

## DEVELOPMENT CONTROL PANEL

6 November 2019

Item: 8

<b>Application No.:</b>	19/01761/FULL
<b>Location:</b>	St Peters CE Middle School Crimp Hill Old Windsor Windsor SL4 2QY
<b>Proposal:</b>	Proposed two storey classroom block, new cycle store and alterations to the boundary treatment including new pedestrian and vehicular entrance gates, following demolition of the existing single storey building.
<b>Applicant:</b>	Danuta Longworth-Krafft
<b>Agent:</b>	Colette Harrision
<b>Parish/Ward:</b>	Old Windsor Parish/Old Windsor

**If you have a question about this report, please contact:** Josey Short on 01628 683960 or at [josey.short@rbwm.gov.uk](mailto:josey.short@rbwm.gov.uk)

### 1. SUMMARY

- 1.1 The proposed scheme involves the replacement of the existing single storey modular classroom block with a detached two storey classroom building at St Peters CE Middle School.
- 1.2 The proposed building would be materially larger than the one which it replaces and thus would constitute inappropriate development, which is, by definition, harmful to the Green Belt and should not be approved, unless a case of very special circumstances (VSC) (paragraph 143, NPPF 2019) is put forward which clearly outweighs the harm to the Green Belt and any other harm. A case for VSC has been put forward as the proposed building would provide an additional 120 school places (30 per year group), which would increase the surplus of school places to 7.3%, from the current 2%. Paragraph 94 of the NPPF details that great weight should be awarded to proposals to expand schools and that it is important that there is a sufficient supply of school places. With this taken into account, it is considered that the weight accorded to this VSC would outweigh the harm to the Green Belt and as such would comply with the NPPF in this regard.
- 1.3 There are no issues raised relating to character, neighbour amenity, highways and trees.

**It is recommended the Panel defer and delegates approval to the Head of Planning subject to the conditions listed in Section 10 of this report and a legal agreement to secure a travel plan.**

### 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 is located on the north side of Crimp Hill, within the Green Belt. There are a few residential properties in the vicinity, however the character is rural. The site comprises a school with a number of school buildings across the site.

#### 3.2 KEY CONSTRAINTS

- i. Green Belt

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

- 4.1 The application seeks planning permission for a two storey classroom block, new cycle store and alterations to the boundary treatment including new pedestrian and vehicular entrance gates, following the demolition of the existing single storey building.
- 4.2 There is extensive planning history for this site the most recent applications are summarised below;

Reference	Description	Decision
03/83818/FULL	Erection of new detached gymnasium and changing facilities to rear of school.	Permission granted 26/9/2003
10/00503	Single storey extension to form food technology teaching space.	Permission granted 28/4/2010

## 5. DEVELOPMENT PLAN

### Adopted Royal Borough Local Plan (2003)

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

Issue	Adopted Local Plan Policy
Design in keeping with character and appearance of area and Green Belt	DG1, GB1, GB2
Highways	P4 AND T5
Trees	NG
Community Facilities	CF2

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)

### Old Windsor Neighbourhood Plan (2018-2033)

Issue	Neighbourhood Plan Policy
Design in keeping with character and appearance of area and Green Belt	OW1, OW8
Highways	OW11, OW12

These policies can be found at

[https://www3.rbwm.gov.uk/info/201025/emerging\\_plans\\_and\\_policies/477/neighbourhood\\_plans/2](https://www3.rbwm.gov.uk/info/201025/emerging_plans_and_policies/477/neighbourhood_plans/2)

## 6. MATERIAL PLANNING CONSIDERATIONS

### National Planning Policy Framework Sections (NPPF) (2019)

Section 4- Decision-making

Section 12- Achieving well-designed places

Section 13- Protecting Green Belt land

### Borough Local Plan: Submission Version

Issue	Local Plan Policy
Design in keeping with character and appearance of area and Green Belt	SP2, SP3, SP5
Sustainable Transport	IF2

- 6.1 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 Submission Document was

published in June 2017. Public consultation ran from 30 June to 27 September 2017. Following this process the Council prepared a report summarising the issues raised in the representations and setting out its response to them. This report, together with all the representations received during the representation period, the plan and its supporting documents have now been submitted to the Secretary of State for examination. The Submission Version of the Borough Local Plan does not form part of the statutory development plan for the Borough. However, by publishing and submitting the Borough Local Plan for independent examination the Council has formally confirmed its intention to adopt the submission version. As the Council considers the emerging Borough Local Plan to be sound and legally compliant, officers and Councillors should accord relevant policies and allocations significant weight in the determination of applications taking account of the extent to which there are unresolved objections to relevant policies. Therefore, the weight afforded to each policy at this stage will differ depending on the level and type of representation to that policy. This is addressed in more detail in the assessment below.

- 6.2 This document can be found at:  
[https://www3.rbwm.gov.uk/info/201026/borough\\_local\\_plan/1351/submission/1](https://www3.rbwm.gov.uk/info/201026/borough_local_plan/1351/submission/1)

### Other Local Strategies or Publications

- 6.3 Other Strategies or publications relevant to the proposal are:
- RBWM Townscape Assessment
  - RBWM Parking Strategy

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)

## 7. CONSULTATIONS CARRIED OUT

### Comments from interested parties

Fifteen occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 29<sup>th</sup> July 2019.

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

Comment		Where in the report this is considered
1.	It was requested that the following points be taken into consideration in the assessment of the proposed works :- i. The carpark of the Almshouses is strictly off limits to all vehicles connected to the works ii. Working hours are kept within recognised guidelines iii. All vehicles and building materials are kept within the site and no parking on Crimp Hill iv. That a considerate builder scheme is followed due to the age of the residents of the Almshouses.	Please see paragraph 8.14-8.18 relating to highways and parking and paragraph 8.24 For all other matters
2.	Objection on the grounds of safety to the neighbouring dwellings, and an invasion of privacy and light and noise disturbance.	Please see paragraphs 8.9-8.13

### Statutory consultees

Consultee	Comment	Where in the report this is considered
Environmental Protection	No concerns raised. Should planning permission be granted, conditions relating to construction working hours during construction and demolition and informatives relating to smoke and dust control are recommended in this instance.	Please see paragraph 8.24
Trees	Given the substantial loss of trees at the front of the site and lack of suitable mitigation, the current scheme is contrary to policies N6 and DG1.	Please see paragraph 8.19-8.23
Highways	The development proposals comply with the Local Authority's current standards and the proposed measures to reduce / stagger vehicle trips are deemed acceptable. If the Planning Authority is minded to approve the planning application conditions and informatives are suggested. The conditions require a construction management plan, parking and turning as the approved drawing, cycle parking as drawing and refuse bin and recycling as approved drawing. The informatives relate to damage to footways and verges, damage to the highway and no equipment materials on the public highway.	Please see paragraphs 8.14-8.18

### Consultees

Consultee	Comment	Where in the report this is considered
Parish Council	Members would like to see a condition that ensured construction vehicles must be contained on the site and not blocking this road, as it is very narrow, or parking in the Almshouses car park. We would also like to see only builders abiding by the Considerate Constructors Scheme employed due to the Almshouses being right next to the building construction and the elderly residents will not want noise, foul language, loud radios etc. playing at all hours for months on end likewise the children at the school.	Please see paragraphs 8.14-8.18 relating to highways and parking. Please see paragraph 8.24 For all other matters

## 8. EXPLANATION OF RECOMMENDATION

8.1 The key issues for consideration are:

- i Impact on the Green Belt
- ii Impact on the character of the area
- iii Impact on neighbour amenity
- iv Highway implications and parking provision
- v Impact on trees and landscaping
- vi Ecology
- vii Other Material Considerations

### Green Belt

8.2 Paragraph 145 of the National Planning Policy Framework states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. It then goes on to list exceptions to this, and it is considered that the proposed scheme subject of this report would fall to be assessed against the following;

- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

- 8.3 The below table sets out the parameters of both the existing building and that which is proposed as a point of comparison taken from the drawings submitted in support of this application;-

	<b>Existing Building (single storey)</b>	<b>Proposed Building (two storey)</b>
Total usable floorspace	270.5 sq. metres	692.284 sq. metres
Maximum ridge height	4 metres	8.3 metres
Maximum eaves height	3.085 metres	7 metres

- 8.4 With the above taken into account, the additional floor space would result in an increase of 155%. Furthermore the resultant building would be more than double the height of the highest point of that which is existing. This increase in height, mass and bulk would result in a materially larger building than that which it replaces and as such has to be considered inappropriate development in the Green Belt, which is by definition harmful to the Green Belt. Actual physical visual and spatial harm to the Green Belt would however be fairly limited given the proposed siting of the building within the existing built envelope of development on site. In conclusion the proposal is inappropriate development and can only be approved, if there are 'Very Special Circumstances' (VSC) that clearly outweighs the harm to the Green Belt and any other harm. The applicant has made a case for VSC and this is considered at the end of the report under the 'Planning Balance' after consideration of all the other issues.

### **Character**

- 8.5 National Planning Policy Framework Section 12 (Achieving well-designed places) advises that all development should seek to achieve a high quality of design that improves the character and quality of an area. Similarly, policy OW8 of the Old Windsor Neighbourhood Plan details that development proposals should reflect the character of the surrounding area. The street scene of Crimp Hill is mixed with a combination of commercial, residential and school buildings. The application site is a school located on the north side of Crimp Hill and the locality of the proposed building is located to the rear of the site, behind the neighbouring Almshouses.
- 8.6 The proposed building would be set to the rear of the site, approximately 80 metres from the entrance to the site, to the rear of the existing Almshouses. By virtue of this locality the proposed building would not be visible when viewed from the public realm. With this taken into account, it is considered that it would not have an adverse impact on the character of the area or locality in general in this regard. The design and material pallet of the building would remain in keeping with that of the sites surrounding school buildings. Though it is noted that the works to the front of the site would be readily apparent from the public realm, it is considered that they would remain in keeping with the site and thus, sympathetic to the character of the area.

### **Neighbour Amenity**

- 8.7 The locality of the proposal would fall within close proximity with the south flank which is shared with the Penny Royal Almshouses and bounded by chicken wire fencing and mature trees/hedgerow. The Almshouses, which are detailed within the Old Windsor Neighbourhood Plan as buildings of character, are single storey dwellings and it is noted that the rear elevations of No's. 26 -31, front the shared boundary. With this taken into account, it is necessary to assess the impact the proposed new building would have on these dwellings in terms of light, privacy and outlook in line with paragraph 127 of the NPPF (2019).
- 8.8 Given the curve in the boundary, the proposed building would be positioned 7 metres from this boundary at its closest point (measured from the south east corner) and 8.2 metres at its furthest point (measured from the south west corner), as measured from submitted drawing 692 02 A. As a result of this, the proposed building would be positioned a minimum distance of 23.4 metres from the rear elevations of No's. 26-31. Whilst it is noted that the proposed building would be larger than that which it replaces, both in terms of footprint and height, it is considered that the distance which would remain between this and the nearest neighbouring dwellings would be

acceptable and thus, the proposed development would not have an overbearing impact on these neighbours.

- 8.9 By virtue of the orientation of the application site and neighbouring Almshouses, the sun rises in the east and travels around the front of the Almshouses before setting in the west. With this taken into account, it is considered that the proposed building would not obstruct the sun path for the Almshouses. In view of this, it is considered that the proposed building would not have an adverse impact on the light the nearest neighbouring dwellings currently receive.
- 8.10 The south elevation of the proposed building would encompass windows which serve both the ground and first floor windows. It is noted that all of the windows within the south elevation would be high level windows positioned 1.9 metres above the internal floor level. The proposed building would maintain the existing boundary treatment on the south flank and it is noted that there would be a minimum distance of 23.4 metres between the proposal and the existing Almshouses. Mindful of the above, it is considered that the windows would not result in harmful levels of overlooking or a loss of privacy.
- 8.11 With this taken into account, it is considered that the proposed development would not have an adverse impact on the amenity of the neighbouring dwellings to the south and thus would comply with policy OW8 of the Old Windsor Neighbourhood Plan, and paragraph 127 of the NPPF alike.

### **Highways**

- 8.12 Crimp Hill is an unclassified rural road which provides a link from St Luke's Road to Bishopsgate Road and is subject to a 20mph speed limit, with speed cushions provided within the vicinity of the site access. Crimp Hill has a carriageway width of 5.0m and a narrow 1.45m to 1.60m wide footway adjacent to the site with no footpath on the opposite side of the road. The site is within an area of poor accessibility with Datchet train station located 2.5 miles north of the site and both Windsor train stations circa 3 miles north of the site. The closest bus stops are approximately 1.1km walk away on Straight Road. The site has a vehicular access off Crimp Hill which leads to a parking area for the staff. The site access achieves visibility splays exceeding the Boroughs current standard and it is considered that the proposals do not affect the existing access arrangements, which is confirmed by drawing number VS01 (Rev E).
- 8.13 Currently all pick-up's and drop offs including the school bus are carried out along Crimp Hill either side of the school keep clear markings. The lower end of Crimp Hill has the heaviest congestion at school peak pick up times, with parents arriving as early as 2.35 PM to park as close to the school as they can. The on-street, car parking survey (carried out on Thursday 1st November 2018) results suggest that during the AM peak there was a maximum of 12 cars parked within 400m of the site and during the PM peak there was a maximum of 29 cars parked on Crimp Hill within 400m. New information provided states that parents also utilise the Unions Inn's car park which is located approximately 100 metres to the east of the site. However, given that this is not within the sites ownership, it is noted that this cannot be relied upon.
- 8.14 From the information provided the school proposes to provide a coach parking bay on-site to allow pupils to safely access and egress from the coach. The relocation of the coach drop-off and pick-up area from Crimp Hill into the site will remove the coach from the frontage of the Site which would improve traffic flow during drop off and pick up times and improve visibility along Crimp Hill. Swept path analysis (drawing number SP01 Rev E), demonstrates that the school coach is able to reverse into the site from Crimp Hill and leave in a forward gear. The applicant/agent has confirmed this will be supported by an on-site banksman that will oversee and manage the access and egress of the coach to the site, as well as ensuring the safety of pupils on-site. The applicant has now confirmed members of staff will undertake this role and will receive training and equipment. While a coach reversing into the site is not ideal the Highway Authority feels that the facility on site will provide a safer environment for pupils and avoid conflicts between vehicles and pupils waiting for the coach. Irrespective of this, it is recommended by the Highway Authority that at least 2 members of staff are at the access when the coach is navigating from the site.

- 8.15 The Highway Authority consider that the additional vehicle movements will not be severe enough to warrant a refusal subject to measures as mentioned, being included within the travel plan to ensure steps are taken to reduce these vehicle movements. Measures to stagger/reduce car trips during peak times have been proposed and include increasing the number of children using the coach service which is currently underused, providing additional coach services and introducing a breakfast club and more after school activities to stagger pick-ups and drop offs.
- 8.16 The Local Authority's standards state that 1 space is required to every 20 car park spaces within a minimum of 2 stands and 1 space is required per 5 students. Mindful of this the site would require 35 parking spaces and 76 cycle spaces for the proposed work. Drawing number 005 (Rev D) shows that 35 car parking spaces will be provided on site together with 1 minibus and 1 coach parking space. The car park design and level of parking complies with the Local Authority's current parking standards and is therefore deemed acceptable. The proposed site plan shows that a new pupil cycle shelter will be provided to accommodate 32 cycle spaces as well as 20 scooters spaces and a further 20 cycle spaces will be provided within the site to accommodate staff/visitors and pupils, resulting in a total of 72 spaces. Whilst it is noted that this would result in a deficit of 4 spaces, the Highway Authority is willing to accept the proposal, however the level of available cycle parking should be closely monitored as part of the travel plan.

### **Trees**

- 8.17 The site is within the 'farmed parkland' classification in the Council's Landscape Character Assessment. The site has a number of trees to the front which are visible from the public realm. The south flank (closest to the proposed building) also has a row of mature trees and hedgerow, however it is noted that this is not visible from the public realm. It is noted that none of the trees on site are protected by TPOs.
- 8.18 The proposed site plan and 'tree retention and protection plan dwg. No. LLD1576-ARB-DWG-002' illustrates a pedestrian access and a pupil shelter. It is noted that all of the existing trees to the front of the site are proposed to be removed with replacement trees proposed. By virtue of the positioning of the proposed two storey classroom block, there is a very minor incursion into the root protection area of one of the trees, but this is not objected to, given there are a number of trees along this boundary and that the tree in question is of low quality. However, details of drainage/utilities would be required to ensure significant vegetation such as boundary trees/hedge are not harmed. It is noted that protective fencing may also be required to prevent damage during demolition/construction.
- 8.19 It is noted that the council's arboriculturist has raised objections for the proposed scheme due to the loss of amenity trees to the front of the site and lack of meaningful replacement. Further concern was raised for the areas of soft ground are likely to be trampled and compacted unless protected with knee high rails. A suggestion was made that if two parking spaces were deleted nearest to the front boundary and the pedestrian path reduced in width, this may assist in addressing this issues raised.
- 8.20 Whilst the comments of the council arboriculturist are taken into account, it is considered that the loss of the existing trees to the front of the site would not have an adverse impact on the character of the area or locality in general. Whilst it is noted that the trees contribute positively to the street scene, it is noted that the works would accommodate the increased need for parking provision and that the trees are proposed to be replaced in slightly different positioning in order to mitigate this harm. Additionally, it is considered that the proposed new trees on the west flank, shared with the Almshouses, would provide a greater visual barrier between the school and the residential dwellings than the existing trees as they would line the boundary. With this taken into account in combination with the detail provided in paragraph 8.18 and the highway authority's consultation response, it is considered that it would not be possible to remove any parking provision
- 8.21 With the above taken into account, it is considered that the proposed works would comply with policies N6 and DG1 of the Councils Local Plan.

## **Other Material Considerations**

- 8.22 The conditions and informatives recommended by Environmental Protection are noted. However, it is considered that it would not be enforceable to condition construction working hours and collection during construction and demolition, and as such, these conditions would fail the six part test as set out within section 55 of the NPPF (2019). Mindful of this, these conditions will be included as informatives in the event of planning permission being granted in this instance.
- 8.23 Regard is had for the concerns raised by the neighbouring properties and Parish Council regarding the parking and a Construction Management Plan (CMP). It is considered that it would not be reasonable to condition these as it would not be enforceable and as such this would fail the six part test as set out within section 55 of the NPPF (2019). Irrespective of this, taking the concerns of the occupiers of the neighbouring dwellings and the Parish Council into account, it is considered that it would be reasonable to add an informative relating to the Considerate Constructors Scheme, in the event of planning permission being granted in this instance.

## **Planning Balance and the Case of Very Special Circumstance (VSC)**

- 8.24 Paragraph 144 states: 'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. '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. It has been concluded that the development constitutes inappropriate development which is harmful by definition and would also cause limited harm to actual openness and substantial weight needs to be given to this harm. There is no other harm.
- 8.25 Section 13 of the Design and Access Statement, submitted in support of the application, details very special circumstances (VSC) put forward for the proposed expansion at the site within the Educational Justification Statement. The application would provide classroom space for an additional 30 pupils per year group, totalling 120 additional students for the school, which would increase the total number of students at the school to 360.
- 8.26 RBWM, as the local authority, has a legal duty to ensure that there are sufficient school places to meet demand. The borough also has a policy of seeking around 5% surplus places, to ensure that there is capacity within the system for the operation of parental preference and for families moving into the area. RBWM has a phased secondary school expansion programme, providing new secondary, middle and upper school places to meet the rising demand of the borough.
- 8.27 It is accepted that this school is the only middle school within the catchment area, but it is not the only school which serves the area. The Educational Justification Statement gives consideration to other middle schools in the locality, including Dedworth Middle School which is currently being expanded, St Edwards Royal Free Ecumenical Middle School which was expanded in September 2013 and has little capacity for further expansion and Trevelyan Middle School who have gone recent administration and changes in leadership. In October 2017, Cabinet considered the need for additional school places to meet the need in Windsor middle schools in September 2019 and agreed to consult on a proposal to expand the application site by 30 places per year group.
- 8.28 The summary of the allocation position for September 2019 is that the borough has now allocated the places for Year 5 in the middle schools for September 2019. There were 506 first preferences for 540 places available, which is marginally higher than the 499 projected for 2019. On National Offer Day (1 March 2019) 499 places have been allocated. This number will change – one point of uncertainty presently is the number of additional children expected as a result of the Welsh Guards moving in to the area.
- 8.29 At present, without the additional places at the school, the surplus offered would be 11 spaces, which is 2%, which is below the borough's policy of 5% surplus places. Furthermore, the application site is the only middle school within Old Windsor. As a result of the proposed works, this would provide a current surplus of 41 places which would represent a 7.6% surplus. This is of particular importance given that the middle schools take out-borough residents, which is largely a result of children transferring from Eton Wick and Eton Porney First Schools, both of which are

close to the boundary with Slough and partly sustained by out-borough pupils. It is noted that Borough residents also exercise their right to parental preference. Though it has been previously considered whether additional capacity could be created in Windsor middle schools by reducing the number of out-borough children, it was concluded that the majority were transfers from first schools and/or siblings of existing children, making this an undesirable option. It is also noted that the 1989 'Greenwich Judgement' makes it illegal for an admissions authority to discriminate against a child on a basis of which borough they live in, which means all applications should be considered on their own merit.

- 8.30 The NPPF endorses this need for choice, with the first bullet point of paragraph 72 advising that Local Planning authorities should “*give great weight to the need to create, expand or alter schools.*” The alternative options explored by the school are considered to be sufficient and unviable. For these reasons, it is considered that the Education Justification Statement constitutes VSC in this instance and as such, significant weight can be afforded to the case of the VSC in tandem with the policy requirements of the NPPF as the considered long term benefits outweigh the substantial weight that has to be given to the harm through the inappropriateness of the development.

## 9. APPENDICES TO THIS REPORT

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

## 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 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.
- 3 No further window(s) shall be inserted at first floor level in the south elevation of the proposed building  
Reason: To prevent overlooking and loss of privacy to neighbouring occupiers. Relevant Policies - Local Plan H11.
- 4 Prior to the commencement of any works or demolition a construction 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 No part of the development shall be occupied until vehicle parking and turning space has been provided, surfaced and marked out in accordance with the approved drawing. 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 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.
- 6 No part of the development shall be occupied until covered and secure cycle / scooter parking facilities have been provided in accordance with the approved drawing. These facilities shall thereafter be kept available for the parking of cycles / scooters in association with the development at all times.  
Reason: To ensure that the development is provided with adequate cycle and scooter 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 the refuse bin storage area and recycling facilities have been provided in accordance with the approved drawing. These facilities shall be kept available for use in association with the development at all times.

Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1.

- 8 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.

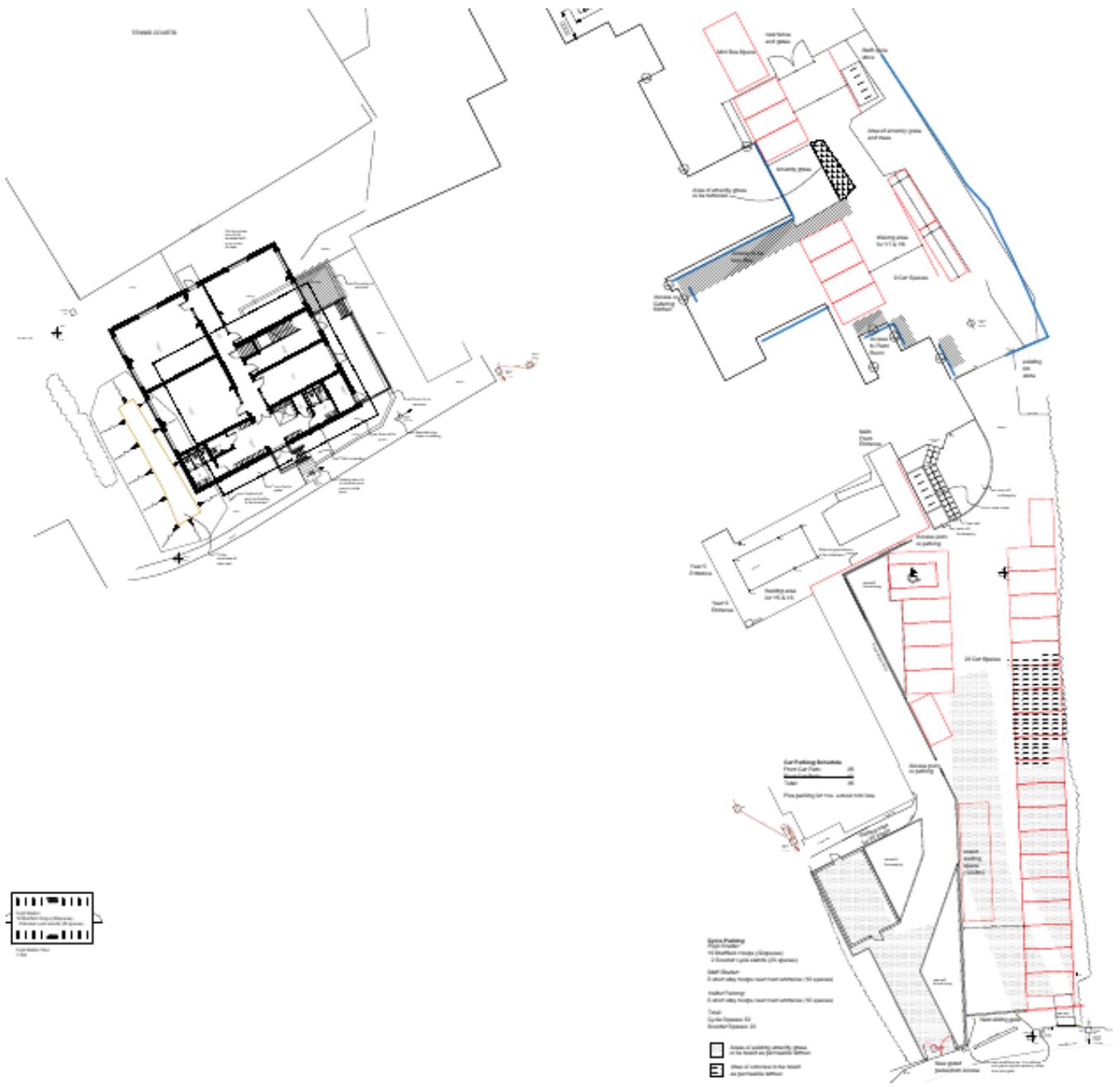
### **Informatives**

- 1 Due to the close proximity of the site to existing residential properties, the applicant's attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicle parking at the site or making deliveries, and general disruption caused by the works. By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at [www.ccscheme.org.uk](http://www.ccscheme.org.uk)

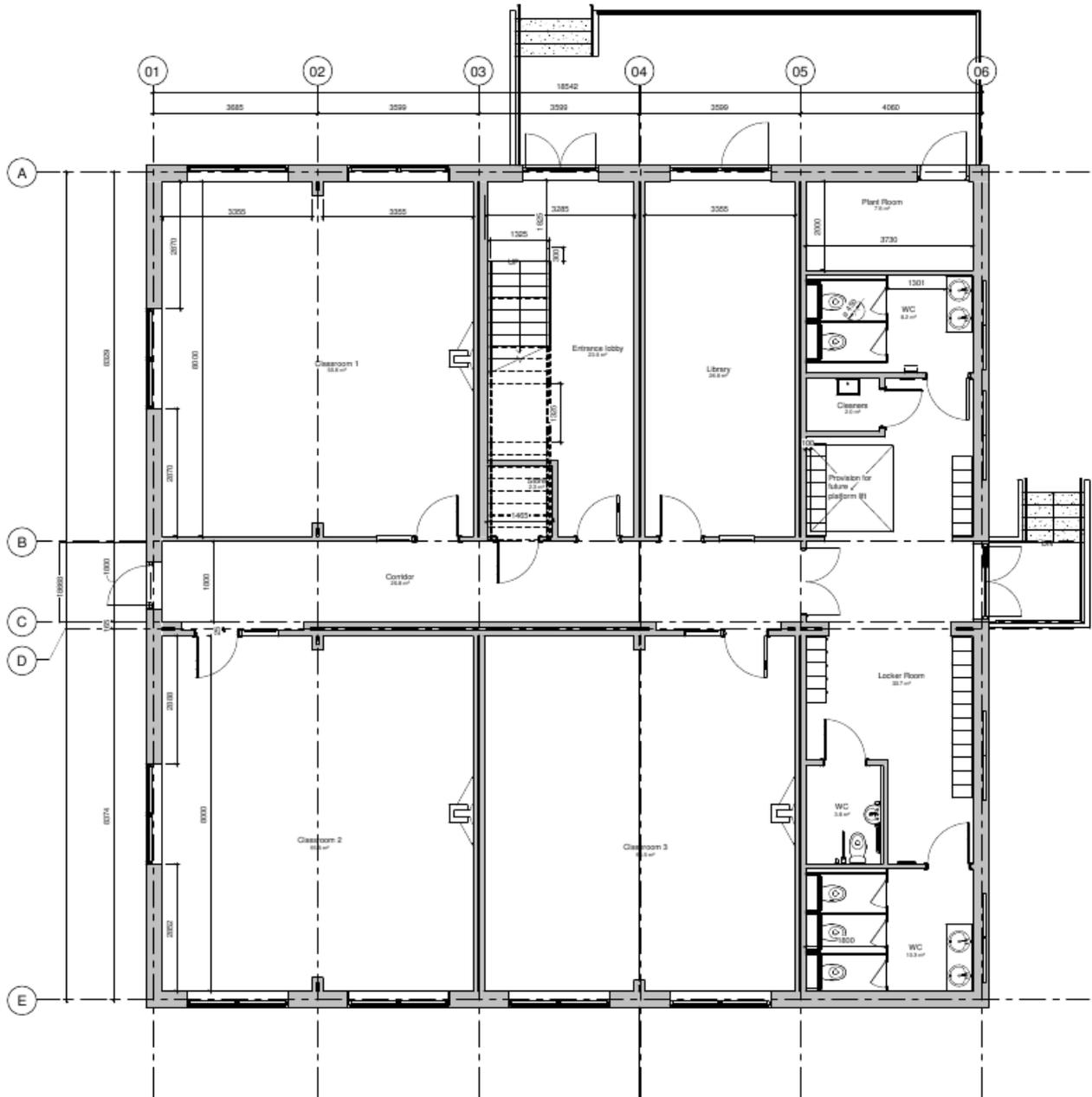
# Appendix A - Site Location Plan



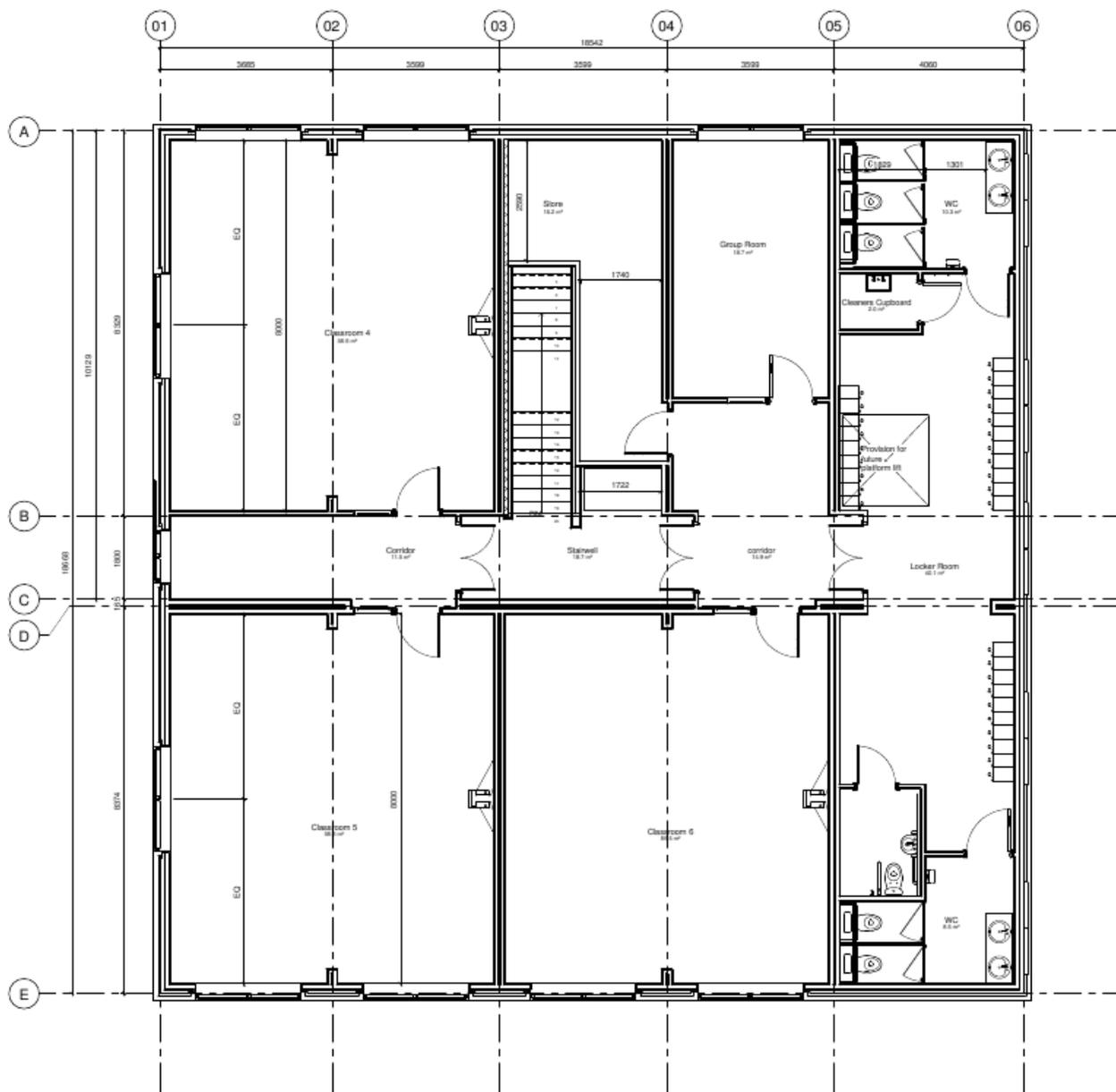
# Site Layout



Appendix B - Floor Plans



1 **Ground Floor**  
1 : 50



**2 First Floor**  
1 : 50

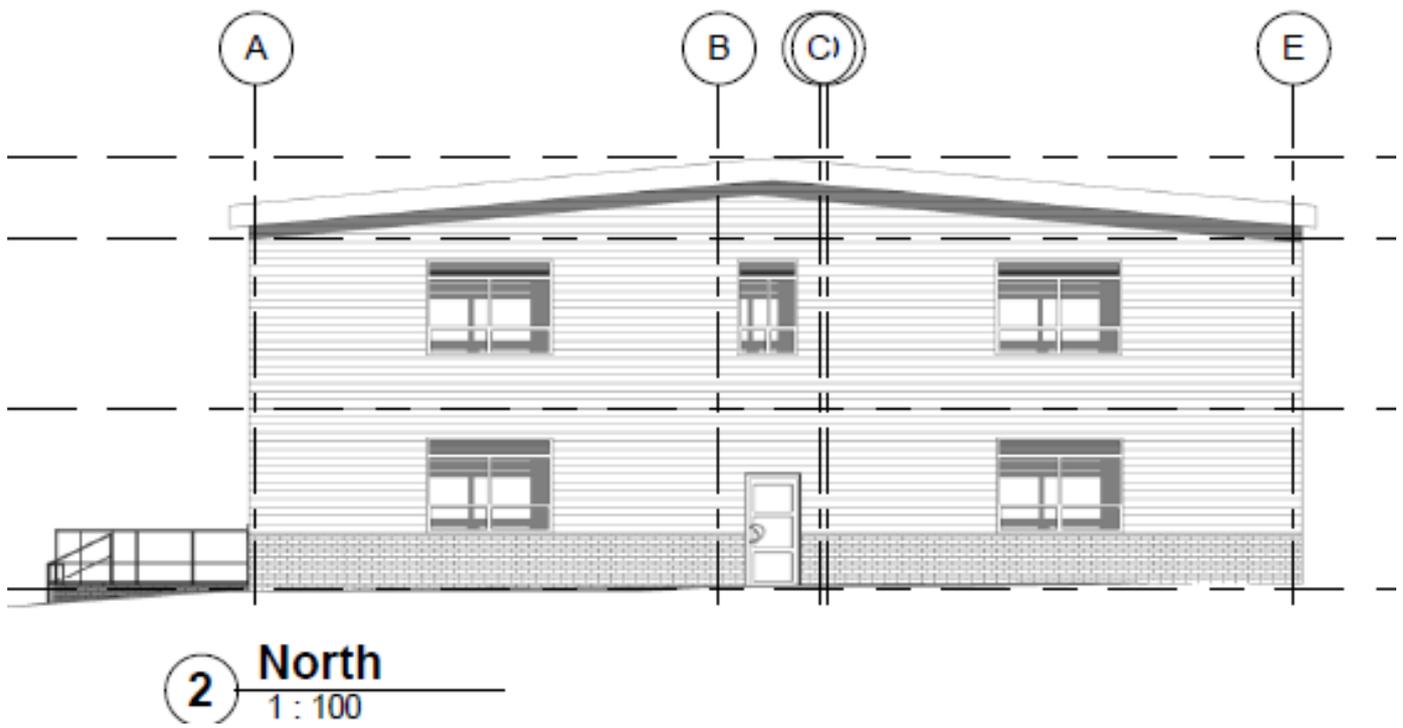
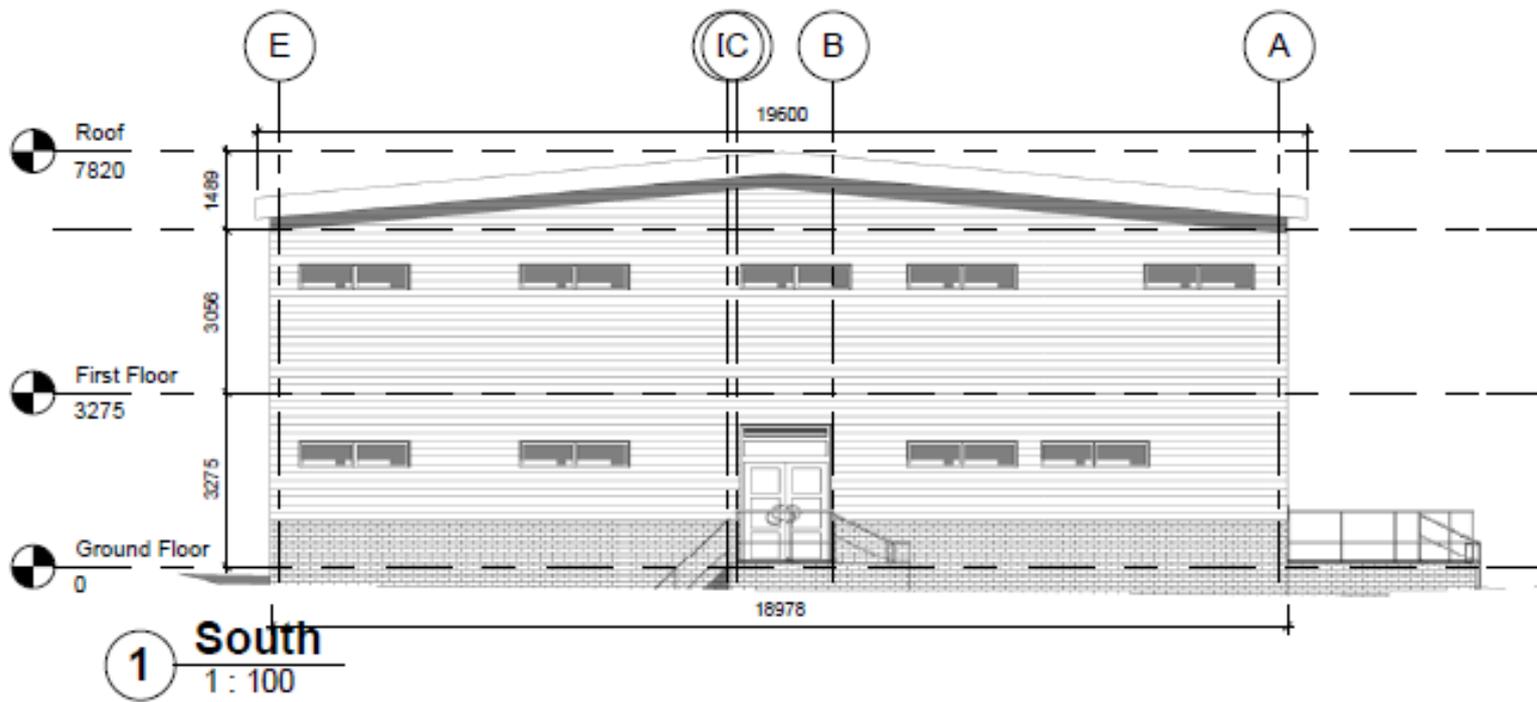
Elevations

3 East  
1 : 100



4 West  
1 : 100





# Appendix C – Tree Retention Plan

**Ground Protection Zone - Manual Excavation and Minisite-Dig Construction Zone**  
 Within the Ground Protection Zone, a manual excavation and minisite-dig construction activity shall be undertaken in order to avoid damage to existing trees roots and to ensure compliance of relevant matters the site and protection levels of existing trees.

**Ground Protection Zone - Operation Zone During Construction**  
 Within construction work is commencing on the proposed new building the existing ground levels within the Ground Protection Zone shall be maintained. Any possible soil activity, protection activity or other activities of construction shall be undertaken in a manner that does not result in any damage to existing trees. For protection purposes, ground level shall be a minimum of 21.7m (7.1 feet) above the ground level of the existing ground level. The ground protection level shall be maintained in accordance with the Ground Protection Zone. The Ground Protection Zone shall be maintained in accordance with the Ground Protection Zone.



**Proposed Tree Surgery Works**  
 Existing trees to have crown reduction prior to protection measures being implemented shall be undertaken in accordance with BS3998:2017 - 'Tree Work - Recommendations'.

**Existing Trees to be Removed**  
 Trees and shrubs threatened by removal from site prior to Tree Protection Measures in accordance with BS3998:2017 - 'Tree Work - Recommendations'.

**Tree Protective Measures - No-Dig Construction**  
 A no-dig construction method shall be employed during the construction of new buildings in order to avoid damage to existing trees roots and to ensure compliance of relevant matters the site and protection levels of existing trees.

Existing trees to be removed shall be removed and retained during the construction period for as long as possible in order to protect the tree and to ensure compliance of relevant matters the site and protection levels of existing trees. The existing trees shall be removed and retained during the construction period for as long as possible in order to protect the tree and to ensure compliance of relevant matters the site and protection levels of existing trees. The existing trees shall be removed and retained during the construction period for as long as possible in order to protect the tree and to ensure compliance of relevant matters the site and protection levels of existing trees.

