

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE**

WINDSOR RURAL DEVELOPMENT CONTROL PANEL

8 March 2017

Item: 1

Application No.: 16/03837/FULL

Location: Cheapside CE Primary School Watersplash Lane Ascot SL5 7QJ

Proposal: Single storey extension to form three additional classrooms

Applicant: Mrs Pfeiffer

Agent: Paul Ansell

Parish/Ward: Sunninghill And Ascot Parish/Ascot And Cheapside Ward

If you have a question about this report, please contact: Claire Pugh on 01628 685739 or at claire.pugh@rbwm.gov.uk

1. SUMMARY

- 1.1 Planning permission is sought for a single storey extension to Cheapside Primary School so that 3 additional classrooms can be provided. The need for additional school places within the Ascot Area has arisen primarily from families moving into the area, and there is a lack of available school places for the older primary school years.
- 1.2 Paragraph 72 of the National Planning Policy Framework emphasises the Government's approach to school place provision advising that it *"attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive 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; and National Planning Policy Framework*
 - *work with schools promoters to identify and resolve key planning issues before applications are submitted.*
- 1.3 The extension is inappropriate development within the Green Belt, which is by definition harmful to the Green Belt. It is also considered that the extension would have a limited impact on the openness of the Green Belt.
- 1.4 The applicant has made case of Very Special Circumstances (VSC) based on the educational need for the school expansion, which in summary is the legal duty of the Royal Borough to provide school places, the evidence that the school places for the older primary school children within the Ascot area are lacking, the fact that the extension would allow for whole year teaching at the school, and the concerns over the financial viability of Cheapside School if expansion is not permitted. These VSC are considered to outweigh the harm caused to the Green Belt by inappropriateness and the other harm arising from the development's impact on openness and the other harm through the impact on the road network.
- 1.5 It is considered that a robust travel plan could help reduce traffic congestion arising from the school, however, there would still be an impact on traffic in the local area, but it would not be severe.

It is recommended the Panel grants planning permission with the conditions listed in Section 9 of this report.

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application; such decisions can only be made by the Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 Cheapside Primary School is located in a predominantly residential area and is accessed off Dorian Drive. The school currently has 112 pupils.
- 3.2 The school has an admission number of 16, which results in 16 children per year group, totalling 112 across all seven year groups. The age range of the school is from four years old to eleven years old. The applicant advises that in order for the school *“to run efficiently with classes of 30 children, the school ‘mixes’ its year groups. Each class in the school has children from two year groups, whilst the National Curriculum, that the school follows, is linked to the age of the child.”*
- 3.3 The school comprises mainly single storey buildings, with a 2 storey building on site. An outdoor swimming pool is situated to the rear of the site. There are trees on the site boundaries.
- 3.4 There are changes in ground levels across the site, with the buildings on site set at a lower level than the playground area at the rear of the site.
- 3.5 11 car parking spaces are provided to the front of the school buildings, within the site.
- 3.6 The site is situated within the Green Belt.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 There have been previous planning permissions for extensions to the school (which have been built out).
- 4.2 This application seeks planning permission for single storey extensions to the school (to the south western elevation) to provide 3 additional class rooms, with plant room and circulation space. The expansion would allow for the number of pupils to increase from 112 pupils to 210 pupils over a 7 year period.
- 4.3 The floorspace of the proposed extension would be 351 square metres (a net gain of 302.8 square metres). The extension would be single storey (circa 5-5.5 metres high at highest point) and would have a shallow pitched roof, with monodraughts (to provide ventilation to the rooms) incorporated within the roof. The extension would result in the loss of the outdoor swimming pool.
- 4.4 The proposed site layout plan shows that conifer trees on the north/north-west boundary of the application site would be removed. Additional parking spaces within the site would be provided, and the updated proposed site layout plan shows that 17 car parking spaces (in total) would be provided on site.
- 4.5 A travel plan has been submitted, which includes a number of actions to be followed in order to address the issue of a high proportion of children being taken to school by car, and the impact this has on traffic congestion.

5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 National Planning Policy Framework Sections

Transport- Section 32
Education- Section 72
Green Belt- Sections 87-90

Royal Borough Local Plan

- 5.2 The main strategic planning considerations applying to the site and the associated policies are:

Within settlement	Highways and	Green Belt
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area	Parking	
DG1	P4, T5	GB1, GB2 (Part A)

Ascot, Sunninghill & Sunningdale Neighbourhood Plan

NP/EN2 – Trees

NP/DG1, NP/DG2 & NP/DG3 – Design

NP/T1 - Parking

These policies can be found at

https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices

Other Local Strategies or Publications

- RBWM Parking Strategy – view at:

More information on these documents can be found at:

https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

6. EXPLANATION OF RECOMMENDATION

6.1 The key issues for consideration are:

- i Development within the Green Belt;
- ii Parking and Highway Safety;
- iii Impact on neighbouring residential amenity;
- iv Impact on character and appearance of area;
- v Other material considerations;
- vi The planning balance and the case of Very Special Circumstances.

Development within the Green Belt

- 6.2 The National Planning Policy Framework (NPPF) details that the fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; it confirms that the essential characteristics of Green Belts are their openness and their permanence (paragraph 79). At paragraph 80 it identifies five purposes for the Green Belt, the third being ‘to assist in safeguarding the countryside from encroachment’.
- 6.3 The Local Plan was adopted well before the publication of the NPPF. The tests set out in Policy GB1 to determine whether a development would be inappropriate are not fully consistent with those in the Framework. This is seen in relation to development involving material changes in the use of land and the erection of certain categories of buildings. Also, Policy GB2 (A) imposes an additional test with a view to safeguarding the openness of the Green Belt. Policies GB1 and GB2 (part A) of the Local Plan are consistent in part with the NPPF, and so are given weight, but not full weight
- 6.4 As set out by paragraph 87 of the NPPF, inappropriate development in the Green Belt is by definition, harmful to the Green Belt. Paragraph 88 stipulates that when considering any planning application, Local Planning Authorities should ensure that substantial weight is given to any harm to the Green Belt. Paragraphs 89 and 90 set out the appropriate forms of development within the Green Belt; the proposal is not on the list set out in these paragraphs and therefore constitutes inappropriate development in the Green Belt.
- 6.5 Paragraph 89 of the NPPF establishes that the extension or alteration of a building, provided that it does not result in disproportionate additions over and above the size of the original building is appropriate development within the Green Belt

- 6.6 In this case, the application seeks planning permission for an extension that would result in 351 square metres of floorspace. This is a circa 45% increase in floorspace above the existing building which is a high percentage increase in floorspace, and this percentage increase would obviously be higher again, based on the original floorspace of the school. The proposed extension would increase the footprint and floorspace of the building to a degree that would be considered a disproportionate addition, and would not meet this requirement of paragraph 89 of the NPPF.
- 6.7 The NPPF makes it clear that one of the essential characteristics of Green Belt is their openness. The proposed extension would be single storey, with a shallow pitched roof. As such, it is considered that the extension would when taking into account the existing built form on the site have a limited impact on the openness of the Green Belt.
- 6.8 The development is inappropriate development within the Green Belt, which is by definition harmful to the Green Belt. The extensions would have a limited impact on the openness of the Green Belt. Paragraph 87 of the NPPF explains that inappropriate development should not be approved except in very special circumstances. Paragraph 88 of the NPPF sets out that 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. This is considered later in the report.

Parking and Highway Safety

- 6.9 The site is located on the southern side of Watersplash Lane, a local access road connecting the B383 Sunninghill Road in Cheapside with the main A329 London Road at Ascot. This section of Watersplash Lane is subject to a 40mph local speed restriction. In the immediate vicinity of the site, Watersplash Lane has a carriageway width of 6.0m flanked by a 2.0m wide verge nearside and 1.8m wide footway on the opposite side of the road
- 6.10 Access to the school is derived by way of Dorian Drive/Green Lane (via a T-junction connecting to Watersplash Lane). Dorian Drive/Green Lane is subject to a local 30mph speed restriction. The school's vehicular entrance is about 4.6m wide and there is separate access provision for pedestrians. There will be no change to the existing access arrangements or available visibility splays as part of the proposed school expansion.
- 6.11 A Transport Statement (TS) was submitted in support of the planning application. This has been prepared using survey data collected by the school, and included in it, is the revised School Travel Plan 2017. The TS outlines the existing site conditions in terms of location, access, accessibility and parking provision and then reviews the potential impact arising from expanding the school.
- 6.12 The school travel plan identifies that the school serves a small community that is not densely populated, and as a result over 50% of families come from out of the catchment area, often having little choice but for children to be driven to/from school by parents/carers. Inevitably the use of cars for such journeys to/from school by parents/carers leads to increased parking demand and congestion on Watersplash Lane and Dorian Drive during peak times (i.e. before, during and after drop off and pick up times). This sometimes results in poor parking with vehicles being parked or left abandoned on corners and pavements or opposite and across driveways leading to potential problems with access and road safety.
- 6.13 The school travel plan explains that the existence of the Rainbow Breakfast and After School Clubs at the Cheapside Village Hall on Cheapside Road (with staff walking children to/from school) however, does help to spread demand by moving traffic away from Watersplash Lane and Dorian Drive/Green Lane.
- 6.14 The TS anticipates that the school expansion would occur over a seven-year period, with an additional 15 pupils joining each school year until full occupation. It is explained by the education authority that the class for reception would be provided in the 2017/2018 academic year, and this would be able to accommodate up to 30 pupils. The table in appendix E shows the planned expansion from 2017-2024 as a result of this extension. In addition to this, the education authority

explains that based on data they hold for the Ascot area, that they anticipate 7 in-year children each year (across the other year groups, in addition to any growth in the Reception intake) as a result of children moving to the area.

- 6.15 It is understood that there are currently 13 members of full time staff at the school. It is indicated that the proposal would result in a further 6 members of staff, including 3 full time, and 3 part time members of staff. According to the Council's parking standards the school should make on-site parking provision for 1 space per 1 full-time staff equivalent (FTE). It is proposed to increase parking provision from the existing 11 spaces to provide a total of 17 car parking spaces, and as such this parking provision is above what would be required by the Council's parking standards. It is noted from the School Travel Plan that there are sometimes occasional visiting educators (peripatetic teachers, drama group etc.) to the school; parking space should be provided on-site for visitor's cars.
- 6.16 The updated site layout plan is somewhat lacking in detail, and whilst the car parking spaces are depicted to some extent, there does not appear to be any provision for parking/turning space associated with service delivery vehicles. Furthermore, there does not appear to be any provision either for on-site cycle/scooter parking (secure parking of at least 1 space per 5 students is required at all schools) in the current submission. It is recommended that these details are secured by condition.
- 6.17 The use of the Rainbow Club for wrap around care helps in moving traffic away from Watersplash and Dorian Drive. It also spreads out the volume of traffic experienced, over a longer timeframe – from 7:45 am to 6:00 pm. The Highway Authority advises that even if this breakfast club was moved on site in the future, there would be no objection on traffic grounds, as the breakfast club would have the effect of spreading traffic away from peak traffic times.
- 6.18 The Travel Plan reveals that there has been a noticeable change (reduction) in the amount of pupils travelling to school by car from 2009, compared to the most recent survey undertaken.
- 6.19 There is concern that if expansion goes ahead, the likelihood is that the majority of the additional pupils will come from outside of the catchment and will therefore require car travel to and from school. This could mean an increase in the number of cars in the vicinity of school, however, it is anticipated that the increase in school size will be gradual rather than immediate.
- 6.20 The Travel Plan identifies the successes that the school has had in helping to address the traffic issues, and there is an acceptance that the school expansion will increase the number pupils being driven to school. The successes include:
- *Pavement built alongside Watersplash Lane*
 - *Successful running of annual Bikeability Scheme*
 - *After school clubs ensure a phased end of school day*
 - *Soft start to the school day*
- 6.21 The Travel Plan sets out a number of targets for the school in order to tackle the traffic issues, including spreading the time periods that pupils are dropped to school and shifting the mode of travel away from the car. The actions identified in the school travel plan are set out in the table below:

Actions	Who is responsible	Cost	Funding Source	Timescale
Introduce longer soft start to earlier in the school day	Headteacher/Staff	Additional TA costs	School budget	September 2017
Consultation with Borough re traffic calming measures/school crossing patrol and possible alternative parking solutions.	Headteacher with Governor and RBWM Road Safety Manager	TBC		Initiated in November 2016. Finalised by September 2017
Consultation with LA re advice on safe parking guidelines	Headteacher/Office	Time	N/A	September 2017
Install new shelter/scooter and bike storage	Headteacher	TBC	TBC	Investigate costs and funding possibilities March 2017 Aim for completion September 2017 irrespective of expansion
Carry out second travel survey	Headteacher	TBC	School budget	January 2018
Disseminate results of Travel Plan	Headteacher / Office / Governor	Nil – Placed on Website	Office Staff – School budget	March 2018
Create Travel Plan information sheet to incorporate in the New parents Pack	Headteacher / Office	Printing	School Fund	For inclusion in packs for September 2017

6.22 It is not considered by the LPA that the travel plan targets are robust enough in order to help reduce traffic congestion. It is stated within the Travel Plan that 9 out of the 28 respondents expressed an interest in joining a car sharing scheme, and yet this has not been identified as an action to be looked into further. In addition, it is not considered that installing bike/scooter storage is enough on its own to encourage pupils to cycle to school; education and training should also be provided to pupils. It is considered that the travel plan actions can be developed to be more robust and to encourage a change in pupil's/ their parents travel behaviour. As such, a condition is recommended which requires the submission of a revised travel plan. It is considered that critical to the success in reducing individual car journeys is that the travel Plan needs to be regularly monitored, reviewed and amended (on an annual basis). A condition is recommended to secure this.

Impact on neighbouring residential amenity

- 6.23 A number of conifers trees on the boundaries with residential properties known as Merrydown and Forest Keep are shown for removal. This would open up views from the application site into the rear gardens of these properties, however, as these trees are not covered by Tree Preservation Order, they could be felled without the need for permission from the Council. The proposed extensions to the school are single storey and given the distance of the proposed extension to the boundary (circa 5 metres), and the fact that these dwellings have fairly large gardens, it is not considered that the extensions would result in unacceptable levels of overlooking, or would be unduly overbearing to these gardens.
- 6.24 The extension would be over 18 metres away from the boundary with the residential properties to the south west of the application site, and so the extension would not result in unacceptable overlooking and would not be overbearing to these properties or their gardens.

Impact on character and appearance of area

- 6.25 The extension is of a simple appearance that relates well to the existing school building. The extension is situated to the rear of the school building, and so will not appear prominent within the streetscene. The development will result in the loss of some on-site trees, but they are not considered to be of a high amenity value. Additional soft landscaping will be required to soften the appearance of the development, and this can be secured by condition. (See condition 5).

Other material considerations

- 6.26 The proposed extension would result in the loss of an outdoor swimming pool. Whilst the loss of the pool is regrettable, it is not considered that Paragraph 74 of the NPPF (existing open space, sports and recreational land should not be built on) is of relevance to this proposal, as this swimming pool is for use by the school and not to the wider community. The applicant has advised that the school will sort arrangements for pupils to get swimming lessons (where it is required by the curriculum) at a local swimming pool.
- 6.27 The amount of external space required at a school is governed by guidance, rather than statutory rules. The government's Disposal or change of use of playing field and school land guidance (May 2015) sets out the definition for external space defined as playing fields (including grass pitches/hard surface games courts/informal and social areas/marginal areas around playing fields/habitat areas). The school is below the standard that a brand new school would be expected to have, although this is mainly in the 'float', which is the space that "can be used to enhance some areas, depending on the priorities of the school. Across the borough, 17 of the 46 primary schools are on sites that are, according to the guidance, too small for the number of pupils. The school are satisfied that they will be able to deliver the outdoor curriculum within the space provided.
- 6.28 As this is not a major planning application, there is no requirement to provide sustainable drainage.

The planning balance and the case of Very Special Circumstances

- 6.29 The applicant has put forward the educational case as the Very Special Circumstances (VSC) for allowing this development in the Green Belt. These are summarised below.
- *The Royal Borough has generally been able to meet the demand for Reception places in the Ascot primary schools, either through the existing 136 permanent places or by adding temporary 'bulge' classes. In recent years, however, it has been much more difficult to find places for older children who move into the area, and this is one of the key reasons for putting forward the proposal to expand Cheapside CE Primary School. This is not considered to be VSC.*
 - *From October 2016, three year groups, Years 3, 5 and 6 have no spare places in the Ascot area. Two further year groups, Years 1 and 2, only have a small number of spaces, well under the 5 to 10% surplus places aim. This means that in many year groups there are either no places to offer, or only spaces in one or two schools. This is considered to be VSC.*

- *The Royal Borough has a duty to ensure that children moving in are offered a school place. If it is not possible to offer a place at the preferred school, then parents have a right to an appeal. **This is considered to form part of the VSC.***
- *Recently, the panel has had to consider which schools in Ascot should take children moving into the area. In the 2015/16 academic year, the panel heard nine applications for Ascot primary school places and four schools had to take two extra children each and one school one extra child, into year groups that are already full. **This is considered to form part of the VSC.***
- *There is a clear demand for primary school places in Ascot for older children, which is becoming increasingly difficult to meet, even using the Fair Access Protocol and Panel. The borough risks either failing in its legal duty to ensure that there are sufficient school places to meet the demand, or having to meet that duty by providing expensive home to school transport to schools outside the area (which would need to run for the remainder of the child's time at that school). **This is considered to form part of the VSC.***
- *The expansion can happen quickly, and the school have agreed that they can take additional children into each year group immediately, once the new accommodation is built. This means that from Autumn 2017 the borough will be able to offer places to children moving into the area in all year groups. **This is not considered to form part of the VSC.***
- *Another reason for putting forward the expansion of Cheapside CE Primary School is part of a phased plan to provide more primary school places to meet the demand arising from planned new housing in the emerging Borough Local Plan. **This is not considered to form part of the VSC.***
- *Cheapside CE Primary School currently admits 16 children into each year group. This means that, to run efficiently with classes of 30 children, the school 'mixes' its year groups. Each class in the school has children from two year groups, whilst the National Curriculum, that the school follows, is linked to the age of the child. The Reception and Year 1 class, therefore, is operating with two different parts of the curriculum Early Years Foundation Stage and Key Stage 1. The Governing Body believe that moving to whole year group teaching – i.e. one year group per class – will help the school improve teaching and learning further. **This is considered to form part of the VSC.***
- *The Governing Body of the school are increasingly concerned that their financial viability is under threat, if they continue to have just 16 children in each year group. Cheapside CE Primary School is currently running a deficit budget (which means it is spending more money than it is funded for) and expects this to continue for the foreseeable future without an expansion. The school has made substantial savings of approximately £68k in the current financial year. These savings have been achieved by reductions in support staff; the Headteacher taking on teaching commitments for 40% of the week; staffing working additional hours without pay; cutting resources. The school's PTA is funding some school essentials, and the school continues to chase financial resources from other sources. Nevertheless, the school expects a deficit budget in the region of £32k in the 2016/17 financial year. The governing body believe that the savings made are not sustainable in the longer term and other costs continue to increase, putting the long term financial viability of the school at risk. **This is considered to form part of the VSC and is a material planning consideration.***
- *To deliver sufficient school places the borough will need to prove very special circumstances to justify building in the Green Belt, whether now at Cheapside or later on a new school site (and possibly both). No site for a new school site in Ascot has yet been identified in the emerging Borough Local Plan, reflecting the difficulty in finding sites of sufficient size. Prioritising expansion at one of the other schools (Holy Trinity or South Ascot) would only delay, not avert, the expansion of primary school provision into the Green Belt. **This is not considered to form part of the VSC.***

- 6.30 It is considered that the legal duty of the Royal Borough to provide school places, the evidence that the school places for the older primary school children are lacking, the fact that the extension would allow for whole year teaching, and the concerns over the financial viability of Cheapside School if expansion is not permitted form the Very Special Circumstances. It is considered that these VSC outweigh the harm arising form the harm to the Green Belt (by definition, and through the limited impact on openness), and the limited harm arising from increased traffic, subject to implementation and monitoring of a revised Travel Plan.

7. CONSULTATIONS CARRIED OUT

Comments from interested parties

19 occupiers were notified directly of the application.

The planning officer posted a site notice advertising the application at the site on the 20th December 2016. The application was advertised in the Maidenhead & Windsor Advertiser on the 22nd December 2016.

1 letter was received supporting the application, summarised as:

Comment	Where in the report this is considered
1. Supportive of school expansion- believe it's necessary for the continued provision of quality primary education to the increasing local population and continued viability of Cheapside School, however, state the challenge is traffic. The Council seriously needs to consider the speed limits in Cheapside Village and introduce 20mph speed limits on Watersplash Lane, and Cheapside Road for the safety of children.	6.9-6.22.

2 letters were received objecting to the application, summarised as:

Comment	Where in the report this is considered
1. Concerns over the effects of parking and traffic on Watersplash Lane if the number of pupils is doubled.	6.9-6.22.
2. Parents park their cars in a long line on the opposite side of Watersplash Lane. Children are at risk when the alight from the car. Watersplash Lane is a busy road. Increasing the number of parked cars will increase this risk.	6.9-6.22.
3. There is now limited parking in Dorian Drive owing to residents concerns.	6.9-6.22.
4. Watersplash lane should not be used as an all day car park.	6.9-6.22.
5. There will is significant congestion already. This situation will be worsened if the development is allowed. Watersplash Lane is used as a 'rat run' by commuters and is quite unsuitable to be used as drop off and pick up area of large numbers of children.	6.9-6.22.
6. It can be difficult for residents on Watersplash Lane to turn out of their driveways when cars are parked on the road. Parents leave their cars on the road for all or part of the day. The expansion would make this problem worse.	6.9-6.22.
7. Space needs to be found on the school site for parking, in the interests of local residents, but more importantly for the safety of pupils, parents, teachers and others.	6.9-6.22.

Other consultees

Consultee	Comment	Where in the report this is considered
Tree Officer	I have no objections to the proposed development, however the extension will lead to the loss of several trees on site, and so a condition for landscaping should be imposed.	See recommended condition.
Local Lead Flood Authority	The application submitted does not contain any details of how the surface water will be managed and there is no evidence to back up the statement in the application form that the development does not increase flood risk to the surrounding area.	6.28.
Parish Council	No Objections subject to a Travel Plan being in place providing mitigating measures for local residents.	6.9-6.22.
Sport England	The proposed development is not considered to fall within our statutory remit upon which we would wish to comment. If the proposal involved the loss of any sports facility then full consideration should be given to whether the proposal meets paragraph 74 of the National Planning Policy Framework.	6.26.
Highway Authority	With the recent approval of the revised School Travel Plan 2017, the conclusions as set out in the Transport Statement are reasonable and therefore acceptable from the highways aspect. Accordingly, subject to a satisfactory layout being provided for on-site parking and turning facilities for staff/visitor cars and delivery vehicles, it is recommended that any planning permission to be granted, includes the following highway conditions: 1. HA06A (Construction Management Plan) 2. HA10A (Parking & Turning layout for staff/visitors/deliveries vehicles to be provided) 3. HA15A (Cycle/Scooter Parking details to be provided) Also suggested Informatives as follows: <ul style="list-style-type: none"> • HI06 (recovery of costs to repair damage to footways/verges) • HI07 (recovery of costs to damage caused to public highways). 	6.9-6.22.

8. APPENDICES TO THIS REPORT

- Appendix A - Site location plan
- Appendix B - Proposed layout
- Appendix C - Elevations
- Appendix D - Floor plans
- Appendix E - Table showing planned school expansion

9. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED REASONS)

1. The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
2. The materials to be used on the external surfaces of the development shall be in accordance with those specified in the application unless any different materials are first agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan DG1. Neighbourhood Plan Policy NP/DG3
3. No development shall take place until detailed plans showing the existing and proposed ground

levels of the site together with the slab and ridge levels of the proposed development, relative to a fixed datum point on adjoining land outside the application site, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved levels.

Reason: In the interest of the visual amenities of the area. Relevant Policy Local Plan DG1.

4. Prior to the commencement of any works of demolition or construction a management plan showing how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved and maintained for the duration of the works or as may be agreed in writing by the Local Planning Authority.
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5.
5. Prior to the construction of the extension hereby approved, full details of both hard and soft landscape works, shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained thereafter in accordance with the approved details. This landscaping scheme shall include at least two replacement trees. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its written consent to any variation.
Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - Local Plan DG1. Neighbourhood Plan Policy NP/DG3
6. No part of the development shall be occupied until covered and secure cycle/scooter parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.
Reason: To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1
7. No part of the development shall be occupied until vehicle parking and turning space has been provided, surfaced and marked out in accordance with a layout that has first been submitted to and approved in writing by the Local Planning Authority. The space approved shall be kept available for parking and turning in association with the development.
Reason: To ensure that the development is provided with adequate parking and turning facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety, and to facilitate vehicles entering and leaving the highway in forward gear. Relevant Policies - Local Plan P4, DG1.
8. Prior to first occupation of the extension hereby approved, a revised School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall include details of its annual monitoring and review processes. The plan shall be implemented in accordance with the approved details.
Reason: In the interest of highway safety and to reduce reliance on private cars by staff, pupils and other users of the development hereby and, encouraging sustainable modes of travel to the site, managing traffic on the highway network and to assist in a strategy to reduce carbon dioxide emissions. Relevant Policies: Local Plan - DG1, T7, T11.
9. The development hereby permitted shall be carried out in accordance with the approved plans listed below.
Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

