pipeline operator, Southern Gas Networks (SGN) in this instance.

44. The SGN and the HSE have been consulted both at pre-application and application stage and neither have objected to the proposal on safety grounds. However, it should be noted that the Council's Emergency Planning Officer has raised an objection despite stating that there is an incredibly low likelihood of an incident on the basis that the pipeline is subject to an emergency plan and the proposed new building would be located in the hazard zone.

45. Through pre-application stage the applicant has shown that they have worked with SGN to provide a raft of measures to reduce any potential impact on the high pressure line. These include specialist foundations, a three metre buffer from the position of the gas line and specific groundworks prevent placing any additional lateral pressures on the existing gas main. Despite the concerns raised by the Emergency Planning Officer, it is considered that based on the advice from both SGN and the Health and Safety Executive, the fact that the location of the building

is not directly positioned over the pipeline, the existing trajectory of the gas main which runs under the existing main building, that on balance the proposal is considered acceptable. Officers also note that there is no other appropriate alternative locations available on the site for the building that would place it outside of the Safety Hazard Area.

46. The applicant is reminded however that there are various licenses that lie outside of planning control that will need to be sought and it would be appropriate to include the HSE at construction stage.

Security:

47. The layout takes into account security and the outdoor facilities are segregated to ensure the pupils are contained within these areas and safeguarded. The school will benefit from natural surveillance from the surrounding educational uses which will limit opportunities for antisocial behaviour outside of school hours. The school site would be secured by a perimeter fence/vegetation and the layout and design are considered acceptable

CONCLUSION

The full application is consistent with the principles and parameters established by the Council's adopted policies and guidance. It is considered that the application will deliver high quality school development in accordance with the Council' spatial strategy as well as BB104 standards. Having assessed the proposal and its environmental impacts and all other material considerations, it is considered the development is in accordance with policy and does not give rise to any impacts that cannot be overcome through the proposed mitigation and conditions. On this basis the proposal is considered acceptable and recommended for approval subject to conditions as outlined at the start of this report.