

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

**MAIDENHEAD DEVELOPMENT CONTROL PANEL**

25 October 2017

**Item: 4**

<b>Application No.:</b>	17/02259/FULL
<b>Location:</b>	Furze Platt Senior School Furze Platt Road Maidenhead SL6 7NQ
<b>Proposal:</b>	The construction of a 3 storey teaching block and school hall following demolition of two existing buildings on the site, and the partial demolition of two additional buildings
<b>Applicant:</b>	The Royal Borough of Windsor And Maidenhead
<b>Agent:</b>	Mr Alex Pullin
<b>Parish/Ward:</b>	Maidenhead Unparished/Furze Platt Ward

<b>If you have a question about this report, please contact:</b> Christine Ellera on 01628 795963 or at <a href="mailto:chrisie.ellera@rbwm.gov.uk">chrisie.ellera@rbwm.gov.uk</a>
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## **1. SUMMARY**

- 1.1 The proposed development relates to a three storey new classroom block to the existing school and a new sports hall. An Education Case has been submitted in support of this application which sets out the need for these extensions to meet the future growth of the Borough.
- 1.2 National policy supports the redevelopment of state funded schools is one which should be supported by LPA's and that a collaborative approach must be given to ensure their successful delivery.
- 1.3 The proposal is considered to be visually acceptable within the confines of the school site. Whilst there would be some views of the three storey element from nearby public vantages points these would be limited and as such the proposal would not appear overly prominent within the street scene. Due to the siting and position and position of the proposed development would have limited impact on the amenities of local residential in terms of loss of light overbearing impact.
- 1.4 There are a number of concerns from planning officers and the Highway Authority about the significant adverse impact the development would have to the local highway network with safety and capacity concerns at the junction between Furze Platt Road/ Switchback Road South. These are also expressed by a number of local residents. There are also further concerns about the provision of sufficient parking within the site.
- 1.5 The only manner in which the development would be acceptable is subject to and heavily relies on a behavioural shift of both pupils (including six form student) and staff to utilising sustainable modes of transport.
- 1.6 However, the need to provide additional school places to meet the needs of the local community weighs heavily in favour of this scheme. Having due regard for the consultation response from the Highway Authority it is considered, on balance, that the development is acceptable subject to the conditions set out in section 10 of this report.
- 1.7 On this basis the Officer recommendation is to permit.

<b>It is recommended the Panel grants planning permission with the conditions listed in Section 10 of this report.</b>
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## **2. REASON FOR PANEL DETERMINATION**

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

### **3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS**

- 3.1 The application site relates to Furze Platt Senior Secondary School, located to the north of the ward of Maidenhead. Furze Platt Junior School and Furze Platt Infants are located to the south eastern side of the site.
- 3.2 To the north of the school are open space/ fields, however the site is otherwise surrounded by residential properties.
- 3.3 Vehicular access is to the north of the site via Furze Platt Road. Pedestrian access to the site is from both the northern boundary with Furze Platt Road, as well as across the playing fields from the south.
- 3.4 The school has a 7 form entry. The school's current number on roll is around 1,240 students, with each new academic year there is about 195 students. The School employs 168 members of staff in a mixture of full-time and part-time roles. An additional six staff members work at the site as part of a contracted out catering service. This equates to 137 full time equivalent staff.
- 3.5 The site is near to but not adjacent nor within the Furze Platt Triangle Conservation Area.

### **4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY**

- 4.1 This is a full planning application for extensions and alterations to allow the school to expand by 2 forms to 253 per year group from September 2019 to increase the roll number to around 1,771 pupils.
- 4.2 The proposed expansion scheme at Furze Platt Senior School is largely contained to two new buildings
- 4.3 To the south of the main school building a proposed new hall, with ancillary areas including storage spaces and 3 x toilets and a control room. Ground levels marginally vary around the school and the proposed new hall would be roughly 9m in height. This building would be some 2-2.5m below the height of the main school building.
- 4.4 To facilitate the proposed development the existing single storey humanities block and existing hall would be demolished.
- 4.5 A new teaching block is also proposed attached to the six form block, relatively central to the site and to the west of the main playground area. This building would be 3 storeys in height and due to the ground level changes would also have a part basement level which will provide additional storage space. This building would be 3m above the height of the main school building. This building would provide 4x new science labs, 11x teaching classrooms, 2x seminar rooms and 2x staff rooms, along with ancillary space including toilets and circulation space.
- 4.6 To facilitate the proposed new class room building 2x single storey classroom blocks would be demolished.
- 4.7 New hard landscaping around the new buildings will also be provided.
- 4.8 To the north of the site the drop off area to the school will be redesigned to cater for the increased pupil numbers.
- 4.9 There is extensive planning history to this site, most recent being:

Ref.	Description	Decision and Date
10/01419/FULL	Extension to existing single storey modular building	Permitted: 11.08.2010
11/00639/FULL	Construction of a double height single storey	Permitted: 03.05.2011
12/00447/FULL	Single storey rear extension and associated fenced terrace area to rear of sixth form area	Permitted: 28.03.2012
13/00024/FULL	Two storey portakabin	Permitted: 12.02.2013
13/01779/FULL	New two storey modular building	Permitted: 01.08.2013
14/01329/FULL	Construction of a new 106m x70m FIFA 1-star compliant 3rd generation (3G) pitch with associated features including new pedestrian access arrangements, additional car parking, perimeter fencing and floodlighting. Additional works include upgrading of existing macadam MUGA's and construction of new cricket practice facilities and a non- turf cricket pitch. A second phase of works will be completed to extend the existing sports hall building to create a new gym and upgraded facilities.	Permitted: 04.07.2014
14/02349/FULL	Installation of new floodlights to existing multi use games areas, following planning permission 14/01329 to upgrade	Permitted: 26.09.2014

## 5 MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 National Planning Policy Framework (NPPF) (2012) and the Policy statement – planning for schools development (2011) is a strong material consideration in this application.
- 5.2 The latter document states that the Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards.
- 5.3 It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations.
- 5.4 The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools

### Royal Borough Local Plan

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

Within settlement	Highways and	Trees
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area	Parking	
DG1, CF2	P4, T5	N6

These policies can be found at

[https://www3.rbwm.gov.uk/downloads/download/154/local\\_plan\\_documents\\_and\\_appendices](https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices)

### **Borough Local Plan: Submission Version**

Issue	Local Plan Policy
Design in keeping with character and appearance of area	SP2, SP3
Makes suitable provision for infrastructure	IF1

5.6 The NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation. The Borough Local Plan Proposed Submission Document was published in June 2017. Public consultation runs from 30 June to September 2017 with the intention to submit the Plan to the Planning Inspectorate towards the end of 2017. In this context, the Borough Local Plan: Submission Version is a material consideration, but limited weight is afforded to this document at this time.

5.7 This document can be found at:

<http://rbwm.moderngov.co.uk/documents/s14392/Appendix%20A%20-%20Borough%20Local%20Plan%20Submission%20Version.pdf>

### **Other Local Strategies or Publications**

5.8 Other Strategies or publications relevant to the proposal are:

- RBWM Townscape Assessment – view at:
- RBWM Parking Strategy – view at:

5.9 More information on these documents can be found at:

[https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/494/supplementary\\_planning](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:

- Principle of the development
- Design Considerations
- Impact on Neighbouring Amenity
- Highway Safety and Parking Considerations
- Flooding and Sustainable Urban Drainage
- Other Environmental Considerations

### **Principle of the development**

6.2 The NPPF sets out strong emphasis and presumption in favour of the development of state funded schools. The Policy Statement for schools further states that Local Planning Authorities (LPA) should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions.

6.3 The statement further outlines that the refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the LPA. Given the strong policy support for improving state education, the Secretary of State will be minded to consider such a refusal or imposition of conditions to be unreasonable conduct, unless it is supported by clear and cogent evidence.

- 6.4 The above provides a clear national policy that the redevelopment of state funded schools is one which should be supported by LPA's and that a collaborative approach must be given to ensure their successful delivery. Local Plan policy CF2 also offers support for improved or new school facilities (subject to suitable parking facilities).
- 6.5 Accordingly the principle of the development of this school to meet the existing and future needs of the Borough weighs heavily in favour of this scheme.
- 6.6 Comments have been made about the catchment area being too big and/or there being no need for further expansion. The Council as the Education Authority has considered that this expansion is needed to meet the future needs of the Borough. The rationale for this and the need for the expansion of Furze Plat school to meet the growing demands of the Borough is set out in the 'Education Case' submitted as part of this application.

### **Design Considerations**

- 6.7 The NPPF states that planning policies and decisions should not attempt to impose architectural styles or particular tastes but should concentrate on such matters as overall scale, density and layout in relation to neighbouring buildings and the local area more generally. It is also recognised that it is proper to seek to promote or reinforce local distinctiveness.
- 6.8 Policy DG1 of the Boroughs current Local Plan seeks to ensure that development will be of high standard of design and landscaping, compatible with the area and streetscene.
- 6.9 The proposed new buildings are flat roof, proposed material finish similar to the existing buildings on site and of a similar design and character to many similar buildings within school sites. All buildings are located well within the confines of the school. The proposed hall would effectively be two storey in height with a flat roof and would appear as a subordinate addition to the school. Due to its siting and position within the main confines of the school it would not appear overly prominent or overbearing within the confines of the school and any views of this building from the surrounding area would be limited.
- 6.10 The proposed new classroom block, three storeys in height would be greater in terms of height than the main school block. The height of the building would mean that it would be visible from some vantage points outside of the school site and from the adjacent residential roads, including from the adjacent Conservation Area. However it is considered that the views of the building would be limited and not overtly prominent from surrounding area or nearby Conservation Area.

### **Impact on Neighbouring Amenity**

- 6.11 Due to the siting and location of the proposed extensions located in the confines of the main school the proposed development would not impact on the on the amenities of the occupiers of the surrounding residential dwellings in terms of loss of sun/ daylight and or visual overbearing impact.
- 6.12 With reference to the below objections a number of concerns have been expressed in terms of noise and disturbances associated with the school. The increased pupil numbers may result in some increased noise from the activities associated with the school. However this will be during typical school hours and as such would not result in increased noise and disturbance at antisocial hours of the day.
- 6.13 Matters concerning potential antisocial behaviour such as littering from those who attend the school are not dealt with through the planning process.

### **Impact on Highway Safety and Parking Considerations**

- 6.14 A key concern of Officers and from local residents is the impact this would have on the road network and highway safety. Another key concern is ensuring suitable off street parking for the proposed development. The roads most likely to be affected by the proposed expansion of the

School are Furze Platt Road, Switchback Road South, Gardner Road, Cranbrook Drive, Courthouse Road and Oaken Grove.

- 6.15 The main drop off location of pupils associated with the school is located to the north of the school site, adjacent Furze Platt Road. This provides a one-way loop road of around 113m in length for short-term parking associated with parents dropping-off and collecting pupils. The drop-off area has capacity for a total of 34 cars at any one time.
- 6.16 The parking survey associated with the Transport Assessment (TA) identified that around 4 cars park at this location through out the day. The TA also acknowledged that in the afternoon the loop road is fully parked at times and cars need to wait for a short period of time before being able to access the loop road. This slows down the westbound traffic that is passing the School's access.
- 6.17 The TA further undertook a review of Personal Injury Accident Data has determined that children are already at risk of being involved in accidents which indicates that there may be road safety issues within the immediate area of the School associated with congestion. This is further explored in paragraphs 3.57 – 3.63 of the TA. The accidents were determined to be as a result of road user behaviour rather than road network issues. The TA states that road safety awareness training, pedestrian skills training and cycle training is recommended to reduce the risk of pupils and staff being involved in an accident. This is also prosed as part of the schools Travel Plan
- 6.18 The pupil survey indicated that around 65% of secondary school pupils either walk or cycle to the site and around 45% of sixth form pupils. Around 30% of secondary school pupil comes to and from the site by way of car (car share or drop off) and 50% of sixth form student (car share, drop off or parking). The remainder is by way of public transport (bus and rail). In contrast the TA claims that around 76% of all staff members come to and from the site by single private vehicle. (The above is the overall rounded up figures.)
- 6.19 On site parking is contained within the school via a separate car access and egress on Furze Platt Road. Access to the on-site car park is gained via the loop road. Egress from the car park is provided from the west end of the site leading to the loop road. Only staff and visitors to the School can access the site via gates from the loop road leading into the site. The School currently has 130 marked car parking spaces located within the site and there is space for cars to park in unmarked areas. The information contained within the TA indicates that at peak time there is 150% occupancy of this parking area which would equate 195 vehicles on site. i.e the parking area is already operating above formal capacity and there appears to be informal capacity within the grounds of the school for this additional informal parking. The difficulty with such claims is that there are 168 members of staff (full time and part time), if only 76% of the staff drove to the site, even if all part time staff were on site at the same time this would result in the need for 128 car parking spaces. Unless there are 67 visitors to the school on a regular basis it would infer that there is a far greater reliance on private vehicles by staff then the TA and the school Travel Plan suggests.
- 6.20 The proposed development would result in an increase of 531 pupils to the school. The application form further states that the equivalent of a further 8 full time members of staff will be employed.
- 6.21 Based on this existing pupil survey (and taking into account any after school clubs which could stagger pupils leaving the site) it is estimated that the development could result in around 150 - 160 two-way car movements coming to and from the site at peak times.
- 6.22 In order to accommodate this the TA suggests an additional runner lane and layby to increase in capacity of the drop-off area by 20 spaces. The TA proposes that this will accommodate the increase in demand for drop-off and pick-up and decrease queueing onto Furze Platt Road.
- 6.23 In additional to this a large reliance is placed on a modal shift to utilise sustainable modes of transport and suggests targets for the school to assist in reducing reliance on the car.

- 6.24 The proposed plans and application forms make no allowances for increased on site parking. In para 7.8 the TA acknowledges that the development would equate to the need for 12 additional on site parking spaces, but then states in para 10.8 states that 23 on site spaces will be required. In either case it is not proposed to increase the current provision of parking on-site. The TA instead claims that sixth form pupils and staff will be encouraged to use other modes of transport. The TA further claims that there is demand for up to 74 cycle parking spaces at the moment and that the proposed development would result in an increase of 46 cycle spaces. Therefore the TA claims that the existing 120 cycle spaces provide sufficient capacity to meet future need.
- 6.25 Further to the initial concerns expressed by the Highway Authority the Travel Plan and Highway Assessment associated with this application has been amended since the initial submission to look at ways in which the school can reduce pupils reliance to come to and from the site by private vehicle.
- 6.26 Nonetheless it is considered that the current proposal will present a significant adverse impact to the local highway network with safety and capacity concerns at the junction between Furze Platt Road/ Switchback Road South.
- 6.27 The only manner in which this impact can be reduced and would be acceptable would be subject to the implementation of several mitigation measures. These go above and beyond those indicated in the TA. As suggested in the TA the uptake of sustainable transport modes is essential in reducing the number of vehicle trips generated from the proposal. Contrary to the claims of the TA it is considered that physical improvements to current pedestrian and cyclist facilities are essential to ensure pedestrian and cyclist safety and encourage students to travel by sustainable mode, measures should be implemented prior to occupation. In view of this and to make the development acceptable in planning terms a number of conditions are recommended to be attached to any planning permission granted. (See conditions 10 -14)
- 6.28 Notwithstanding the above, a key concern of local residents is that the Transport Statement states that the schools current car park is already operating above maximum capacity. The TA suggests no further parking is proposed and rather sustainable modes of transport will be encouraged for six form pupils and staff alike. A further comment was made in the TA that there is potential for overspill parking to nearby residential streets. The statement claims that there is minimal on-street parking at the time of their site visit (which appears to have been undertaken on one day in March 2017). Whilst the TA mentions personal staff travel plans this does not translate in the schools Travel Plan. The schools Travel Plan looks at opportunities to reduce reliance of car use by pupils, it is silent on staff. The schools Travel Plan and Statement states that the majority of staff commute to work by car and 30% live within a 2km of the school. Disappointingly no discussion on how they can look to encourage their own staff to utilise sustainable modes of transport is contained in the Travel Plan. As per the Transport Statement it is therefore recommended that prior to the development coming into use the School produce a Staff Plans which looks at how they can reduce staff reliance on the car and prevents parking overspill onto adjacent roads. Such a Staff Plan should be monitored and submitted to the LPA for future consideration.

### **Flooding and Sustainable Urban Drainage**

- 6.29 The site lies in flood zone 1. As the proposal constitutes a 'major' development being on a site over 1 hectares a Flood Risk Assessment (FRA) has been submitted as part of this planning application and associated drainage evidence has been submitted with the application.
- 6.30 The FRA demonstrates that there is a Low to Moderate fluvial flood risk identified within the site, solely due to existing external levels. This has been easily addressed through the setting of buildings finish floor levels. FFLs and external levels.
- 6.31 The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications which is being introduced from 6 April 2015 (Paragraph 103 of National Planning Policy Framework and Ministerial Statement on SuDS). As per the guidance issued by the Department of Communities and Local Government (DCLG), all 'major' planning applications must consider sustainable drainage systems. Developers are

advised to assess the suitability of sustainable drainage systems. Under this arrangement the Council, in its role as Lead Local Flood Authority, is a statutory consultee for all major applications.

- 6.32 SuDS must be properly designed to ensure that the maintenance and operation costs are proportionate and sustainable for the lifetime of the development. Hydraulic calculation and drawings to support the design need to be provided along with proposed standards of operation and maintenance in accordance with paragraph 081 of NPPF (PPG).
- 6.33 The Lead Local Flood Authority has reviewed this information and are satisfied that the proposed development provides suitable sustainable drainage systems. This will be secured by condition. (See condition 4)

#### **Other Environmental Considerations**

- 6.34 In terms of impact on pollution including noise and dust during the construction process. The Environmental Protection Team has raised no objections subject to conditions. Where these are considered relevant and necessary Officers have recommended these conditions and/or informatives as appropriate. (See conditions 5)
- 6.35 Two trees adjacent to the existing hall would be removed as part of this application. These trees have no amenity value and their loss is therefore considered acceptable. Tree protection details have been submitted in support of other adjacent trees proposed to be retained within the application site. The Tree Officers has offered no objection subject to conditions.
- 6.36 A Biodiversity survey was submitted in support of this application which confirmed that there is some but limited biodiversity on this site. However in order to result in a net gain of biodiversity a number of recommendations have been made, it is recommended that conditions be attached to any application to ensure compliance with this report. (See condition 6 and 7)

#### **Other Material Considerations**

- 6.37 As identified in the principle considerations strong support is offered from both National and local planning policy.
- 6.38 However, the above sets out a number of concerns from planning officers and the Highway Authority about the significant adverse impact the development would have to the local highway network with safety and capacity concerns at the junction between Furze Platt Road/ Switchback Road South. These are also expressed by a number of local residents. There are also further concerns about the provision of sufficient parking within the site.
- 6.39 The only manner in which the development would be acceptable is subject to and heavily relies on a behavioural shift of both pupils (including six form student) and staff to utilising sustainable modes of transport.
- 6.40 The need to provide additional school spaces to meet the needs of the local community weights heavily in favour of this scheme. Having due regard for the consultation response from the Highway Authority it is considered, on balance, that the development is acceptable but this is strictly subject to the conditions set out in section 10 of this report.

### **7. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

In line with the Council's Charging Schedule the proposed development would now be CIL liable. However required CIL payment for the development of this kind would attract a £0 charge.

### **8. CONSULTATIONS CARRIED OUT**

#### **Comments from interested parties**



106 occupiers were notified directly of the application. The planning officer posted a statutory notice advertising the application at the site on 31.07.2017 and the application was advertised in the Maidenhead & Windsor Advertiser on 27.07.2017.

A total of 11 letters of objection have been received from individual addressees. Comments made can be summarised as follow's:

Comment		Where in the report this is considered
1.	Object to the transport statement suggesting that any additional increase in cars can be accommodated in existing residential streets.	0
2.	Suggest that other modes of transport are looked at; including car sharing, better cycle routes, other areas in and to the front of the school or trying to restrict cars	0
3.	Concerns about highway safety from the development and the impact on those living on the adjacent residential roads	0
4.	There is no need for further pupils or staff at this school	0
5.	There are too many student's coming from outside of the catchment area which increases traffic	0
6.	Staff parking should be accommodated within the school site and should not overspill not the nearby residential roads	0
7.	As existing lunch time activities result in littering and windows being broken by footballs etc.	0

### Consultees

Consultee	Comment	Where in the report this is considered
Lead Local Flood Authority	Further to the submission of drainage report they have no objection to the proposed development.	<b>Error! Reference source not found.</b>
Highway Authority	The current proposal will present a <u>significant</u> adverse impact to the local highway network with safety and capacity concerns at the junction between Furze Platt Road/ Switchback Road South.  The only manner that this impact can be reduced and would be considered acceptable would be subject to the implementation of several mitigation measures.	Discussed further in 6.14-628
Arboricultural Officer	No objection to the proposal subject to conditions	0
Environmental Protection	No objection to the proposal subject to conditions	0

## 9. APPENDICES TO THIS REPORT

- Appendix A - Site location plan and site layout
- Appendix B – plan and elevation drawings
- Appendix C – site elevations

## 10. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 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 approved plans 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.

- 3 The erection of fencing for the protection of any retained tree and any other protection specified shall be undertaken in accordance with the Arboricultural Survey & Impact Assessment dated 10 August 2017 (including the appendices) and received by the Local Planning Authority on the 14.08.2017 and particulars before any equipment, machinery or materials are brought on to the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

**Reason:** To protect trees which contribute to the visual amenities of the site and surrounding area. Relevant Policies - Local Plan DG1, N6.

- 4 The proposed development shall be build in accordance with the Sustainable Urban Drainage details set out in the Tender Stage Drainage Report prepared by Robert West (Document Reference: 3126/035/DR/FPS/R01, Dated: 18/08/2017)

**Reason:** To provide suitable Sustainable Urban Drainage as required by the National Planning Policy Framework and Ministerial Statement on SuDS

- 5 Prior to any of the buildings hereby approved being brought into use the applicants shall implement and there after maintain the Ecological Enhancements set out the 'Recommendations and Ecological Enhancements; section of the Preliminary Ecological Assessment prepared by the Ecology Partnership and received by the Local Planning Authority on the 14 July 2017

**Reason:** To provide a net increase in biodiversity as required by the National Planning Policy Framework (2012)

- 6 Prior to the commencement of any works a construction noise management plan shall be submitted to the Local Planning Authority detailing a method statement and project plan for the demolition and construction works. The plan shall include the predicted construction vibration and noise levels emanating from the development, the plan shall also include specific details of noise and vibration mitigation measures as well as specifying acceptable noise and vibration limits (in line with the ABC method advocated by BS5228) to be met at nearby residential and noise sensitive receptors. There shall also be an ongoing noise and vibration monitoring programme incorporated within the plan to ensure these noise and vibration limits are complied with throughout the duration of these works. There shall also be an incident/complaint log kept on site and available for inspection at any time by officers from the Council's Environmental Protection and Planning Teams. Any breaches of the noise limits shall be recorded and include remedial action to ensure compliance with environmental noise and vibration limits. Details of any breaches and corrective actions shall be notified to the Environmental Protection Team on a monthly basis throughout the construction of the scheme.

**Reason:** To protect the amenity of the development and surrounding amenities and to accord with the Local Plan Policy NAP3 and NPPF policy 109 and 123.

- 7 Notwithstanding the approved plans or any indicative given otherwise in the event any fixed plant and equipment associated with air moving equipment, compressors, generators, ventilation and plant or equipment of a like kind installed within any part of the development full details, including acoustic specifications shall be submitted to and approved by the Local Planning Authority prior to operation.

**Reason:** To protect the amenity of the residential development and surrounding residential development and to accord with the Local Plan Policy NAP3 and NPPF policy 109 and 123.

- 8 No part of the development shall be occupied until the access has been constructed in accordance with details that have first been amended, submitted to and approved in writing by the Local Planning Authority. The access shall thereafter be retained.  
**Reason:** In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1.
- 9 Prior to the commencement of any works of demolition a 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.
- 10 No part of the development shall be occupied until vehicle parking space has been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The space approved shall be retained for parking in association with the development.  
**Reason:** To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which would be detrimental to the free flow of traffic and to highway safety. Relevant Policies - Local Plan P4, DG1.
- 11 No part of the development shall be occupied until covered and secure cycle 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
- 12 Prior to the commencement of any development hereby approved details shall be submitted to and approved in writing by the Local Planning Authority regarding formalised vehicle parking provision within the site. No part of the development shall be occupied until the parking provision has been formally laid out in accordance with these details. The space approved shall be retained for parking in association with the school.  
**Reason:** In the interests of highway safety and sustainable accessibility to the site. Relevant Policies - Local Plan T7 and T8.
- 13 Prior to the commencement of any development hereby approved details shall be submitted to and approved in writing by the Local Planning Authority regarding pedestrian and cyclist crossing improvements at the junction between Furze Platt Road and Switchback Road South. No part of the development shall be occupied until pedestrian and cyclist crossing improvements have been constructed in accordance with these details.  
**Reason:** In the interests of highway safety and sustainable accessibility to the site. Relevant Policies - Local Plan T7 and T8.
- 14 Prior to the development coming into use the applicants shall produce a Staff Travel Plan which looks at how they will reduce staff reliance on the car and prevent parking overspill onto adjacent roads. This shall be submitted to and agreed by the Local Planning Authority. The applicants shall implement any agreed details.  
**Reason:** To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which would be detrimental to the free flow of traffic and to highway safety. Relevant Policies - Local Plan P4, DG1.
- 15 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.

## **Informatives**

- 1 There shall be no fires allowed on site at any time, all waste shall be recycled or disposed off-site.
- 2 The applicant should be aware the permitted hours of construction working in the Authority are as follows: Monday-Friday 08.00-18.00 Saturday 08.00-13.00 No working on Sundays or Bank Holidays.
- 3 The applicant is advised to follow guidance with respect to dust control:-London working group on Air Pollution Planning and the Environment (APPLE): London Code of Practice, Part 1: The Control of Dust from Construction; and the -Building Research Establishment: Control of dust from construction and demolition activities The applicant and their nominated contractor shall take all practicable steps to minimise dust emissions, which are a major cause of nuisance to residents, the general public and office and retail workers living and operating near to construction and demolition sites. The applicant shall prepare a detail dust monitoring and mitigation package, that shall include an assessment of all the relevant potential sources of dust arising from site activities and deliveries, detailed dust monitoring arrangements and analysis, detailed mitigation measures to minimise dust emissions from the working site, and a complaints and due diligence log to record complaints and dust emission incidents.

