

Agenda Item 76.

Application Number	Expiry Date	Parish	Ward
191655	13.01.2020	Shinfield	Shinfield North;

Applicant	
Site Address	Crosfields School, Shinfield Road, Shinfield, RG2 9BL
Proposal	Full planning application for the proposed erection of a new senior school building, re-configuring of two entrances and demolition of existing white building.
Type	Full
PS Category	1
Officer	Jeanette Davey
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 8 January 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
Expansion of the age range of this co-educational private school from nursery, pre-prep and preparatory school ages (3-13 years) to include a senior school up to GCSE (16 years). This would be accommodated in a new building of a pleasing modern design and would result in the demolition of a non-designated heritage asset. It is considered that the grounds for proceeding with the scheme as proposed are justified and the scheme is therefore supported and recommended for approval.

PLANNING STATUS
Contaminated Land Consultation Zone Green Routes and Riverside Paths Bat Roost Habitat Suitability Scale and Location of Development Proposals Local Wildlife Site Tree Preservation Orders SSSI Impact Risk Zones PRoW Within WB Consultation Zone Green Routes and Riverside Paths Consultation Zone Ordinary Watercourses Consultation Zone Historic Flooding Points Consultation Zone Local Wildlife Sites Consultation Zone

RECOMMENDATION
That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:
A. Conditions and Informatives:
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. Approved drawings

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

Site Location Plan Doc No 01010 dated 28.05.2019

Existing Site Plan Doc No 01011 dated 22.05.2019

Existing Ground Floor Plan Doc No 02007 dated 15.05.2019

White Building Existing Floor Plans Doc No 02011

White Building Roof Plan Doc No 02012

Proposed Site Plan 1 Doc No 01012 dated 31.05.2019

Proposed Site Plan 1 Doc No 01013 dated 31.05.2019

Proposed Ground Floor Plan Doc No 02001 dated 14.05.2019

Proposed First Floor Plan Doc No 02002 dated 14.05.2019

Proposed Roof Plan Doc No 02003 dated 14.05.2019

Proposed Elevation 1 Doc No 04102 dated 30.05.2019

Proposed Elevation 2 Doc No 04103 dated 12.06.2019

Proposed Courtyard Doc No 02004 dated 14.05.2019

Drainage Layout Dwg No 0101 Rev P2 dated 08.08.2019

Parking Overview and Pedestrian Routes Dwg No Appendix H Rev E dated 14.11.2019

Northern Access – Visibility Splays Dwg No 8180945/6102 Rev D dated 14.11.2019

Southern Access – Visibility Splays Dwg No 8180945/6103 Rev D dated 14.11.2019

Southern Access – Existing Visibility Splays and Geometry Dwg No 8180945/604 dated November 2019

Swept Path Analysis Dwg No 8180945/6207 Rev B dated 14.11.2019

The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with 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. 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

4. Removal of materials

All materials arising from the demolition of buildings on the site shall be permanently removed from the site.

Reason:

In the interests of the amenity of the area.

Relevant policy: Core Strategy policies CP1, CP3, CP11, CP12 and Managing Development Delivery Local Plan policies TB01 / TB21.

5. CL7 – Tree Protection

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

6. CL5 – Hard and Soft Landscape Proposals

Prior to the occupation of the site, 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. The proposals should also include any landscape reinstatement works such as

to the dedicated site compound, site access track and any loss of trees or hedgerows associated with forming the new access to be reinstated and clearly shown on the landscape plans.

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)

Ecology:

7. CEMP

No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason:

To minimise impacts on biodiversity in accordance with Paragraphs 170 and 175 of the NPPF.

8. Biodiversity Enhancement

Prior to the occupation of the development, details of biodiversity enhancements, to include bird and bat boxes, tiles or bricks on and around the new buildings and native and wildlife friendly landscaping, shall be submitted to and approved in writing by the council. The biodiversity enhancements shall thereafter be installed as approved.

Reason:

To incorporate biodiversity in and around developments in accordance with paragraph 175 of the NPPF.

Highways

9. CF5 – Parking and turning to be approved

No part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning space has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so-approved shall be retained in accordance with the approved details and the parking space remain available for the parking of vehicles at all times and the turning space shall not be used for any 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.

10. CF9 – Cycle Parking to be approved

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

11. CG2 – Visibility Splays

Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular access to include visibility splays of 2.4m x 34m. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason:

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

12. CG5 – Surfacing of Accesses

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. CH8 – 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.

14. CH9 – Highway construction details

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, 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 roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

15. CJ3 – Travel Plan to be approved

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 9 (Sustainable Transport) and Core Strategy policy CP6.

16. Parking Management Strategy

Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements at the school shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of staff parking spaces as well as the management of the pick-up/drop-off of pupils and the monitoring of disabled spaces and electric vehicle charging points and the delivery of additional spaces when required.

Reason:

To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDL policies CC07 and TB20.

17. Electric Vehicle Charging Points

Prior to first occupation of the new units, details of electric vehicle charging within the school car park shall be submitted to the Council for written approval. The details as approved shall be installed prior to first occupation, and shall be maintained thereafter, unless otherwise agreed in writing with the Council.

Reason:

In order to ensure the development contributes towards achieving a sustainable transport system in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, and CC07 of the Managing Development Delivery Local Plan (Feb 2014).

Environmental Health**18. Control of environmental effects during construction (General)**

No development [including demolition and site clearance] shall take place until a Construction Environmental Management Plan (CEMP) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include measures for *:-

- the control of dust, odour and other effluvia
- the control of noise (including noise from any piling and permitted working hours)
- the control of pests and other vermin (particularly during site clearance)
- the control of surface water run-off)
- The control of noise from delivery vehicles, and times when deliveries are accepted and when materials can be removed from the site

Construction activity shall be carried out in accordance with the approved CEMP.

Reason:

In the interests of the amenities of the area.

19. Permitted hours of Demolition and Construction (with times)

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 public holidays.

Reason:

To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

20. Noise from plant and machinery (Noise limit)

The sound rating level (established in accordance with BS4142:2014) of any plant, machinery and equipment installed or operated in connection with this permission shall not exceed, at any time, the prevailing background sound level at the nearest residential or noise sensitive property.

If the plant, machinery or equipment is to be enclosed details of the enclosure shall be sent to the local planning authority for their approval before the development commences

Reason:

To protect the occupants of nearby residential properties from noise

21. Air Quality Assessment

Prior to the commencement of development, an Air Quality Assessment shall be submitted to, and approved in writing by the Local Planning Authority, to demonstrate any likely changes in air quality exposure to air pollutants as a result of the proposed development, including any impacts on air quality management areas. The assessment is to compare the air quality following completion of the development with that expected at the time without the development. The assessment will need to:

- 1) assess the existing air quality in the study area (existing baseline)
- 2) predict the future air quality without the development in place (future baseline)
- 3) predict the future air quality with the development in place (with development)
- 4) details of mitigation

It should include impacts on nitrogen dioxide and particles (PM₁₀ and PM_{2.5}), as well as the cumulative impact with other committed developments. Consideration must also be given to potential uncertainties in predicting future emissions from vehicles in the future, i.e. predict potential future air quality with and without the development/committed developments in place assuming no improvements in emissions from vehicles to compare against predicted future air quality with improvements in vehicle emissions. Isopleths maps of air quality concentrations and exceedance areas should also be included in the Air Quality Assessment Report so the public can easily see potential impacts on air quality.

Reason:

To protect the AQ of the surrounding area, as the school is due to increase by 55%

22. Contaminated Land – new build

Prior to the commencement of development, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be

submitted to, and are subject to the approval in writing of, the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) A survey of the extent, scale and nature of contamination;
- (ii) An assessment of the potential risks to:
 - Human health,
 - Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - Adjoining land,
 - Groundwaters and surface waters,
 - Ecological systems,
 - Archeological sites and ancient monuments;
- (iii) An appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

23. Contaminated Land – the White Building

Within three months of the demolition of the White Building and prior to the commencement of any other ground works, including landscaping, engineering or building operations, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are to be submitted to, and are subject to the approval in writing of, the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) A survey of the extent, scale and nature of contamination;
- (ii) An assessment of the potential risks to:
 - Human health,
 - Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - Adjoining land,
 - Groundwaters and surface waters,
 - Ecological systems,
 - Archeological sites and ancient monuments;
- (iii) An appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

24. Submission of Remediation Scheme

Should a scheme of remediation be required in accordance with Conditions 22 and 23, prior to the commencement of development, a detailed remediation scheme to bring the site to a condition suitable for the intended use, by removing unacceptable risks to human health, buildings and other property and the natural and historic environment, must be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

25. Implementation of Approved Remediation Scheme

Should a scheme of remediation be required in accordance with Conditions 22 and 23, the approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

26. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 23, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 24, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 25.

This must be conducted in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Heritage

27. Demolition of the White Building

The demolition of the White Building shall not commence until a proposal for a detailed scheme of recording of features and artefacts contained within the building has been submitted to and approved by the Council. The scheme shall be completed in full prior to the demolition of the building. Final records are to be deposited with the Berkshire Historic Environment Record.

Reason:

The White Building is identified as being a non-designated heritage asset. A scheme of recording, as described, is required to allow preservation and recording of any features or artefacts contained within the building before it is demolished.

Relevant policy: National Planning Policy Framework Section 16 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan Policy TB25.

28. Timescale for demolition of the White Building

The proposed demolition of the White Building shall be completed within three months of the completion of the proposed new senior school building, defined as Phase 1 of the scheme.

Reason:

In the interests of the amenity of the area and in order to ensure satisfactory standards of parking provision at the school.

Relevant policy: Core Strategy Policies CP1, CP3, CP11, CP12 and Managing Development Delivery Local Plan Policies TB01 / TB21.

29. Removal of demolished materials

All materials arising from the demolition of buildings on the site shall be permanently removed from the site.

Reason:

In the interests of the amenity of the area.

Relevant policy: Core Strategy Policies CP1, CP3, CP11, CP12 and Managing Development Delivery Local Plan Policies TB01 / TB21.

Archaeology

30. Written Scheme of Investigation

No development, including demolition, shall take place within the application area until the applicant, or their agents or successors in title have secured and implemented a programme of archaeological work in accordance with a written scheme of investigation,

which has been submitted by the applicant and approved by the planning authority. The development shall be undertaken in accordance with the agreed programme of work pursuant to this condition.

Reason:

The site lies within an area of archaeological potential due to known prehistoric and Roman remains within the grounds of the existing School. The Condition will ensure the satisfactory mitigation of any impact on buried archaeological remains so as to advance our understanding of their significance in accordance with national and local planning policy.

Informatives:

Tree and Landscaping

In accordance with Condition 6 of this permission, within the woodland car park, the surfacing must be 'soft' permeable such as gravel or similar approved (not block paved), with bay divisions marked carefully so as not to encroach on the rooting areas of the trees.

Archaeology

Given the nature and location of the proposed development, a combination of a strip, map and sample exercise for the access road and compound, and archaeological monitoring during the construction of the new senior school and during demolition of the 'white house' may represent an appropriate mitigation strategy. Berkshire Archaeology would be pleased to discuss the appropriate approach with the applicant's archaeological consultant should permission be granted.

Highways

I32 Travel Plan

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.

I22 – Access Construction

The Head of Highways at the Council Offices, Shute End, Wokingham [0118 974

6000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

I23 – Mud on the 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 the Highway Authority on tel.: 0118 974 6000.

I24 – Off Site works (S.278)

The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

I27 – Works affecting the public highway

Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

Thames Water:

Waste Comments

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information, please refer to our website.

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FApply-and-pay-for-services%2FWastewater-services&data=02%7C01%7Cdevelopment.control%40wokingham.gov.uk%7C664608222ce747ecd85f08d726323c27%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637019869507721346&data=I%2BPP7ogxh6Om9JI5azODWLzUoMrRjZ ZK1E9jUojYl%3D&reserved=0>

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit

is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via <https://eur03.safelinks.protection.outlook.com/?url=www.thameswater.co.uk&data=02%7C01%7Cdevelopment.control%40wokingham.gov.uk%7C664608222ce747ecd85f08d726323c27%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637019869507721346&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-our-pipes&data=02%7C01%7Cdevelopment.control%40wokingham.gov.uk%7C664608222ce747ecd85f08d726323c27%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637019869507721346&reserved=0>.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-our-pipes&data=02%7C01%7Cdevelopment.control%40wokingham.gov.uk%7C664608222ce747ecd85f08d726323c27%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637019869507721346&reserved=0>

[m9WnpJU1XA%3D&reserved=0](#)

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

PLANNING HISTORY		
Application Number	Proposal	Decision
9714141 F/1998/66950	Proposed erection of sports hall	GRANTED 19.05.1998
991534 F/1999/69391	Proposed Two Storey Extensions to School to Change Boiler House To Music Centre	GRANTED 25.05.1999
012292 F/2001/3847	Proposed erection of new classrooms and staff accommodation at school plus relocation of tennis courts	GRANTED 03.10.2001
041007 F/2004/3226	Proposed erection of new library, ICT, art & design centre and new classrooms at school	GRANTED 02.02.2005
111137	Proposed construction of new swimming pool complex with 25m pool, changing and storage facilities. Amendment to consent F/2010/2264	GRANTED 20.07.2011
102474 F/2010/2264	Proposed construction of new swimming pool complex with 25m pool, changing and storage facilities	GRANTED 05.01.2011
112493	Proposed erection of a single storey extension to nursery school	GRANTED 16.01.2012

SUMMARY INFORMATION

For Commercial	
Site Area	15 hectares
Previous land use(s) and floorspace(s)	Education
Proposed floorspace of each use	1741m ² gross internal floorspace
Number of jobs created/lost	30 created in five years
Existing parking spaces	214
Proposed parking spaces	79

CONSULTATION RESPONSES	
Reading Borough Council	No overall objection
Berkshire Archaeology	No objection subject to conditions
Thames Water	No comments received
WBC Environmental Health	No objection, subject to conditions
WBC Drainage	No objection, subject to conditions
WBC Highways	No objection, subject to conditions
WBC Growth & Delivery (Planning Policy)	No response received
WBC Education (School Place Planning)	No response received
WBC Giles Sutton	No objection, subject to conditions
WBC Landscape and Trees	No objection, subject to conditions
WBC Conservation Area Officer	Holding objection
WBC Environmental Health	No objection, subject to conditions
WBC Drainage	No objection, subject to conditions

REPRESENTATIONS
Shinfield Parish Council: Objection on highway grounds
Local Members: No comments received
Neighbours: Three comments received objecting on highways, noise & air pollution and heritage grounds

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Policy Guidance
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
	CP15	Employment Development
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
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Buildings of Traditional Local Character and Areas of Special Character
	TB26	Designated Heritage Assets
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide
		Sustainable Design and Construction Supplementary Planning Document
		Shinfield Neighbourhood Plan

PLANNING ISSUES

Description of Development:

1. The submitted Planning Statement states that, to enable the school to expand its academic offering from ages 3-13 up to 3-16 years, it requires a new senior department to complete facilities for a GCSE curriculum which will have modern teaching and learning spaces appropriate for a new senior school. Upgrades to the wider site campus are included in this application to improve the flow of traffic and pedestrians around the school and onto Shinfield Road and enable the demolition of the decommissioned Old Swimming Pool to provide more external landscaping for the pupils.
2. Phase 1 (subject of this current application)
 - a) New senior teaching block with related admin space, staff offices and new café / performance space. Improve safeguarding with a new gate into the main campus connected to the new teaching block, enabling the creation of a new courtyard space. The result would be to give the senior school its own external space
 - b) Demolish the White Building and old swimming pool (once the new senior teaching block is complete)
 - c) Open up south entrance to provide parking, pupil pick up and drop off zones (new parking area within trees)
3. Phase 2 (to follow as a future application)
 - a) New building to provide senior teaching space on site of old white building
 - b) Expansion of estates building (to accommodate staff)
 - c) Extension to Acorns (junior classes) by 9mx20m towards playing fields to accommodate hall space
 - d) Demolition of the old swimming pool
4. The proposed new senior block building is of a modern design in a lazy S shape. It is considered to be of an appropriate scale and mass and would be sympathetic to the

design and form of the surrounding buildings within the school complex. The Planning Statement says that the building has been designed as a two storey proposal so that it is in keeping with the massing and height of the existing buildings around the school, which range from one to three storey buildings. The curved form of the building is designed to minimise tree loss and allow the building to blend in with its natural surroundings. With its form, the proposed senior school building also uses the full potential of the site and contributes to the support for suitable complementary facilities and uses.

5. Materials have been selected to complement the existing palette of materials within the school grounds. Materials such as brickwork have been used within the school already so the proposal of these materials are in keeping with the existing context. Glazing looking onto the proposed courtyard allows for a clear relationship between internal and external communal spaces.

Principle of Development:

6. 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.
7. 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. As the site is within a major development location, the proposal is acceptable in principle.
8. 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.
9. The NPPF requires at paragraphs 94 – 95, that a sufficient choice of school places is available to meet the needs of existing and new communities. LPA should take a positive, proactive and collaborative approach to meeting this requirement and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools through plans and decision making.
10. Policies CP1, CP4, CP6 and CP9 of the Core Strategy permit development where it is based on sustainable credentials in terms of access to local facilities and services and the promotion of sustainable transport. The site is located within settlement limits within a major development location and is therefore considered to have good access to facilities and services.
11. Policy CP2 of the Core Strategy seeks to ensure that development contributes to the provision of sustainable and inclusive communities to meet long term needs. It states planning permission will be granted for proposals that address the requirements of children, young people and families.

12. Policy CP15 of the Core Strategy supports employment development, including the redevelopment of employment sites, provided that mitigation measures are included in the proposal commensurate with the impact of the development on, inter alia, traffic and highways.
13. Policy 11 of Shinfield Neighbourhood Plan states that proposals that incorporate employment uses may be supported where they do not conflict with other policies and it can be demonstrated that, inter alia, the scale of development would complement the local area; the proposal will not cause an adverse impact on highway safety; the scheme will contribute to the development of local employment; the scheme will retain and enhance green routes.
14. R1 and RD1 of the Borough Design Guide SPD requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area.
15. Chapter 7 provides guidance for designing non-residential development and NR5 of the Guide advises that height, bulk and massing should respond to the local context and the prevailing heights in the area. It advises that the relationship and potential impacts should be considered from key viewpoints in the public realm.

Character of the Area:

16. Crosfields School is a co-educational day school for ages 3-13 years. It is located along the western side of Shinfield Road. The site is surrounded by residential development to the east and open land to the north and west. It stands on high ground, with views over Reading. The site is located within the identified settlement boundary.
17. The site itself is relatively flat and sits on a raised, stepped plateau with views over Reading.
18. The Planning Statement says that the site comprises 40 acres and is currently attended by 550 pupils. This proposed expansion will increase pupil numbers by 300, to 850 pupils, by 2024.
19. The original buildings on the site have been added to over the last six decades as the number of pupils has risen.
20. The White Building subject of the proposed demolition has been recognised by the Borough Council's Conservation Officer and a local neighbour (a published local historian) as a non-designated heritage asset. The neighbour states that this is an important building of archaeological and historic interest.
21. As such, the applicant's agent has submitted a Statement of Heritage Significance. It is considered in further detail within this report. It concludes that:
The White Building does retain some historic interest from the original, built circa 1800, derived principally from:
 - The survival of several historic features and decorative schemes internally
 - Its historical connection with its original owner E Willes and the architect PF Robinson
 - In its latest role as the historic heart of the Crosfields School site

22. It continues that these values have been undermined by:

- The loss of significant features in the building and landscape
- A number of unsympathetic alterations, and
- The modest quantity of what does remain

Residential Amenities:

23. *Overlooking, overbearing or loss of light*

There is no property in close proximity to the proposed building which is not within the control of the applicant. As such, these issues do not exist within the site.

24. *Noise and dust nuisance*

These are addressed in detail within the Environmental Health section of the report.

Access and Movement:

Objections have been received to the proposal as follows:

25. *Shinfield Parish Council*

Objects to this application on the grounds that the travel plan is inadequate and provides insufficient data as to how additional vehicles on already congested roads will be avoided.

26. *One objection received following neighbour notification:*

The additional burden of traffic on the Shinfield Road, which is significantly overloaded at peak times. It is currently not unusual for the traffic to be effectively stationary on the Shinfield Road for an extended period of time in both the morning and the evening due to people accessing the school. This makes it extremely difficult for local residents to get on and off of their driveways. There must be environmental issues surrounding what are stationary vehicles sat with the engines running for several hours a day. It should be noted that the photographs related to the two entrances / exits to the school have been taken at times when you would not expect there to be any traffic accessing the school, these times appear to be 7am and 2.30pm.

27. The Highways Officer has responded to consultation as follows:

28. *Accesses:*

- It is proposed that the existing accesses will be brought up to current standards which would be welcome. This work will need to be carried out through a s278 agreement with the Borough once planning approval has been achieved.
- Visibility splays are acceptable.
- A Stage 1 safety audit has been submitted and is acceptable.
- As requested, the two accesses to the school have been modelled. The junction geometries have been submitted which is welcome, and a full explanation of the modelling has been submitted and is acceptable

29. *Car Parking:*

Policy CC07 and Appendix 2 of the MDD Local Plan stipulate minimum off street parking standards, including provision for charging facilities.

P3 of the Borough Design Guide SPD notes that parking spaces are to be a minimum of 5m x 2.5m and there should be 6m separation between the two rows of parking spaces to allow for safe manoeuvring.

- It is proposed to provide an additional 79 spaces.

- By 2023 there will be an increase in 30 full time equivalent staff. To be in line with Borough Standards this would equate to 30 spaces.
- It is proposed that there will be 133 spaces for visitors and parents, with evidence submitted to support such a number of spaces. This will be included in a Parking Management Plan, secured through a planning condition, as proposed with Condition no 15.
- The level of occupancy of the EV parking and charging facilities provided will be monitored and recorded quarterly to inform whether additional provision is needed. This has been submitted and will be included in a Parking Management Plan which will be secured through a planning condition as proposed with Condition no 16.
- For this level of parking there would need to be 16 disabled parking bays to be in line with Borough Standards. Highways accepts that as the site is a school, this level of disabled parking may not be required. However, there will need to be a strategy in place to deliver this number through monitoring and provision of more spaces as demand warrants it. These spaces would need to be included on a plan. This has been submitted and is acceptable.
- There will need to be a minimum of 6m between rows of parking spaces to ensure safe manoeuvring. The plan submitted is APPENDIX H rev E and is acceptable
- An access and parking policy has been submitted which is welcome. Highways is content for this document to be secured through a planning condition as proposed with Condition no 15.

30. *Cycle Parking:*

Policy CC07 and Appendix 2 of the MDD Local Plan stipulate minimum cycle parking standards and P2 and P3 of the Borough Design Guide SPD ensure that it is conveniently located, secure and undercover and provided where it is compatible in the streetscene.

- Borough Standards for cycle parking for primary and secondary schools are 1 space per 3 pupils and 1 space per 5 staff.
- It is proposed that an additional 60 cycle spaces will be provided for the increase in pupil numbers. It is proposed that there will be no increase in cycle numbers for staff. To be in line with Borough standards, there would need to be 100 cycle spaces for pupils and 6 for staff. Additional explanation has been provided and is acceptable due to the proposed monitoring and provision of additional spaces if demand warrants.
- A proposed policy is in place to deliver the level of spaces required through monitoring and the proposed location of additional cycle spaces as and when demand warrants it. This is acceptable.
- The spaces need to be provided in secure, sheltered and accessible locations. This has not been shown on a plan, however details of cycle parking have been secured through a planning condition as proposed with Condition no 9.

31. *Pedestrians:*

- Within the TA a walking catchment of 2kms and a cycle catchment of 5kms have been submitted. Highways would question the suitability of these catchments due to the location of the school and the highway network in its vicinity. The full Travel Plan has been secured by condition and this information will need to be included in that document.
- Safe pedestrian routes need to be provided and shown on a plan. Further explanation has been submitted which is acceptable.

32. *Swept Path Analysis:*

- Swept path assessment using a large car, a coach manoeuvring in the site and a refuse lorry have been provided and are acceptable.

33. *Travel Plan:*

- As part of pre-application discussions, a travel plan was requested and that WBC would be willing to work with the school to develop the plan. Whilst a plan was submitted, no request was made to the Borough for assistance in this matter which is disappointing.
- This document has been submitted and has been reviewed. The document is not in a form that can be accepted for a number of reasons.
- The Borough is willing to work with the school to produce a framework document that would be acceptable. Whilst highways recognises the commitment to produce a travel plan for the school and to carry out appropriate travel surveys in the near future, highways is content for the travel plan to be secured through a planning condition as proposed with Condition no 14 and that the Borough is willing to work with the school.

34. *Construction Management:*

- As part of pre-application comments, highways requested that a framework construction management plan will be required to be submitted. This document would also need to include how construction and construction vehicles would be separated from school operations. This has not been submitted and one will be required. This will be secured through a planning condition as proposed with Condition no 12.

35. *Conclusion on planning balance on highway issues:*

The proposed conditions provide a satisfactory mitigation of issues raised.

Flooding and Drainage:

36. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access is located within Flood Zone 1.

37. Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow.

38. The Council's Drainage Engineer has responded to consultation as follows:
The proposed site is located in flood zone 1 according to the EA website. The LLFA has no objection in principle. Following further correspondence with the applicant and their subsequent submission of surface water drainage details, along with revised drainage drawing no. G24386 which shows location of SuDS, it is now confirmed that the revised proposal meets the requirements of the application for which LLFA is statutory consultee. All SuDS features are to be maintained according to the manufacturer's recommendations. It is responsibility of the applicant to inform LLFA if there is any change in surface water design at construction stage.

Heritage Matters

39. Policy TB26 of the MDD Local Plan states that planning permission will only be granted for proposals to or affecting Buildings of Traditional Local Character and Areas of Special Character where they demonstrate that they retain and enhance the traditional, historical, local and special character of the building or area and its setting.

Proposals that involve the demolition of a Building of Traditional Local Character will require strong justification.

40. The building is not within an Area of Special Character nor is it recognised on the Council's list of Buildings of Traditional Local Character, nor in the Shinfield Neighbourhood Plan as a building of merit.

41. Notwithstanding the above, the Council's Conservation Officer has responded as follows:

First response to consultation:

42. As part of proposals to modernise and expand the educational facilities of the site, the application seeks the demolition of a building on the site simply referred to in the application as the 'White Building'.

43. The submitted design and access statement under section 06.0 'Character and Heritage - The White Building Demolition' (page 14) states 'it has been established that the White Building has no architectural and historic significance.' The Council's Heritage Officer refutes the applicant's statement and believe it to be completely incorrect.

44. The NPPF identifies a heritage asset as 'a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)' (Glossary 2). Furthermore the NPPF (para.184) makes the point that heritage assets are 'an irreplaceable resource' that 'should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.'

45. A received letter from a member of the public objecting to the demolition of the 'White Building' has brought to the Council's notice reportedly the history of the site and the building itself as the country house residence. A cursory review of historic OS maps covering the site, and photographs taken on site by the case officer during their visit to the site recently, would appear to substantiate this notion that the 'White Building' is the former residence previously known as 'Crosfields' and, before that, 'Goodrest'. Given the apparent age, and architectural form, its original use and features observed within the building is without doubt of historic interest and is clearly a heritage asset, the significance of which has not been established. The limited information presently available would however lead one to believe the 'White Building' is actually the former country house, from which the school took its name, and within its parkland grounds the school was developed in the latter part of the last century.

46. Paragraph 189 of the NPPF makes it an explicit obligation on local planning authorities, in determining applications affecting an heritage asset, to have the applicant describe the significance of the heritage assets affected, with the expectation being for the level of detail provided to be 'proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance' with the heritage assets assessed using appropriate expertise where necessary.'

47. In this case it is believed the applicant has failed to recognise the 'White Building' as being a heritage asset and in making the statement that it 'has no architectural and historic significance' is considered to imply no meaningful assessment has been undertaken using appropriate expertise. As the proposals to demolish the 'White Building' would result in the total loss of this heritage asset, it is believed the significance and importance of the building as a heritage asset need to be properly evaluated and understood before any consideration is made to demolish it. Furthermore, it is believed the applicant has not demonstrated why the historic building could not be reused. Whilst the apparent stated reason for the need to demolish the building seems to be because of refurbishment cost, no evidence has been given to show that that was not a viable option.

48. It is recommended the application be refused due to this lack of information because it goes contrary to national guidance. Furthermore, without sound justification for the demolition of the building, it is believed the applicant should seek to retain and re-use this heritage asset. Any new building it is believed could be accommodated elsewhere within the grounds.

49. Recommendation is for refusal on the grounds that the applicant has failed to recognise the 'White Building' to be a heritage asset, the significance of which has not been established by the applicant and as such this goes contrary to the guidance given in the NPPF requiring such information. Without this information it not possible for the Council to make an informed decision in accordance with national policy and guidance.

Second response to consultation (summarised):

50. I would suggest that the applicant withdraws the application and gets the building assessed by an appropriate expert before re-submitting or modifying the scheme. Once destroyed, the heritage is lost forever.

51. However were the Council minded to approve the demolition of the White Building, I would say it should be conditioned approval, as proposed in condition number 26.

Response to neighbour notification on heritage issues

52. One neighbour has also commented as follows:

The White Building is not just any building but is an important building of archaeological and historic interest. It is built on the site of the original Stuart building known then as Shinfield Park, built for Sir Francis Englefield, and which is reputed to have been the resting place of King Charles I during the Civil War and who complimented the house by saying he had had a 'goode reste'. From then on, the house was called Goodrest and this name passed to the later house (now known as the White Building) when it was built on the same site as the old demolished house in about 1820 for Edward Willes. The house is understood to have some remnants of the old Goodrest house still retained in the foundations and parts of the building, hence its archaeological interest. In the 1860s, it was recognised as one of the four principal residences in Shinfield. From 1875, there were various owners until the Second World War when it was used by the War Department as a convalescent home for RAF Officers. In 1945, the Goodrest estate was purchased for Leighton Park Junior School, which was later renamed Crosfields School when it became independent of Leighton Park in 1957. The house has changed little since it was built about 1820 and therefore has strong historic interest as well as archaeological

interest. It should therefore be retained as a building of local importance by listing it either nationally or locally and definitely not demolished.

53. The above objections and recommendation of refusal therefore resulted in the production of a Statement of Heritage Significance by a historic environment specialist acting for the applicant. Due to the objections received, it is worth conveying parts of the Statement:

Statement of Heritage Significance (extract):

54. The architectural detailing of the White Building – both surviving and evidenced from historic photographs - indicates a late-18th / early-19th century date for the site. This is the date also suggested in the entry for Crosfields School in Pevsner's 'Buildings of England' publication for Berkshire (2010, p.484).

55. The layout of service rooms, the sitting room and games rooms, and most of the bedrooms, sitting rooms and circulation space on the first and second floors have been altered, usually through the removal of walls to create larger classrooms.

56. Whilst the house and its grounds have both changed dramatically since the early-19th century, some historic features and elements do survive that tell the site's story.

57. To the entrance, where the front door survives as do some historic windows (but with replacement glass) and some joinery.

58. The principal staircase in the hall and a remnant of the service stair (which has been retained but now does not lead anywhere).

59. The decorative scheme in the lounge (now headmaster's office), including plasterwork mouldings to the ceiling and walls, fireplaces and joinery.

60. An assortment of joinery – doors, door surrounds, skirting, some inbuilt cupboards and window frames – throughout the rest of the building, although concentrated on the ground floor with a couple of examples on the first floor, but none on the second floor.

61. In 2008, Historic England (English Heritage as they were at the time) produced a document called *Conservation Principles, Policies and Guidance* which aimed to capture these different strands of significance. This document identified 4 principal heritage values in order to try and help explore and understand the multiple ways that a heritage asset can be considered important. The four values are:

- Evidential
- Historical
- Aesthetic
- Communal

62. These criteria do not align directly with the National Planning Policy Framework's definition of significance, which is: "*The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic*"¹¹; however, there is clearly an overlap between them. The criteria in *Conservation Principles* have been accepted as a best practice approach to the assessment of significance of heritage assets since the document's

publication. Each of these values are further detailed in the Statement in order to assess the significance of the building.

63. The Statement concludes that the White Building does retain some historic interest, principally in the form of aesthetic value derived from the survival of a number of historic features and decorative schemes, in its historical associations with its original owner E. Willes and the architect P.F. Robinson, and in its latest role as the historic heart of the Crosfields School site. These values have, however, been undermined by the loss of significant features in the building and landscape, by a number of unsympathetic alterations, and by the modest quality of what does remain. Consequently, the significance is there but overall its level is low.

Policy for Revisions/Additions to the List of Buildings of Traditional Local Character (BTLC):

64. The Council's Executive adopted the above policy in March 2017. The accompanying report explained that BTLCs are those that do not quite meet the requirements for designation as a nationally listed building but are of exceptional local heritage value.

65. It identifies the following criteria for inclusion in the list:

Age, Rarity, Aesthetic Value, Group Value, Evidential Value, Historic Association, Archaeological Interest, Designed Landscapes, Landmark Status, Social and Communal Value.

Conclusion on Heritage Matters:

66. It is clear that the criteria overlap with those assessed as part of the Statement of Heritage Significance.

67. The conclusions drawn up by the historic environment specialist accurately describe what is evidenced at the building. Whilst there are elements within the building which are in themselves of interest, the building has clearly been significantly altered, to its detriment, to enable it to function as a school. The outside is of little merit, again due to significant alterations which have occurred.

68. The findings of the Statement of Heritage Significance are therefore accepted because the building fails to meet the BTLC criteria. Whilst its demolition is regrettable, a condition is proposed which seeks to ensure that a suitable record is made of those elements of interest which had been retained.

Archaeology

69. Crosfields School lies in an area of archaeological potential as demonstrated by the recent discovery, investigation and recording of prehistoric and Roman remains at the School prior to the construction of new artificial sports pitches (Planning Application 161911). The excavation recorded the remains of a post-built roundhouse of Late Bronze Age date with a radiocarbon determination of 926–814 BC, an Early Iron Age pit with a date of 592–409 BC and a Middle Iron Age ring gully associated with iron production. The date of this latter activity is supported by two radiocarbon dates of 360–163 BC and 359–175 BC. The final phase of activity was the remains of a Roman field system (TVAS, 2019).

70. The excavation results add to a range of archaeological evidence for activity on the plateau edge overlooking the valleys of the River Kennet and Foudry Brook to the west. Remarkably, recent excavations at two other schools in the area, at Ridgeway Primary School (TVAS 2017) and Reading Girls School (Headland Archaeology, in

prep.), have also revealed evidence for Bronze Age, Iron Age and Roman settlement and farming, including the rare discovery of a hoard of over 300 bronze coins in a pottery vessel at the Ridgeway Primary School.

71. The proposed new senior school building is modest in size and is located in an area that has had some degree of impact from the creation of hardstanding and landscaping. However, there are other areas of potential below-ground impacts, including the creation of the 'Contractors' Compound' and associated access road on currently undeveloped playing fields.
72. It is also noted that the proposal includes the demolition of the existing 'white building'. This building, which is not listed, was constructed in at least the early 19th-century as a country house, named 'Goodrest Lodge' on the Shinfield Tithe map of 1838 and 'Goodrest' on later, 19th-century, mapping. It is speculated that this house may have replaced an earlier building or manor house, although Berkshire Archaeology is not aware of any authoritative evidence to support this. As a survivor of the historic rural landscape prior to its incorporation into suburban Reading, Wokingham Borough Council may wish to seek the view of their Conservation Officer as to whether a basic record of this 19th-century former country house should be undertaken prior to its demolition if this application is approved.
73. Otherwise, it is clear that this proposal has archaeological implications, but these can satisfactorily be mitigated by a programme of archaeological work either prior to or during construction. This is in accordance with Paragraph 141 of the NPPF, which states that local planning authorities should '*require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible*'. The archaeological watching brief can be secured by an appropriately worded condition, as proposed in Condition number 27.

Landscape and Trees:

74. MDD Local Plan Policy CC03 states that development proposals should retain and protect landscape features. Shinfield Road is a Green Route that is protected by Policy CC03. Policy TB21 states that proposals shall retain or enhance the condition, character and features that contribute to the landscape. Policy CP3 seeks to ensure that development has no detrimental impact upon important landscape features. It also seeks to contribute to a sense of place in the buildings and spaces themselves and in the way that they integrate with their surroundings, including the use of appropriate landscaping.

75. The Tree and Landscape Officer has made the following comments:

The site:

76. The site is located along Shinfield Road, with its tree lined eastern boundary adjacent to the Green Route. The site is within the Shinfield settlement area, although it has a relationship with the rural landscape beyond due to its elevated position on the ridge and far reaching views to the west. The importance of the views is also considered to be one of the most sensitive aspects of the landscape character area J3 'Spencers Wood Settled and Farmed Clay', a landscape of moderate quality and condition with moderate sensitivity.

77. The house is set within historic parkland with woodland to the perimeter. The perimeter of the site has changed little in the last 380 years.
78. The 1882 OS map shows a concentration of activity within the eastern part of the site adjacent to Shinfield Road; the majority 'active' area of the site in the eastern third remains today where the extended campus of Crosfield School is concentrated.
79. The contemporary views, across what was once undulating parkland, is of Reading, the Majeski Stadium and the countryside of Berkshire.

Trees:

80. Despite the site containing a number of Veteran trees, there are no protected trees across the site. The Arboricultural Impact Assessment dated 10.06.2019 contains a tree survey and schedule with a preliminary Method Statement. The proposals are to construct a new car park adjacent to the southern entrance within an area of woodland. The Tree Survey was carried out after the school applied for a Forestry Commission Felling Licence to thin the woodland within the area proposed for the car park. The aerial map shows this area to have large canopy trees, and following a site visit I can see much of the woodland remains and continues to provide screening to Shinfield Road. A Tree Protection Plan 1290-02.1 shows areas of 'No Dig' construction within the root protection areas of some trees, particularly T17 an 'A' quality mature Oak tree that is a significant tree on the site. The plan says that the proposed surfacing will be permeable, although there is no indication as to what the surfacing will be that I can see on any of the drawings. The surfacing must be gravel or similar loose fill that is appropriate for the wooded setting, and parking bays marked in a similar non-invasive way if demarcation is actually required. Replacement tree planting must be carried out to provide replacement for lost trees and for succession, including along the western edge between T17 and T59 and T19, and across the larger site replace trees lost to development.
81. To the north of the site, a new construction access is proposed for the duration of the works. The Tree Protection Plan does not extend as far as the eastern site boundary with Shinfield Road starting at T154, although there appear to be other trees between T154 and the proposed entrance. Updated plans have not been received but are covered by condition number 5.
82. Elsewhere on the site, a small proportion of the outer area of the RPAs of T142 Oak, and T145, T147 Sycamore conflict with the footprint of the replacement building. Hand digging is proposed which is acceptable. The height of the proposed building is from 9.3m – near 10m in part. The canopy height of these trees is sufficient to clear the building but the lower canopy must be retained and managed to ensure an evenly balanced tree. The management of the tree to avoid potential conflict with the building is important so trees do not become a nuisance resulting in their loss. This area could be enhanced with new tree planting extending north as appropriate.
83. T129 an 'A' quality Yew tree will be retained with the existing hard surfacing around it removed and returned to soft landscape.
84. I am satisfied that the mitigation can be managed, although the Arboriculturalist must be retained to manage the works to the trees and ensure that the methodology for protective measures are carried out to his exact instructions. This will meet with policies CP3 and CC03 which concerns the setting of new development within the

existing landscape and ensures the retention and protection of the trees so that they continue to provide visual amenity and enhance the landscape of the site as well as the new building.

85. The submitted plans do not appear to correctly show the layout of the northern parking area between the northern entrance and easternmost dwelling. I will require the drawings to be updated to correctly show this area and the location of the remaining trees. A detailed Arboricultural Method Statement and Tree Protection Plans should be updated to reflect the latest layout and any amendments provided as a condition, as required by proposed Condition number 5.

Design Layout:

86. The existing site layout and buildings resemble perimeter blocks with internal courtyards and garden spaces which work well and the theme is being continued in the site proposals and the DAS. Externally, the blocks would benefit from more visual cues such as tree planting that could link the buildings more successfully both within the campus and with the wider landscape. Page 4 of the DAS and paragraph on Landscape and the images allude to this, but a landscape strategy or vision document could identify the existing green infrastructure within the site and highlight new opportunities to enhance and strengthen its continuity in a conceptual way leading to a landscape design that links and enhances the existing with the proposed. This is covered by proposed condition number 6.

87. In the proposed layout, some spaces are set aside for landscape such as the spaces between the Phase 1 and Phase 2 building and the existing Jubilee Building and Music School, but the Proposed Site Plan is not demonstrating sufficiently the opportunities for landscape enhancement to meet with Local Plan policy CC03. The old swimming pool has yet to be demolished but has been identified for another courtyard space. This could be included in a landscape strategy. Policy CP3 of the Core Strategy highlights some key principles such as: 'Proposals must contribute to a sense of place in the buildings and the spaces themselves and the way they integrate with their surroundings (especially existing buildings) including the use of appropriate landscaping'.

88. The campus feel to the site, the proportion of built form to open space within the buildings themselves needs strong visual and physical links to help join them to make a cohesive whole. The proposals for the spaces south of the new building are starting to do this but lines of trees could be stronger with possible addition of hedging linking the wider landscape and using as a link from east to west. The raised beds around the table tennis tables with the floral carpets would help with enhancing biodiversity, and can be employed elsewhere, such as the southern car park. I do appreciate that this is a school site however, and landscape must be keenly spaced so as not to be obstructive to children and play.

89. Clarity of the landscape proposals is required in a dedicated Landscape Proposals drawing (supported by a Landscape Strategy) such as the surfacing proposed for the new southern parking area which should be gravel, but bark and other soft materials suitable for a woodland setting may also be appropriate. Replacement tree planting should be native species but some ornamental varieties are acceptable providing a proven attractiveness to pollinators. The use of wild flowers / annual flowers in new landscaped areas that can be managed effectively, possibly with input from pupils as a learning opportunity would be most welcome. Cultivation information and

maintenance information must be included on these plans, and meet with local planning policies CP3, CC03 and TB21.

Reading Borough Council:

90. "I can confirm that the Local Planning Authority raises no overall objection to the proposal, having considered the proposals from the perspective of possible tree/landscaping, ecology and transport implications on Reading Borough (RB). However, the following specific trees/landscaping comments are made, which it is advised are duly taken into account:

91. It is noted that the proposal includes new parking south of the south entrance (east of the sports hall) within the woodland area. This woodland area is considered to be an important part of the green corridor along this main route in/out of Reading and development should be avoided that detrimentally affects the appearance of this. As well as assessing the acceptability of tree loss, it is advised that an assessment of the visual impact should be made by WBC ensuring the replacement planting is secured, not only to mitigate tree loss but to maintain the green screen.

92. It is also noted that the proposed temporary contractor route onto Shinfield Road will inevitably affect trees and need removal of part of the hedge on the frontage. Removal of established vegetation for a temporary access should ideally be avoided. If absolutely required, it is advised that mitigation planting should be secured."

Trees and Landscape second response following the RBC comment:

93. I have read RBC's response which has obvious concerns about the impact of development on green infrastructure, particularly the belt of woodland in the south-eastern part of the site adjacent to Shinfield Road.

94. I agree that these trees are an important element of the visual amenity, and have been a continuous feature of the site for over 100 yrs.

95. The AIA in paragraph 5.1.2 confirms that some of the southern woodland was thinned under a Forestry Commission Licence – which means that the amount of timber felled was at or over 15 cubic m.

96. As none of the trees are protected and the site is not in a Conservation Area, the Council were unable to control any felling on the site. However, from a site visit I was able to see that the integrity of the southern woodland survives, and I have asked for replacement planting for this location and across the whole site. As a condition, I have asked for a Landscape Proposals Plan supported by a Landscape Strategy for the whole site. I would expect this to address the Visual Impact of tree loss and new development. As the proposed building is located back from Shinfield Road I had hoped that new tree planting would both mitigate and enhance the impact of new development, but a view of the new and exciting building within the enhanced landscape setting is desirable rather than completely screening it from view.

97. I have asked for replacement tree planting to the southern woodland area in the first paragraph of the page 3 of my report, but have not re-iterated it in my last paragraph specifically. I think we can make it clear that a Landscape Strategy is required that addresses the visual impact of the tree loss across the site; as a result of the felling licence and the proposed development, and that replacement planting is required in

the woodland (there is scope for this). There is also scope to enhance tree planting along the northern boundary, and provide replacement planting across the site.

98. In addition; we require clarification of the requirement for hedge removal as a result of the temporary contractor access and the Tree Protection Plan updated accordingly. (Although we would prefer no hedge removal and contractor vehicle movements managed by a banksman if that is acceptable to highways). If existing hedgerow is to be removed to facilitate the temporary access, we require the details of reinstatement of hedge planting to the same (or near) height as existing.

Conclusion on Tree and Landscape matters:

99. The T+L Officer is satisfied that the proposed conditions provide a satisfactory mitigation of issues raised.

Ecology:

Policy CP7 of the Core Strategy and Policy TB23 of the MDD Local Plan require the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.

100. It was agreed (between the applicant's ecologist and the council's ecologist) that further bat surveys would be undertaken on the White Building and another building on site that is scheduled to be demolished in phase two of the development; a hibernation survey was undertaken in April 2019 (as temperatures were low this year), and two activity surveys (one at dusk and one at dawn) were undertaken in May 2019.

101. The surveys, as detailed in the bat reports (WYG, April 2019 and May 2019) submitted with this application, were undertaken to an appropriate standard and conclude that the building is unlikely to currently host a bat roost.

Priority habitat:

102. The proposals will result in the loss of a small area of deciduous woodland which is a priority habitat as per the NPPF. However the woodland is of very poor quality and only a very small area will be lost. The Council will need to decide whether, in accordance with Policy CP7, "the need for the proposal outweighs the need to safeguard the nature conservation importance" and it is advised that this is likely to be the case.

Protection of wildlife:

103. The trees to be removed are unsuitable for use by roosting bats, the proposals are unlikely to affect great crested newts and if the recommendations given in the report are adhered to nesting birds, amphibians and reptiles are unlikely to be harmed as a result. As such, a condition should be set requiring the submission of a construction and environmental management plan for biodiversity, as proposed with condition number 7.

Biodiversity enhancements:

104. In accordance with Paragraph 175 of the NPPF, which states that "opportunities to incorporate biodiversity in and around developments should be encouraged" a condition should be set to ensure that enhancements for wildlife are provided within the new development.

Conclusion on Ecology matters:

105. The proposed condition numbers 7 and 8 provide a satisfactory mitigation of issues raised.

Environmental Health:

106. **Noise nuisance:**

One neighbour has requested that working hours are limited.

107. Policy CC06 and Appendix 1 of the MDD Local Plan require that development protects noise sensitive receptors from noise impact. The proposal should demonstrate that consideration has been given to noise sensitive receptors (such as the nearby dwellings) and where necessary how the scheme has been developed to mitigate for any unacceptable impacts.

108. Environmental Health have responded to consultation and stated that, as the school development is being adapted in a dense residential area, they propose conditions, including those relating to working hours, which are more restrictive than those requested by the neighbour.

109. **Dust Nuisance:**

One neighbour has requested assurance that, during the demolition of the existing White Building, steps are taken to remove dust nuisance or keep it to a minimum.

110. Environmental Health propose a condition requiring the submission of a Construction Environmental Management Plan which specifically requires, inter alia, provision for the control of dust.

111. This is to ensure that minimal impact is made on the neighbouring residents.

112. **Contaminated Land and Air Quality:**

Other proposed conditions relate to contamination and air quality assessment.

113. **Conclusion on Environmental Health matters:**

The proposed condition numbers 18-25 provide a satisfactory mitigation of issues raised.

Thames Water:

114. On the basis of the information provided, Thames Water would advise that, with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends that informatives be attached to this planning permission.

Sustainable Design/Construction:

115. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change.

116. Policy CC05 of the MDD Local Plan encourages renewable energy and decentralised energy networks, with encouragement of decentralised energy systems and a minimum 10% reduction in carbon emissions for developments which propose excess of 1000m² of gross floorspace. This is normally a condition applied to any grant of planning permission, however it is advisable to explore these options to incorporate such a scheme within the design of a proposal.
117. The Planning Statement states that, in accordance with Core Strategy Policy CP1, the proposal for the new senior block contributes towards the goal of reaching zero-carbon developments.
118. The applicant's agent submitted a Sustainability Statement, Energy Statement and Low To Zero Carbon report in support of this planning application, to seek to demonstrate that the objectives of Core Strategy Policy CP1 are met by this proposal.
119. The proposal also seeks to target BREEAM Very Good and a pre-assessment was submitted as part of this application.
120. Photovoltaic panels are proposed as a renewable energy source to help reduce carbon emissions. The louvres on the south facing façade will assist with reducing the risk of overheating.
121. **The Planning Balance:**
The proposed extension of the school, with an increase in student numbers, is acceptable in principle. The proposed new build is of a high quality of design but with it comes the consequence that a non-designated heritage asset is proposed for demolition. The conclusion formed by the agent's historic building specialist confirms that the building has been significantly altered. It is therefore accepted by the Borough Council, with regret, that the building is beyond reasonable repair for historic and architectural purposes. The prospect of retention also has to be weighed up, in the planning balance, against the economic benefits gained from a significant expansion of an existing school. The proposal complies with Policy 11 of the Shinfield Neighbourhood Plan because it incorporates an increased employment use and with Policy CP15 of the Core Strategy, which states that the redevelopment of buildings in employment use will be acceptable in principle.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

CONCLUSION

The proposal includes the loss of a non-designated heritage asset, the White Building, which has been shown to be of some merit, particularly internally, but which has been altered considerably and which fails to meet recognised values of such buildings because they have been undermined by the loss of significant features in the building and landscape, by a number of unsympathetic alterations, and by the modest quality of what does remain. The building is also not recognised on the Council's list of buildings of traditional local character.

What is proposed demonstrates a confidence in the growth of educational provision within both the private sector and within an increased age range. It comes complete with a well-designed new building which will form a dedicated senior school. To this effect, the proposed scheme complies with policy and is supported by the Borough Council.

The proposal is therefore recommended for approval, subject to conditions.