

Item No	Application No. and Parish	8/13 week date	Proposal, Location and Applicant
(1)	17/00158/COMIND Greenham	8 th May 2017 Extension of time agreed until 30 th June 2017	Construction of new 1 FE single-storey primary school south of the existing Newbury College, with associated soft and hard landscaping. Construction of a temporary access to the school from the Newbury College site and a new permanent access from the A339 to serve the allocated strategic housing site and form the permanent access to the school. Land South of Newbury College, Monks Lane, Newbury. West Berkshire Council

To view the plans and drawings relating to this application click the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=17/00158/COMIND>

Recommendation Summary: Subject to no overriding objections being raised by Drainage Officers, to **DELEGATE** to the Head of Development and Planning to **GRANT PLANNING PERMISSION** subject to the schedule of conditions (Section 8.1).

Ward Member(s): Councillor Drummond
Councillor Bartlett

Reason for Committee determination: This is a major application and West Berkshire Council is the applicant

Committee Site Visit: 20th June 2017

Contact Officer Details

Name: Emma Nutchey
Job Title: Principal Planning Officer
Tel No: (01635) 519111
Email: emma.nutchey@westberks.gov.uk

1. RELEVANT PLANNING HISTORY

No relevant planning history.

2. PUBLICITY

Advertised in Newbury Weekly News on 16th February 2017. The site notice expired on 8th March 2017 and the neighbour notification letters expired on 28th February 2017.

2.1 EIA

In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the local planning authority (LPA) must adopt a screening opinion on any application for Schedule 2 development to determine whether the proposal constitutes EIA development, and therefore whether Environmental Impact Assessment (EIA) is required as part of the application.

A screening opinion was adopted following the submission of the application, confirming that the proposal is not considered EIA development and that an Environmental Statement is not required.

3. CONSULTATIONS AND REPRESENTATIONS

3.1 Consultations

Greenham Parish Council

Objection due to over development, access issues and loss of amenity. The council is particularly concerned about access to the school both from cars and by foot and cycle. Proposed access to the A339 is considered dangerous.

Newbury Town Council

The school will provide a much needed two form entry primary school for local residents. The design is in line with modern requirements and the landscaping is good. Access from the A339 and by pedestrians from Monks Lane will avoid the problems which other schools encounter of parking by parents in nearby roads.

Archaeology

10th February 2017 - The proposed development site has some archaeological potential for in situ deposits from the prehistoric to the post medieval period – this is supported by the results of archaeological investigations in the surrounding area and is supported in the desk based assessment submitted with this application. As such a geophysical survey is required to determine the exact nature of its potential.

6th April – Following receipt of the geophysical survey no further work or conditions are deemed necessary.

Conservation	<p>This application follows on from a pre-application submission for alternative sites including that subject to the current application. Although not formally addressed in the current application, it is clear that the currently proposed site is furthest from and least affects the setting of the nearest designated heritage asset, the Registered Park/Garden of Sandleford Park, such that a Heritage Impact Assessment is not considered necessary in this case. Site A, subject of the current application, was previously considered to have least impact on the Registered Sandleford Park. No objections.</p>
Drainage	<p>12th April – Agree the site is unlikely to suffer flooding, concerns relate to Sustainable Drainage proposals. The proposal currently lacks any information about the capacity and levels within the balancing pond, the use of Suds to add amenity and educational value to the site, or details of drainage from the roads. Further information has been requested from the applicant and comments will be reported on the Update.</p>
Education	<p>This project is part of the Education Capital Programme. Capital investment is being made to provide an additional 210 place (1FE) Primary school with integrated 26 place nursery provision from 2018 to meet demand from demographic growth in the Newbury area. The new school accommodation will ensure that West Berkshire Council has sufficient places in the Newbury area to meet its statutory duty. The school has been designed with the potential to expand to 2FE (420 pupils) should demand for places continue. The new school is required as all existing schools in the locality are at capacity with no further room for expansion. The school will open in September 2018 and admit 30 pupils into the foundation class and will grow by 30 pupils per year until it reaches full capacity. The school will also provide a 26 place nursery to meet demand for early years places.</p>
Environmental Health	<p>2nd March – Matters relating to contamination and light can be dealt with by condition. Concern is raised for the detail within the noise assessment with respect to the impact of the nearby Household Recycling Centre on the amenity of the scheme. Further clarification is sought on this due to the limitations of the submitted report.</p> <p>27th April – The additional information to include a proposed lighting plan is considered acceptable.</p>
Highways	<p>No objection is raised subject to a potential for additional drop off parking facilities, that the A339 access is in situ within two years of school opening and a financial contribution towards the A339. See main report below for discussion relating to highways matters.</p>
Highways England	<p>In the case of this development proposal our interest is in the A34. Having examined the above application and its supporting evidence there is unlikely to be an adverse impact to the A34 (at its junction</p>

with Bath Road) therefore no objections raised.

Natural England

Greenham and Crookham Common SSSI does not represent a constraint in determining this application. In respect of protected species reference is made to Natural England's Standing Advice. Note from Planning Officer: Ecology advice has been sought internally. No objections raised.

Newbury Society

While the Society recognises the urgent need for additional primary school places, it believes this proposal is in the wrong place and as such objects to this proposal. The location will mean that nearly all arrivals will be by car. This means that when the school is fully established up to 210 cars will enter and exit the site in the half hour before and after school. For the pickup after school many will arrive early to park near the school. In the small road being provided there is no space for cars to wait. Also the access via the college which is partially single line is inadequate for even the first few years of school growth. This will add significant traffic on the college roundabout which is already congested at that time of day. When the A339 access is built that will also mean 210 journeys both ways along the Sandleford link in the same short period, which looks like an uplift of about 50%. However the benefit is that it will create access from the A339 for Sandleford. The transport statement mentions bus usage via the A339 but this is unlikely to be popular with parents of under 10 year olds, and would require them to cross the A339 in the rush hour. The plan suggests an additional traffic light crossing on the A339 which isn't appropriate on that stretch of open road. Section 4.1 of the transport statement has realistic figures for the am peak, but not for the pm peak. The road plan with the new controlled junction will affect traffic leaving the recycling centre, with additional traffic crossing paths in a very short distance.

It also claims to be "close to Park House School", although by road it will be about 2km, separated by the whole of Monks Lane and adding to congestion of both roundabouts at either end.

It doesn't seem to serve any catchment particularly well. Families in Deadmans Lane and Greenham will have to cross the A339. From Monks Lane and further north people will have to cross the busy road with only one controlled crossing, which is in the wrong place. It is the wrong place entirely to put a school that will draw pupils in their parents' cars back and forth along the most congested roads in Newbury – potentially 4 journeys per pupil every weekday. It would be preferable to re-draw catchment areas and find a site east of A339 in Greenham, which is where the growth in population is at present.

Planning Policy

No objection to the principle of development.

Public Rights of Way

The Definitive Map and Statement do not show any Public Rights of Way over the land.

Sport England	<p>Supports application: The scheme provides new pitches that could help address established playing pitch deficiencies. As such the proposal would meet objective 3, and therefore Sport England supports this application in principle.</p> <p>Sport England recommends that a ground conditions assessment is undertaken by a sports turf specialist/agronomist who can recommend a scheme for preparing the playing fields to the required specification. The recommended scheme should then be implemented. Note from Planning Officer: The applicant has queried the wording of the proposed condition and an alternative condition has been agreed between Officers, Sport England and the applicant.</p>
Transport Policy	<p>11th April - Amended plans/additional information has been sought with respect to the Travel Plan, details of the cycle and scooter parking - design of the store and stands, inclusion of a covered waiting area within the building for parents to congregate in bad weather and electric car charging points. Subsequent comments have been received removing the request for a pedestrian crossing on Monks Lane subject to pedestrian routes being considered within the Travel Plan.</p> <p>6th June – Provision has been made for three future electric charge car points within the car parking area. Further details of the cycle and scooter parking are required. This can be addressed by condition.</p>
Trees	<p>18th April – Objection raised: There is a significant ancient woodland, High Copse, which will be affected by the proposals. The proposal fails to acknowledge the need for a minimum 15m buffer alongside the ancient woodland. The removal of the Sweet Chestnut tree T02 is also considered to be detrimental to wildlife habitats given its age and quality as a bat roost. The loss of this tree is unjustified.</p> <p>7th June/15th June – No objections raised, subject to conditions. See main report below for discussion relating to trees.</p>
Waste Management	<p>21st February - The site location is near to the Council's Household Waste Recycling Centre (HWRC), Newtown Road, Newbury and as such appropriate action must be taken to mitigate any impact on the school and adjoining facilities accordingly.</p> <p>The proposed access route off the A339 will have an impact on the HWRC and therefore the Waste Management team will need to continue to be consulted on any further matters regarding this.</p> <p>1st June – Initial concerns in respect of noise have been addressed however strong concerns are held regarding the proposed new junction on the A339 and its impact on the HWRC. The proposed highways junction includes traffic lights in the exit of the facility controlling traffic leaving the site. Concern is raised that the highways</p>

modelling does not consider the impact on the HWRC facility during peak HWRC times. It is a concern that traffic could back up within the facilities and consequently impact on traffic entering the site.

Ecology

The eDNA Survey undertaken in May 2017 confirms that there are no Great Crested Newts within the balancing pond. The additional bat surveys are considered to be acceptable. The lighting plan submitted is considered to be acceptable.

Woodland Trust

9th May – Objection raised: To the encroachment of the sports pitch into the woodland buffer and the loss of the veteran Sweet Chestnut tree. The Trust request that a buffer is planted between the woodland and the site. Support is given to the Tree Officer's concerns.

No response received in respect of amended plans.

The Gardens Trust

Do not wish to make any comments.

3.2 Representations – As of 6th June

Total: 5 Object: 4 Support: 0 Comment: 2

Concerns have been raised regarding access for construction vehicles serving the Sandleford development and the use of the A339. Such a matter is not material to this application but would need to be considered under the pending Sandleford applications.

Summary of Objections:

- Impact on traffic and congestion;
- Concern for impact of air pollution on children given the proximity of the site to the A339;
- Concern for the level of parking provided on site for parents and the success of the 'kiss and drop' and 'grab and go' proposals;
- Inadequacies in the Travel Plan;
- Noise impacts from neighbouring Household Recycling Centre;
- 15/02300/outmaj proposes a link road into the Sandleford site which is different to that being proposed;
- Site is a sufficient distance from residential areas to deter people from walking, there will be a reliance on the private car;
- There is a need for a pedestrian crossing on Monks Lane to allow people to cross safely.

4. PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application must be made in

accordance with the development plan unless material considerations indicate otherwise. The statutory development plan for West Berkshire comprises:

- West Berkshire Core Strategy (2006-2026)
- Housing Site Allocations DPD
- West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)
- Replacement Minerals Local Plan for Berkshire (2001)
- Waste Local Plan for Berkshire (1998)

4.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions. The NPPF is supported by the Planning Practice Guidance (PPG).

4.3 According to paragraph 215 of the NPPF, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

4.4 The West Berkshire Core Strategy (2006-2026) (WBCS) is the first development plan document (DPD) within the new West Berkshire Local Plan. It sets out a long term vision for West Berkshire to 2026 and translates this into spatial terms, setting out proposals for where development will go, and how this development will be built. The following policies from the Core Strategy are relevant to this development:

- NPPF Policy
- ADPP1: Spatial Strategy
- ADPP2: Newbury
- CS5: Infrastructure Requirements and Delivery
- CS13: Transport
- CS14: Design Principles
- CS15: Sustainable Construction and Energy Efficiency
- CS16: Flooding
- CS17: Biodiversity and Geodiversity
- CS18: Green Infrastructure
- CS19: Historic Environment and Landscape Character

4.5 The Council's Housing Site Allocations Development Plan Document (HSA DPD) was adopted on the 9th May 2017. Policy C1 defines the settlement boundaries, replacing Policy HSG.1 of the Local Plan. Although the boundary has been revised to include the existing development on the Newbury College site it excludes the application site. The application site therefore remains outside of settlement.

4.6 A number of policies from the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) (WBDLP) remain part of the development plan following the publication of the Core Strategy. The following policies from the WBDLP are relevant to this development:

- OVS.5: Environmental Nuisance and Pollution Control
- OVS.6: Noise Pollution
- TRANS.1: Meeting the Transport Needs of New Development
- ENV.27: Development on Existing Institutional and Educational Sites in the Countryside.

4.7 The following local policy documents adopted by the Council are material considerations relevant to the development:

- Quality Design SPD (2006)
- Planning Obligations SPD (2015)
- West Berkshire Local Transport Plan
- Greenham Parish Plan, 2011 - As part of the Plan, objectives and actions include, reducing traffic associated with schools and promoting green travel, and improve cycle paths.

5. DESCRIPTION OF DEVELOPMENT AND PROPOSAL

- 5.1 Full planning permission is sought for the provision of a single-storey, 1 form entry primary school, providing up to 210 pupil places with a 26 place full time entry nursery. The school has been designed so that it could expand to a 2 form entry school in the future and the submitted plans highlight the areas for future expansion. It should be noted that those proposals are not for consideration at this stage.
- 5.2 The proposals within this current application include the construction of a temporary access road through the existing College site which connects into Monks Lane. This will serve the school during the construction phase and for the first 2 years of operation.
- 5.3 After this time access will be achieved from the A339 via a new link road, also proposed as part of this application, which connects to the boundary of Sandleford Park. Access onto the A339 will be obtained via a traffic signal junction that also includes a pedestrian crossing to the north of the junction. An off carriageway cycle route is also proposed.
- 5.4 The application site comprises 3.71 hectares of undeveloped land within the grounds of Newbury College. The application site is defined by an area of ancient woodland, High Copse, to the west and a balancing pond within the site to the south. The proposed access road (link road from the A339) runs along the northern boundary while to the east of the site is an area of open space beyond which is the Household Waste Recycling Centre (HWRC). The site gently slopes southwards. An established grass mound forms a barrier between the school site and the attenuation pond.
- 5.5 Whilst the application site is in close proximity to the allocated site at Sandleford Park, this application for a new school is separate to the consideration of the Sandleford development. The demands arising from the Sandleford development and any education mitigation required as a result will

be considered as part of the assessment of applications relating to the Sandleford development.

- 5.6 This project is part of the Education Capital Programme to meet the demand for school places within the Newbury area. The new school accommodation will ensure that West Berkshire Council has sufficient places in the Newbury area to meet its statutory duty.
- 5.7 It is intended that the new school will open in September 2018, commencing with an intake of 30 foundation pupils increasing to the 30 pupils per year on year until the school reaches capacity. There will be 23 full time equivalent members of staff.

6. APPRAISAL

The main issues for consideration in the determination of this application are:

- The Principle of Development
- The Impact on the Character and Appearance of the Area
- Impact on Neighbouring Amenity and the Amenity of the School
- Highway Matters
- Flood Risk
- Drainage
- Ecology
- Trees
- Sustainability - BREEAM
- Archaeology
- Community Infrastructure Levy
- Presumption in Favour of Sustainable Development

6.1 The Principle of Development

- 6.1.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 provides that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The key policies that are relevant to considering the principle of the development in this application are Core Strategy Policies ADPP1 and ADPP2, Policy C1 of the HSADPD and Policy ENV27 of the WBDLP.
- 6.1.2 The application site lies outside the current settlement boundary. A review of the settlement boundary took place as part of the HSA DPD, and although the boundary was revised to include the existing development on the Newbury College site it excludes the application site. The application site therefore remains outside of settlement.
- 6.1.3 The spatial strategy for West Berkshire District (as set out in Core Strategy policy ADPP1) is clear that development will follow the existing settlement pattern with the majority of development taking place on previously developed land. Within the open countryside only appropriate limited development will be allowed focused on addressing identified needs. This project is part of the

Education Capital Programme. Capital investment is being made to provide a 210 place (1FE) Primary school to meet demand from demographic growth in the Newbury area and will ensure that West Berkshire Council has sufficient places in the Newbury area to meet its statutory duty.

- 6.1.4 Policy ADPP2, Newbury, of the WBCS recognises that community infrastructure is needed to meet with the needs of the growing population and specific reference is made to educational need and school capacity issues being addressed.
- 6.1.5 The original permission for the development of Newbury College was based on exceptional community needs overriding other protective policies. The application site lies within the curtilage of Newbury College which is a committed development site through the WBDLP. The established educational use extends across the site as a whole. Policy ENV.27 of the WBDLP allows for educational and related development on existing school or institutional sites outside of settlement. Whilst not strictly relevant to the proposal at hand given the proposal is for a new primary school within the grounds of Newbury College, a further education facility, the considerations and criteria within Policy ENV27 can be equally applicable to this proposal whereby it is development of an education facility in the countryside.
- 6.1.6 The NPPF at paragraph 72 places great importance on ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities. Local Planning Authorities are therefore required to give great weight to the need to create, expand or alter schools. This ethos is reiterated in the Government's policy statement entitled 'Planning for Schools Development', a statement prepared in August 2011 where it highlights a presumption in favour of the development of state-funded schools. The supporting 'Planning Statement' which accompanies this application advises that the school will meet a need for pupil places in south Newbury and that there are no further opportunities for expanding existing schools.
- 6.1.7 Further to this, the Council also has a statutory duty to ensure there are sufficient pupil places to meet demand.
- 6.1.8 Although the site lies outside of the current settlement boundary it is within the grounds of Newbury College, a committed development site, where educational use is established. Saved Policy ENV.27 of the WBDLP allows for educational and related development on existing school or institutional sites outside of settlement where the policy criteria can be met. The proposed development is considered to meet the requirements of the closest fit policy of ENV27, together with Policies ADPP1 and ADPP2 of the WBCS as well as the guidance contained within the NPPF.
- 6.1.9 The principle of the development is therefore considered acceptable, subject to its compliance with other planning policies and material planning considerations.

6.2 The Impact on the Character and Appearance of the Area

- 6.2.1 The Government attaches great importance to the design of the built environment, and securing high quality design is one of the core planning principles of the NPPF. Core Strategy Policy CS14 states that new development must demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area. Policy CS19 of the WBCS seeks to ensure that the diversity and local distinctiveness of the landscape character of the district is conserved and enhanced.
- 6.2.2 The application site comprises an area of open land which, whilst within the grounds of the college, is distinctly separate and has a verdant character. The presence of the ancient woodland to the west, has a strong influence on the tranquillity of the site, and the presence of the open space and established planting to the east minimises any impact, visual or noise, from the Household Waste Recycling Centre. At present the site is not visible from any public vantage points however the introduction of the new link road from the A339 will open up views of the site.
- 6.2.3 Whilst at present the site has a semi-rural character and appears separate to the College, consideration must be given to the extant consent for a conference centre on land to the south of the College and immediately to the north of the new access road. The footprint of the conference centre, which could be implemented at any time, is shown on a number of the submitted plans within this application. The extant permission will see the College development extend southwards thus bringing the College development closer to the application site. In local views, the school would be seen within the context of other institutional buildings within the College site.
- 6.2.4 The architectural approach to the elevational treatment is described as robust, simple and uncluttered. The irregular shape of the footprint allows for the creation of a courtyard area and breaks up what would otherwise be long expanses of brickwork, adding interest and variety. The building is approximately 7.4m at its highest point however much of the building is lower than this and the varied roof angles add interest to the design. The character of the site itself would undoubtedly change as a result of the development, as it is currently a greenfield site. The site layout however seeks to keep the built form away from the ancient woodland which in turn creates an attractive setting for the play/recreational areas. This layout also allows for longer views of the woodland edge to be obtained from the new highway when looking across the playing fields. As such the proposal complies with criterion (c) of Policy ENV.27 of the WBDLP which requires development to be reasonable in proportion to the size and nature of the existing establishment.
- 6.2.5 The palette of materials selected is considered to be of a high quality and would ensure a locally distinctive form of development. The mix of materials to include brickwork broken up with sections of timber cladding and aluminium panels coupled with a profiled metal roof adds interest to the building. Furthermore, the design, size and scale of the proposed development is considered to be acceptable and one that respects the site's location, the

surrounding pattern of development and the style of the existing educational buildings to the north. As such the proposal complies with criterion (d) of Policy ENV.27 of the WBDLP which requires development to be well designed and constructed of appropriate materials, located close to or within an existing group of buildings and is not inappropriate or intrusive in its setting.

- 6.2.6 A comprehensive landscaping design strategy has been submitted to help soften the overall impact of the development. As part of the proposal a large Sweet Chestnut tree (T02) is to be removed. This is the only tree to be lost as a result of the development. The loss of this tree is discussed later within this report however the scheme as a whole provides for a net increase in tree cover and will see the planting of an oak tree in the northeast corner of the site, north of the bike store and 2 chestnut trees are to be planted in the area immediately west of the games court adjacent to the southern boundary. As such the soft landscaping scheme is welcomed and seen as a positive feature of the scheme softening the overall impact of the built form in accordance with criterion (f) of Policy ENV.27 of the WBDLP which requires development to make provision for landscape enhancement within or adjoining the site where this would help to screen and integrate the new development into its rural surroundings.
- 6.2.7 In relation to hard landscaping, a mix of blockwork paving is proposed. The boundary treatment includes timber hit and miss and timber palisade fencing, and green weld mesh fencing to the perimeter. The use of green weldmesh fencing along the boundary with the ancient woodland is particularly welcomed given the sensitivity of this boundary. Two metre high metal bow top fencing is proposed to the front of the school. The boundary treatments are typical to those used within modern school developments and would not undermine the overall character of the scheme.
- 6.2.8 The site lies approximately 90m to the north west of Sandleford Priory which is included by Historic England on the Register of Parks and Gardens of Special Historic interest at Grade II. The impact of the proposal on this heritage asset has been assessed by the Conservation Officer and The Gardens Trust and no objections have been raised.
- 6.2.9 Overall, the proposal would change the character and appearance of the site, but due to the site's location within an established educational site and the high quality of the design, the proposal is considered to present an acceptable form of development that respects the character and appearance of the surrounding area and is considered to create a quality learning environment. As such the proposal is considered to comply with Policies CS14 and CS19 of the WBCS, Policy ENV.27 of the WBDLP, and the design guidance within the NPPF.

6.3 Impact on Neighbouring Amenity and the Amenity of the School

- 6.3.1 Securing a good standard of amenity for all existing and future occupants of land and buildings is another core planning principle of the NPPF. Core

Strategy Policy CS14 states that new development must make a positive contribution to the quality of life in West Berkshire.

- 6.3.2 The nearest neighbouring residential properties lie to the east of the site, south of the recycling centre. The proposals are not considered to impact on the amenity of these properties. The main concerns raised in the representations by residents and a local action group is concern for the impact of the proposals on traffic and congestion particularly along the A339. The impact on the highway network is considered in detail below in the Highway Matters section.
- 6.3.3 Concern has also been raised for the impact of fumes from the A339 and noise from the recycling centre on the quality of the learning environment created. With regard to noise, the internal layout of the school building has been designed to minimise any adverse impacts from external noise sources and the application is accompanied by a noise assessment. Such matters have been considered by Environmental Health who concluded that the noise levels within the site are acceptable. With regard to air quality, the site lies approximately 150m to the west of the A339. By virtue of distance and the level of existing planting between the site and the road, the site is not considered to be materially impacted on by the proximity of the A339.
- 6.3.4 The proposal is therefore considered to comply with Policy CS14 of the Core Strategy and the guidance within the NPPF.

6.4 Highway Matters

- 6.4.1 Paragraph 32 of the NPPF states that "all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost- effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."
- 6.4.2 A number of concerns have been raised by local residents and Greenham Parish Council relating to the impact the development would have on highway safety.
- 6.4.3 An access road is proposed from the A339 to the boundary of Sandleford Park. Access onto the A339 will be obtained via a traffic signal junction that also includes a pedestrian / cycle crossing over the A339 on the northern side of the junction. This road and junction will not only serve the school, but also

potentially form one of the accesses to serve the Sandleford Park development. This access road and new junction onto the A339 has Local Growth Deal funding allocated to it following a successful bid to the Thames Valley Berkshire Local Enterprise Partnership.

6.4.4 The access road will be 6.0 metres in width with an off carriageway cycle route. It is considered that any cycle route as it approaches the A339 should be off carriageway for the safety of cyclists. The cycle route will link with the existing off carriageway cycle route on the eastern side of the A339 and on into Deadmans Lane.

6.4.5 It is expected that the new access onto the A339 will be completed by September 2020. With the school scheduled to open in September 2018, an access is also proposed northwards into and through the Newbury College site and then via their existing access onto Monks Lane can be used. In traffic terms, the use of this access is acceptable for up to two years post opening as the school becomes populated. After this time the new access onto the A339 must be utilised.

6.4.6 The layout of the site is acceptable with an in and out access arrangement.

Traffic Generation

6.4.7 It is understood that the catchment area for the school will be much of South Newbury and Greenham. From viewing travel plans of other schools within West Berkshire, Transport Policy have estimated the following modal share of walking, cycling and scooting of 28%, public transport of 5% and car 67%. Using the above 67% car journey figure for staff and pupils, the following traffic projection is provided in the Transport Assessment (TA):

Year	Pupils	Staff	AM 08.00 to 09.00 hours			PM 17.00 to 18.00 hours		
			Arrive	Depart	Total	Arrive	Depart	Total
2018	56	11	45	38	83	1	7	8
2019	86	13	66	58	124	1	9	10
2020	116	15	88	78	166	1	10	11
2021	146	17	109	98	207	1	11	12
2022	176	19	131	118	249	1	13	14
2023	206	21	152	138	290	1	14	15
2024	236	23	174	158	332	1	15	16

Traffic flow estimates for proposed at 1FE School

6.4.8 The VISSIM traffic model covering the area around Sandleford Park has been used to assess the impact of the development. The VISSIM was constructed from survey data taken in February 2015, but has now been updated to include all housing sites included within the HSADPD.

6.4.9 Four model runs have been run as follows for the AM peak:

- 2021 reference case that includes traffic growth from 2015 with committed developments
- 2021 as above, plus Highwood Copse Primary School
- 2026 reference case that includes traffic growth from 2015 with committed developments
- 2026 as above, plus Highwood Copse Primary School

The traffic modelling results are as follows:

		Average Traffic Queue Length (metres)			
		2021 RC	2021 with School	2026 RC	2026 with School
A339 / Monks Lane / Pinchington Lane	A339 (N)	5	7	7	12
	Pinchington Lane (E)	20	27	45	42
	A339 (S)	206	271	357	466
	Monks Lane (W)	11	14	14	20
Monks Lane / Newtown Road / Newbury College	Newtown Road (N)	4	5	5	20
	Monks Lane (E)	0	0	0	1
	Newbury College (S)	0	0	0	0
	Monks Lane (W)	1	2	2	5
A343 Andover Road / Monks Lane	A343 (N)	10	10	11	16
	Monks Lane (E)	2	3	3	3
	A343 (S)	4	5	6	8
	Essex Street (W)	11	13	16	18
A343 Andover Road / Warren Road	A343 (N)	2	2	2	4
	Warren Road (E)	0	0	0	0
	A343 (S)	2	2	2	1
A339 / School Access	A339 (N)	N/A	8	N/A	9
	A339 (S)	N/A	41	N/A	186
	School Access (W)	N/A	12	N/A	82

6.4.11 For the PM peak, all children would have left for the day. It is assumed that some two thirds of teaching, management and administration staff would leave during the PM peak. Therefore no traffic modelling is deemed required for the PM peak.

6.4.10 The above results are a worst case scenario as the school traffic has been distributed onto the network and no account has been taken that much of the traffic would already be on the network as it would have been accounted for within the committed developments. No account has also been taken that much traffic would already be on the network travelling to existing schools. This is because it is currently unclear what the catchment area for the school would be. Therefore highway officers have sought to keep the modelling simple, but such double counting will need to be taken into account when considering the results.

- 6.4.11 The only location where there appears to be an issue is the A339 south arm (northbound), as highlighted in the table above, where traffic queues during the AM peak are already significant. The proposal will have a severe impact on this arm and will increase the traffic queue here further. Even without the worst case scenario mentioned above, it is likely that there would have been an impact on this arm. Highways Officers have no concerns regarding any impact elsewhere.
- 6.4.12 The A339 access is also projected to have significant traffic queues but this is due to the A339 south arm mentioned above. The traffic queue tails from Pinchington Lane to the and through the new junction.
- 6.4.13 Due to this proposal and all of the other committed developments, West Berkshire Council, as highway authority, have/are designing junction improvements along all junctions on the A339 from and including the A4 to the B4640. For the A339 / Pinchington Lane / Monks Lane junction, design work is currently underway that includes either an enlarged roundabout or traffic signal junctions.
- 6.4.14 Waste Management have raised concerns regarding the impact of the proposal and the new A339 junction on the existing Household Waste Recycling Centre (HWRC). Traffic associated with the HWRC has been included within the VISSIM model. The HWRC will not be at its busiest during school opening and closing times. Highways Officers therefore do not consider that there will be issues between the proposed school and the existing HWRC.
- 6.4.15 As this proposal has an impact on the A339 / Pinchington Lane / Monks Lane junction, mitigation measures are required. Highway Officers have therefore sought a financial contribution of £142,872 to be secured via an appropriate legal agreement.

Pedestrians, cyclists, scooters and public transport

- 6.4.16 As stated earlier, it is estimated that 28% of journeys will be via walking, cycling and scooting. The population distribution has been considered but viewed within the recommended walking distance of 2 km. All of the Wards of Falkland, St Johns and Greenham are within 2 km. It is estimated that 89% of pedestrians would travel via Monks Lane to and from the west, north and north east. 11% would desire to walk to and from the east across the A339. 28% involves 59 pupils and assuming a parent per child, during the AM peak, this would involve 118 journeys to school and 59 journeys from school. The reverse would apply at school closing time.
- 6.4.17 5% or 11 pupils would use public transport. It is anticipated that all of these journeys would be to and from Monks Lane to bus stops along Monks Lane and Tesco.

6.4.18 Whilst the level of cycle and scooter parking proposed is considered acceptable, a condition is recommended requiring full details of this parking to be submitted for approval to ensure it follows the Council's guidance.

Parking

6.4.19 Within the representations, concern has been raised for the level of parking provided on site for parents and the success of the 'kiss and drop' and 'grab and go' proposals given the age of the children attending the school. Within the amended information submitted, reference is made to other examples of such a system which was observed by the applicant, and with suitable staff presence ensuring children, once in/out of vehicles, are effectively moved into/out of the school, the system worked well.

6.4.20 The level of parking on site for staff at the school is considered by officers to be acceptable. With regard to the level of parking provided for parents, Highway Officers consider that this should be expanded within the school along with some half layby provision within the proposed access road. This would be subject to amended plans that would be secured by condition. Subject to careful design and accommodation, some parking within the access road would not be detrimental as it would have the effect of reducing vehicle speeds fronting the school. Any parking within the access road would need to be controlled with appropriate waiting restrictions.

Travel Plan

6.4.21 Inadequacies have also been raised in the representations in respect of the proposed Travel Plan and concerns that there will be a reliance on the private car due to the location of the site.

6.4.22 A first draft of a Travel Plan has been submitted as part of the planning application. A number of comments to the Travel Plan have been made by colleagues in Transport Policy and it is considered by officers that the comments made can be successfully designed out. As such a condition is recommended to require the submission of a new Travel Plan to take account of the comments raised and which will need to be implemented prior to the school being first brought into use.

6.4.23 Overall, in respect of highway matters, no objection is raised by Highways Officers subject to conditions to include in respect of a potential for additional drop off parking facilities, that the A339 access is in situ within two years of school opening and a financial contribution towards the A339. The proposal is therefore considered to comply with the guidance contained within the NPPF, Policies CS13 and CS14 of the WBCS, Policy TRANS1 of the WBDLP and Supplementary Planning Document Quality Design (June 2006).

6.6 Flood Risk

6.6.1 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.

Core Strategy Policy CS16 strictly applies a sequential approach across the district. The application site is located in the Environment Agency's Flood Zone 1, which has the lowest probability of fluvial flood risk.

- 6.6.2 The responsibility for assessing surface water drainage proposals for major applications is now with the Lead Local Flood Authority (LLFA). The Flood Risk Assessment shows the land to have a low probability of flooding from overland flow, ground water and sewer flooding. It is considered that the development complies with the NPPF sequential test and the associated parts of Core Strategy Policy CS16.

6.7 Drainage

- 6.7.1 Core Strategy Policy CS16 states that on all development sites, surface water will be managed in a sustainable manner through the implementation of Sustainable Drainage Methods (SuDS).
- 6.7.2 The Drainage Strategy highlights that the development would incorporate sustainable drainage solutions to dispose of surface water. The proposed drainage scheme relies on discharging water into the existing balancing pond at the south of the site. While the concept could be acceptable, no details have been provided to demonstrate that the pond has sufficient capacity to accommodate this additional increase in water arising as a result of the development. Further information is to be submitted by the applicant to address the concerns raised and the results will be reported in the Members Update.

6.8 Ecology

- 6.8.1 Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by (amongst others) minimising impacts on biodiversity and providing net gains in biodiversity where possible.
- 6.8.2 Core Strategy Policy CS17 states that biodiversity and geodiversity assets across West Berkshire will be conserved and enhanced. In order to conserve and enhance the environmental capacity of the District, all new development should maximise opportunities to achieve net gains in biodiversity and geodiversity in accordance with the Berkshire Biodiversity Action Plan and the Berkshire Local Geodiversity Action Plan. Criterion (e) of Policy ENV.27 of the WBDLP also seeks to ensure that new development would not be harmful or result in any significant loss of landscape or habitat features.
- 6.8.3 The application is supported by a preliminary ecological appraisal (October 2016) which provides the results of an extended phase 1 habitat survey which was undertaken along the A339, a bat emergence survey (May 2016) and a Great Crested Newt (GCN) eDNA Survey carried out on 6th May 2017.
- 6.8.4 The results of the eDNA survey were negative thus demonstrating that there are no GCN within the pond. As such no further monitoring or mitigation is

required and it is concluded that the development will not impact on Favourable Conservation Status of GCN.

- 6.8.5 The updated Bat surveys are considered to be acceptable. It is considered that the development accords with Policy CS17 of the Core Strategy.

6.9 Trees

- 6.9.1 The NPPF at paragraph 118 sets out that “planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss;”
- 6.9.2 Government advice on ancient woodland and veteran trees and protecting them from development which acts as Natural England and the Forestry Commissions Standing Advice for planning authorities sets out that “In assessing development proposals, planning authorities must decide on the weight to be given to ancient woodland and veteran trees in individual cases” and that “If the planning authority decides to grant planning permission in line with the National Planning Policy Framework, it should seek appropriate mitigation or compensation from the developer”.
- 6.9.3 An ancient woodland, High Copse, lies to the west of the application site. Concerns had been raised initially by the Tree Officer and The Woodland Trust with regard to the siting of the development in relation to the ancient woodland whereby some of the proposal fell within a 15m buffer zone around the ancient woodland. The Standing Advice suggests mitigation measures could include “leaving an appropriate buffer zone of semi-natural habitat between the development and the ancient woodland or tree” and that “depending on the size of the development, a minimum buffer should be at least 15 metres”.
- 6.9.4 In response to the concerns raised, amended plans have been submitted to show a 15 metre buffer zone, which is the minimum distance from the ancient woodland, High Copse. The Tree Officer considers this to be a significant improvement from the original design as it demonstrates that the proposal is outside this buffer zone and minimises the impact of the development on this ancient woodland.
- 6.9.5 In addition, a veteran tree, which is a Sweet Chestnut tree (T02) is proposed to be removed.. Concerns had been raised initially by the Tree Officer and The Woodland Trust with regard to the loss of this tree and its biodiversity features and its quality as a bat roost. The Standing Advice suggests that compensation measures “could include management of aged or veteran trees” or “replacing lost veteran trees”.

- 6.9.6 The Tree Officer has revisited the site and has advised that the veteran tree is an over mature Sweet Chestnut, which is mainly dead, growing adjacent to the north boundary of the site. There is a small amount of live lower epicormic growth. There are a number of holes and cavities which have the potential for bats and nesting birds. The tree survey carried out has graded the tree as 'C' with a life expectancy of less than 10 years, in accordance with the BS5837:2012 which the Tree Officer concurs with.
- 6.9.7 The tree has been proposed to be felled as part of this proposal due to the close proximity of it to the access roads, however, the Tree Officer has advised that the trunk of the tree be retained on site in as large a section as possible, to allow it to decay naturally for the local wildlife. An informative is recommended asking the applicant to give consideration to this.
- 6.9.8 As part of the application, bat boxes are proposed which will also assist in mitigating the ecological impact arising from the loss of the tree. Other trees are also proposed to be planted within the site which will provide a net increase in tree cover from the scheme as a whole.
- 6.9.9 The Tree Officer considers the submitted arboricultural information prepared by Lizard Landscape design ref: LLD919/KM /29.02.16.Rev 00 to be adequate for the purpose of determining this application as far as tree implications are concerned and the protection measures specified along with close arboricultural supervision should be sufficient to minimise the impact of the development on retained trees.
- 6.9.10 No objections are now raised by the Tree Officer to this development, subject to the imposition of appropriate conditions.

6.10 Sustainability - BREEAM

- 6.10.1 Policy CS15 of the Core Strategy requires all non-residential development to achieve a BREEAM Excellent rating. The applicant has confirmed that the development proposed is likely to achieve such a rating. As such a condition will be attached to ensure that the proposed development achieves a BREEAM Excellent rating.

6.11 Archaeology

- 6.11.1 Although the land appears to have been undeveloped since the earliest available documentary sources, the survey provided does not show any strong indication of undisturbed archaeological deposits. The background of some prehistoric and Roman finds in the general area might suggest that there was occupation nearby, but in the absence of definitive features within the site such as pits or ditches to target through trial trenching no further evaluation is necessary.

6.12 Community Infrastructure Levy

6.12.1 The proposed development is not liable for CIL.

6.13 Presumption in Favour of Sustainable Development

6.13.1 The NPPF places a strong emphasis on sustainable development. All planning applications must result in sustainable development with consideration being given to economic, social and environmental sustainability aspects of the proposal.

6.13.2 The site is located in a sustainable location and within an existing educational site. The proposal will meet an existing and growing need for primary school places within South Newbury, and as confirmed by the submitted Planning Statement, there are “no further opportunities to expand existing schools”. The scheme will provide a modern, high quality learning environment. The proposal will deliver short and long term economic benefits, creating jobs during the construction phase of the development and once established the school will employ the equivalent of 23 full time staff. Access to good education delivers a range of social and economic benefits to individuals and the area as a whole. These weigh in favour of the proposal.

6.13.3 It is recognised that as a result of the proposal, a veteran large Sweet Chestnut tree will be removed. However, the environmental contribution of this tree is limited given that it is a mainly dead, low category C tree with a life expectancy of less than 10 years. Its alternative contribution as a retained biodiversity feature on site, as set out at paragraph 6.9.7, is equally beneficial however and that, together with additional planting, seeing a net increase in trees across the site and the addition of bat boxes to mitigate the ecological impact of its loss, is considered to result overall in a neutral environmental impact. Other environmental considerations have been found to be acceptable as set out in the above report.

6.13.4 Taking the above into account together with the particular considerations of the proposal as set out in this report which have been found to be acceptable, the development is considered to constitute sustainable development in accordance with the NPPF.

7. Conclusion

7.1 The NPPF at paragraph 72 places great importance on ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities and that local planning authorities should “take a proactive, positive and collaborative approach to meeting this requirement...”. Local Planning Authorities are therefore required to give great weight to the need to create, expand or alter schools. The Government’s policy statement entitled ‘Planning for Schools Development’, a statement prepared in August 2011 also highlights “a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework”.

- 7.2 The supporting 'Planning Statement' which accompanies this application advises that the school will meet a need for pupil places in south Newbury. It also sets out that a "programme of expansion of the existing schools within Planning Area 3, where the new school will be situated, has already been undertaken...". The Statement confirms that there are "no further opportunities to expand existing schools". As such, the report sets out that the provision of a new school has been identified as the solution, and this would ensure that the Council has sufficient places in the Newbury area to meet its statutory duty.
- 7.3 The particular considerations of the proposal as set out in this report have been found to be acceptable. The proposed development will change the character of what is a greenfield site and there is a loss of a veteran tree as a result of the proposals. However, the need for the school and also the high quality design of the scheme, in terms of both the building itself and the comprehensive landscaping scheme, weigh in its favour. Overall, the proposal is considered to create a high quality development and one which is in keeping with the scale and form of the development within the wider college site and which respects the character and appearance of the area.

8. Recommendation

Subject to no overriding objections being raised by Drainage Officers, to **DELEGATE** to the Head of Development and Planning to **GRANT PLANNING PERMISSION** subject to the schedule of conditions below.

8.1 Recommended conditions

1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 Plans

The development hereby approved shall be carried out in accordance with drawing title numbers:

- Site Location and Existing Site Plan drawing number PL 002 rev. 3
- Proposed Site Plan drawing number PL004 rev. 5
- Proposed ground Floor drawing number PL004 rev. 1
- Roof Plan drawing number PL005 rev. 1
- Sections drawing number PL007 rev. 1
- Elevations drawing number PL006 rev. 1
- Proposed road layout drawing number 010 rev. A
- Site Sections PL010 rev. 1
- Tree Retention & Protection Plan drawing number LLD919/04 rev. 04
- Landscape Masterplan Strategy drawing number LLD919/03 rev. 13

- Site External Lighting Services Layout drawing number P15228-E97-00-01 rev. 12
- Hard Surface Treatments drawing number LLD919-05 rev. 01

Reason: For the avoidance of doubt and in the interests of proper planning.

3 Levels

No development shall take place until details of the finished floor levels for the buildings hereby permitted along with levels details for the roads and ground levels across the site as a whole are submitted. The information should show the proposed levels in relation to the existing ground levels and must be approved in writing by the Local Planning Authority before any works take place. The development shall be carried out in accordance with the approved levels.

Reason: To ensure a satisfactory relationship between the proposed development and the adjacent land. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

4 Removal of spoil

No development shall take place until full details of how all spoil arising from the development will be used and/or disposed of have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- (a) Show where any spoil to remain on the site will be deposited;
- (b) Show the resultant ground levels for spoil deposited on the site (compared to existing ground levels);
- (c) Include measures to remove all spoil (not to be deposited) from the site;
- (d) Include timescales for the depositing/removal of spoil.

All spoil arising from the development shall be used and/or disposed of in accordance with the approved details.

Reason: To ensure appropriate disposal of spoil from the development and to ensure that ground levels are not raised in order to protect the character and amenity of the area. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

5 Boundary treatment

The school hereby approved shall not be brought into use until the boundary treatments, to include external boundaries around the site and internal boundaries within the site, have been erected in accordance with the details shown on drawing number LLD919/03 rev.13 titled Landscape Masterplan Strategy. The boundary treatment shall thereafter be retained in accordance with the approved details.

Reason: The boundary treatments are an important element in the design of the scheme. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core

Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

6 Hard Surfacing

The school hereby approved shall not be brought into use until the areas of hard standing have been constructed in accordance with the details shown on drawing number LLD919-05 rev.01 titled Hard Surface Treatments. The areas of hard surfacing shall thereafter be retained in accordance with the approved details.

Reason: The areas of hardstanding are an important element of the design of the scheme. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

7 Materials

Construction of the school building shall not progress beyond the damp proof course level until samples and a schedule of materials to be used in the construction of the external surfaces of the proposed building have been submitted to and approved in writing by the Local Planning Authority. The building shall thereafter be constructed in accordance with the approved materials.

Reason: The materials are an important element in the design of the scheme. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

8 BREEAM

Evidence confirming that the development achieves a BREEAM Education rating of Excellent shall be submitted to the Local Planning Authority. The evidence required shall be provided in the following formats and at the following times unless otherwise agreed in writing by the Local Planning Authority:

- 1) Evidence of Submission to the BRE for a Design Stage Assessment (or a copy of the Design Stage Certificate with Interim rating if available) shall be provided prior to First Occupation of the building.
- 2) Evidence of Submission to the BRE for a Post Construction Final Certificate shall be provided within 8 weeks of Occupation of the building.
- 3) A copy of the Final Certificate certifying that BREEAM Excellent has been achieved for the development, shall be provided within 12 Months of Occupation of the building.

Reason: To ensure the development contributes to sustainable construction. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS15 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

9 External Lighting

The school hereby approved shall not be brought into use until the external lighting to be used around the school has been installed in accordance with drawing P15228_E97-00-01 rev 12 titled Site External Lighting Services Layout. No external lighting shall be installed on the building or across the site except for that expressly authorised by the approval of details as part of this condition. The approved external lighting shall thereafter be retained.

Reason: To have regard to the setting of the development and to protect the amenity of neighbouring occupiers and wildlife. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

10 Unforeseen contamination

Should any unforeseen contamination be encountered during the development, the developer shall inform the Local Planning Authority immediately. Any subsequent investigation/remedial/protective works deemed necessary by the Local Planning Authority shall be carried out to agreed timescales and approved by the Local Planning Authority in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the Local Planning Authority upon completion of the development.

Reason: In order to protect the amenities of future users of the site in accordance with Policy OVS.5 of the WBDLP and the guidance within the National Planning Policy Framework.

11 Noise from services associated with new buildings

No plant as specified below shall be installed on the building until the following details have been submitted to and approved in writing by the Local Planning Authority:

(a) written details concerning any proposed air handling plant, chillers or other similar building services including:

(i) the proposed number and location of such plant as well as the manufacturer's information and specifications

(ii) the acoustic specification of the plant including general sound levels and frequency analysis under conditions likely to be experienced in practice.

(iii) the intended operating times.

(b) calculations showing the likely impact of noise from the development;

(c) a scheme of works or such other steps as may be necessary to minimise the effects of noise from the development;

The building shall not be used until written approval of a scheme under (c) above

has been given by the Local Planning Authority and works forming part of the scheme have been completed.

Noise resulting from any other plant, machinery or equipment shall not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142, at a point one metre external to the nearest noise sensitive premises.

Reason : In the interests of the amenities of neighbouring occupiers in accordance with Policy OVS5 of the WBDLP and Policy CS14 of the West Berkshire Core Strategy 2006-2026 and the guidance within the National Planning Policy Framework.

12 Hours of work

No construction works shall take place outside the following hours:

7.30 am to 6.00 p.m. on Mondays to Fridays 8.30 am to 1.00 p.m. on Saturdays and no work shall be carried out on Sundays or Bank Holidays.

Reason: In the interests of the amenities of neighbouring occupiers in accordance with Policy CS14 of the West Berkshire Core Strategy 2006-2026 and the guidance within the National Planning Policy Framework.

13 Sport England

The school shall not be taken into use until the playing fields within the school site have been provided in accordance with a construction and management plan that has first been submitted to and approved in writing by the Local Planning Authority. The plan shall provide for:

- (a) A detailed scheme which ensures that the playing field will be provided to an acceptable quality (in terms of soil structure, drainage, cultivation and other associated operations), informed by a detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field;
- (b) Any community use arrangements;
- (c) A programme of implementation.

The land shall thereafter be provided and maintained in accordance with the approved plan.

Reason: To ensure the quality of the pitches is satisfactory, in accordance with Policy CS18 of the West Berkshire Core Strategy 2006-2026 and the guidance within the National Planning Policy Framework.

14 Travel Plan

The school hereby approved shall not be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented as approved on commencement of the use as a school and its provisions shall continue to be implemented thereafter.

Reason: To ensure the efficient function of the site and to promote sustainable forms of transport. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy

(2006-2026), and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

15 Cycle Parking/Scooter Details

The school hereby approved shall not be brought into use until full details of the cycle and scooter parking and storage spaces have been submitted to and approved in writing by the Local Planning Authority. The school shall not be brought into use until the cycle and scooter parking and storage spaces have been provided in accordance with the approved details and the spaces shall be retained for this purpose at all times.

Reason: To ensure that there is adequate and safe cycle and scooter storage spaces within the site. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

16 Tree Protection (scheme submitted)

Protective fencing shall be implemented and retained intact for the duration of the development in accordance with the tree and landscape protection scheme identified on approved drawing(s) numbered plan Z0153 dwg no. PL003 Rev.5 dated 24/05/2017. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

17 Arboricultural supervision condition

No development shall take place (including site clearance and any other preparatory works) until the applicant has secured the implementation of an arboricultural watching brief in accordance with a written scheme of site monitoring, which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

18 Tree retention (plan)

No trees, shrubs or hedges shown as being retained on tree survey Z0153 dwg no. PL003 Rev.5 dated 24/05/2017 shall be pruned, cut back, felled, wilfully damaged or destroyed in any way without the prior consent of the local planning authority. Any trees, shrubs or hedges felled, removed or destroyed, or any that die, become seriously damaged or diseased within five years from completion of the approved development, shall be replaced with the same species in the next planting season unless the Local Planning Authority gives written consent for any subsequent variation.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the

objectives of the National Planning Policy Framework and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

19 Landscaping Scheme Condition

To be reported.

20 Construction Method Statement

No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The statement shall provide for:

- (a) The parking of vehicles of site operatives and visitors
- (b) Loading and unloading of plant and materials
- (c) Storage of plant and materials used in constructing the development
- (d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing
- (e) Wheel washing facilities
- (f) Measures to control the emission of dust and dirt during construction
- (g) A scheme for recycling/disposing of waste resulting from demolition and construction works
- (h) Delivery times to avoid Newbury college opening and closing times

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

21 Highway financial contribution

Prior to the new access from the A339 being brought into use, the applicant shall enter into a Legal Agreement to secure a contribution of £142,872 towards highways mitigation works.

Reason: To ensure adequate mitigation to accommodate additional traffic on the A339. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026),

22 Highway design standards

The access road from the A339 shall comply with the Local Planning Authority's standards in respect of road / cycleway / footway design and vehicle parking and turning provision. The road / cycleway / footway design should be to a standard that is adoptable as public highway. This condition shall apply notwithstanding any indications to these matters which have been given in the current application.

Reason: In the interest of road safety and flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

23 Access to the school for first two years

No development shall take place until details of the proposed access into the site via Newbury College have been submitted to and approved in writing by the Local Planning Authority. As a first development operation, the vehicular, pedestrian/cycle access via Newbury College and associated engineering operations shall be constructed in accordance with the approved drawing(s).

Reason: To ensure that the access via Newbury College into the site is constructed before the approved buildings in the interest of highway safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

24 Temporary turning areas along access road

No development shall take place until details of the temporary turning areas at ends of the access road at each stage of the A339 access have been submitted to and approved in writing by the Local Planning Authority. The turning heads shall be provided at each stage of completion of the access road in accordance with the approved drawing(s). The turning heads shall then be removed when required for further completions of the access road.

Reason: To provide suitable turning space in the interest of highway safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

25 Stopping up of initial access

Upon completion of the access onto the A339, the existing vehicular access serving the school via Newbury College shall be stopped up to all vehicles at a location south of Newbury College.

Reason: In the interest of avoiding excessive traffic congestion upon the Monks Lane / Newtown Road Roundabout. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

26 Access to the school after two years of opening

Within one year of the school opening, details of the proposed access into the site from the A339 to the western boundary shall be submitted to and approved in writing by the Local Planning Authority. This will include wider sections to 7.0 metres to allow on street car parking. Appropriate road markings and waiting restrictions and other measures to ensure low vehicle speeds fronting the school shall also be provided. Within two years of the school opening, the vehicular, pedestrian and cycle access via the A339 and associated engineering operations shall be constructed in accordance with the approved drawing(s).

Reason: To ensure that the A339 access into the site is constructed before the school intake increases beyond an acceptable level capable of being served via the Newbury College access in the interest of highway safety and in the interest of avoiding excessive traffic congestion upon the Monks Lane / Newtown Road Roundabout. This condition is imposed in accordance with the National Planning

Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

27 Vehicle parking

No development shall take place until details of the vehicle parking and turning space/areas have been submitted to and approved in writing by the Local Planning Authority. This will include additional drop off parking within the site. Such details shall show how the parking spaces are to be surfaced and marked out. The use shall not commence until the vehicle parking and turning spaces/areas have been provided in accordance with the approved details. The parking and/or turning space shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

Informatives:

Construction Noise

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

Trees

In relation to Tree T02, the applicant is asked to give consideration to retaining the trunk of the tree on site in as large a section as possible to allow it to decay naturally for the local wildlife.