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Our Ref: PL/24/0936
Your Ref:

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8 July 2025 (supersedes 28 March 2025 letter)

Your contact is: Julie Williams, Planning

Dear Philippa or Ryan,

TOWN AND COUNTRY PLANNING ACT 1990

Planning Application Ref: PL/24/0936

Application Type: Approval of details reserved by a condition

Address: PARK LANE PRIMARY SCHOOL JUNIOR DEPARTMENT, 130 SCHOOL ROAD, TILEHURST, READING, RG31 5BD

Proposal: Application for Approval of Details Reserved by Conditions C7(Cycle Parking), C8 (Car Park Management Plan), 11 (AMS), 12 (Landscaping etc) and 17 (CMS) of application 231644

I refer to your application as described above. As you are aware quite a lot of clarification has been required including marrying plans in the NMA to enable this decision to be issued, which has meant that this letter confirming the final approval of the information provided has been delayed to after much of the work has already commenced on site. We also agreed (emails of 20 – 28 February refers) to include determination of C7 and C8 information within this application to wrap them all together.

I can confirm that while the conditions state this information needed to be approved before commencement the application was submitted early enough to allow much of the pre-commencement detail to be informally agreed leaving those matters needing further work to be agreed post commencement. Also, as we are aware that many activities have proceeded some of the commentary provided by colleagues on the plans may have been overtaken by actual work. I have confirmed plans acceptable where possible and added notes for you to share with the client on things to check when instructing contractors.

Condition 7 states:

The modular unit hereby approved shall not be occupied until a plan showing how cycle parking spaces, in accordance with the Council's Standards for cycle parking provision, which is a ratio of 1 space per 5 FTE staff and 1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6) can satisfactorily be provided on site, is submitted to and been approved in writing by the Local Planning Authority.

The cycle parking spaces shall be provided in full accordance with the approved details prior to first occupation and thereafter kept free of obstruction and retained in accordance with the approved details and shall remain available for the parking of vehicles at all times.

Condition 8 states:

Prior to first use of the additional car parking areas hereby approved, a Car Parking Management Plan (CPMP) shall be submitted to be approved in writing by the Local Planning Authority. The plan shall include full details of how the allocation of the car parking spaces for staff and visitors has been calculated and provided. Thereafter the approved CPMP shall be implemented in full and for the lifetime of the development.

Condition 11 states:

No development shall commence on site (including demolition or preparatory works) until an Arboricultural Method Statement and Tree Protection Plan in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice for all existing trees that are not shown as being removed on the approved drawings, both within and adjacent to the site, has been submitted to and been approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved Arboricultural Method Statement and Tree Protection Plan.

Further to initial comments provided by Natural Environment Officer on 15 August 2024 and two subsequent meetings with the applicant & agent, revised plans were submitted on 27 September 2024: The following information and proposed methods were agreed by the Council's arboricultural officer on 8 October 2024.

Arboricultural Impact Assessment JSL4733_770 V2 (HCC Issue) – 18/09/2024, Inc revision to tree protection plan – This provided appropriate amended plan references. The document submitted is also confirmed acceptable alongside the plans and information for the construction methods

Construction Logistic and Tree Protection Plan September 2024 - February 2025 E05323-HCC-02-XX-DR-A-1601 C2.

Condition 12 states:

No development shall commence on site until a comprehensive scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority.

These details shall include:

- a. Proposed finished ground and floor levels or contours, means of enclosure (including mammal gaps where appropriate), car parking layouts, other vehicle and pedestrian access and circulation areas;
- b. Hard surfacing materials and minor artefacts and other ancillary structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc);
- c. Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable;
- d. A maintenance programme detailing all operations to be carried out in order to allow successful establishment of planting;
- e. routes and details of proposed and existing functional services above and below ground including foul and surface water drainage, soakaways and SUDs details, power, communications cables and water and gas supply pipelines, including access points, tree pit specifications.

Further to initial comments provided by the Natural Environment Officer in her response on 15 August 2024 on the information provided to satisfy this condition more amendments have been made as part of Non-Material Amendment application PL/24/1727. Also, dealt with replacement of lime tree on site.

It can be confirmed that the following plans were found acceptable –

Site Strategy Plan E05323-HCC-DR-L-7001 C5 submitted with changes to some fencing, gates, teaching canopy and other minor things. Acceptable.

General Arrangement Plan E05323-HCC-DR-L-7002_C5 – acceptable (no-dig Cellweb area not shown but noted on Construction Logistic and Tree Protection Plan)

Fencing / Gates Layout Plan E05323-HCC-DR-L-7004 C3 – acceptable, subject to any Ecology comments regarding lack of mammal gaps in the boundary fencing.

Biodiversity Strategy Plan E05323-HCC-DR-L-7005 C6 – strategy acceptable. This plan also includes maintenance details so is meant to serve also as a Landscape Management Plan (covering parts c & d of this condition). The maintenance is largely acceptable, although the hedge maintenance is questioned as it states:

'Trimming to maintain health and attractiveness of the hedges. April to October'. This would be partially in the nesting season, which should be avoided once the hedge establishes 3 years and onwards. Pruning times should also aim to avoid removing the beneficial flowers & fruit from the specific species included. In addition, the amount of water per tree is given as 25L, however, 14-16cm girth trees are proposed which need approx. 35 L weekly during the specific periods.

Car Park Detail Area Plan E05323-HCC-DR-L-7006 C3 - acceptable (no-dig Cellweb area not shown but noted on Construction Logistic and Tree Protection Plan)

Playground Detail Area Plan E05323-HCC-DR-L-7007 C3 – acceptable

Soft Landscape Layout E05323-HCC-DR-L-7008 C5 – acceptable

Planting Plan 1 E05323-HCC-DR-L-7011 C5 – acceptable

Planting Plan 2 E05323-HCC-DR-L-7012 C5 – acceptable

Planting Schedule E05323-HCC-DR-L-7013 C6 – acceptable

Shed/ Shelter Base Detail, Detail C:C E05323-HCC-DR-L-7203 C3 – acceptable.

Tigermulch Surfacing / Proposed Tree Pit Detail B:B E05323-HCC-DR-L-7202 C3 – acceptable.

Tiger mulch Detail Around Existing Tree Detail E:E E05323-HCC-DR-L-7205 C3 – acceptable.

1.2m Timber Vertical Pale Fence With Single Gate Detail, Detail D:D E05323-HCC-DR-L-7204 C3 – acceptable.

The following drawings raised some questions but as these are matters of detail I am prepared to confirm the information is acceptable to meet the requirements of the planning conditions, but you should advise your client to be mindful of these details for future maintenance.

Asphalt Surface with Cellweb Detail, Detail A:A E05323-HCC-DR-L-7201 C3 – acceptable, and it was clarified that the car park uses non-permeable asphalt, however the detail section is in relation to the footpath at the side of the modular, uses permeable asphalt.

Surfaces and Edges Plan E05323-HCC-DR-L-7009 C3 – There was quite a bit of discussion about the details shown on this drawing. As it was noted that it included kerbs within RPAs which are not dealt with in the AIA or shown on associated plans, and there is no reference to these being above existing ground level (as required): Eventually this was resolved in **Surfaces and Edges Plan E05323-HCC-DR-L-7009 C5**.

Combined Underground Services E05323-HCC-DR-L-7010 C4 – there are new services running close to new trees. Normally we would recommend root barriers to avoid future conflict, however Hampshire CC have advised that they don't use them and don't agree on this matter hence these are omitted. In relation to the new Electrical service route, it is noted that this goes through the RPA of T10 Lime – red lines below:



It was also commented that there is little in the AIA about service installation, other than reference to NJUG 4 in 5.10 and general advice on P.15 (which starts with the assumption of no service trenches within RPAs). Contractors should be advised to follow NJUG 4 (which is required to comply with the AIA) and seek arb advice as necessary'. In order to address this concern, a note has been added to the plan referring

contractors to NJUG4 but then to a specific paragraph (6.29) within the AIA which does not exist (as per the Boundary fence comments below).

The latest drawing Combined Underground Services E05323-HCC-DR-L-7010 C5 has been submitted but still refers to a paragraph (6.29) of the AIA that does not exist. In addition, it shows the NJUG probited zone (1m from trunk) and precuatory zone for T57 to be very similar. However, the diameter of T57 on the original tree survery was 950mm (0.95m) which results in cincumference of 3m hence a precuatory zone of 12m (4 x circumference) hence the annotations don't seem right: This needs to be resolved for clarity.

There was a lot of discussion to resolve where drawings appeared to conflict with the previously accepted tree protection plan. The agent explained that *'Car park kerbs within RPA of tree T57 are to be constructed using hand dig and with arb supervision under the principles as noted on drawing 'Construction Logistic and Tree Protection Plan September 2024 - February 2025 E05323-HCC-02-XX-DR-A-1601 C2' although there is no note on either plan regarding the constructions of kerbs, T57 in not labelled on either plan and kerbs appear to be within the RPA of other trees too. As such, this is not an acceptable response.*

The officer had previsouly commented: *'In relation to the location of the crate soakaway under the car park and the area of Cellweb, it is assumed that in reality, the two areas won't overlap, given the Cellweb represents a 'no-dig' area. I note the drainage run going through the Cellweb area and would welcome comment on this given it is routed through the 'no-dig' zone'* (as shown in plan extracts below).

The agent's response was to provide confirmation that the attenuation tank and the Cellweb (cellular confinement system) areas will not overlap. Also, clarification was given that the Cellweb (cellular confinement system) is intended as a 'reduced dig' rather than a 'no-dig' area and to confirm that the drainage run going through the Cellweb area will be constructed in accordance with NJUG notes added to drawing 7010 C4'. This was accepted although noted that the point of cellweb within an RPA is to be 'no dig' (other than the turf layer) and this 'no dig' specification is clearly stated, and as 'above ground', on the Construction Logistic and Tree Protection Plan September 2024 - February 2025 E05323-HCC-02-XX-DR-A-1601 C2 – clarity is therefore required.

The agent was able to confirm that the drainage run will be implemented following NJUG and that the location of the attenuation tank does not extend into the reduced dig area. Drawing 1601 shows the cellweb system being used as part of an 'excavation by hand' methodology, using the strategy accepted for the foundation excavations. The construction Logistic and Tree Protection Plan (1601) has been amended to reflect this. The contractor has used this methodology to install the surfaces, kerbs and edgings of the car park and paths.

This has been accepted now given the advanced state of the works but a further inconsistency between the Construction Logistic and Tree Protection Plan and the revised Site Stratgey Plan, e.g. location of teaching space canopy is pointed out.

Boundary Fence Phase Tree Protection Plan E05323-HCC-DR-L-7208 C5 – now includes advise that if roots 25mm diam or above are found, they should not be cut but the post hole relocated instead' as requested but still incorrectly references paragraphs in the AIA.

As the case officer I am very concerned about the amount of work required from the natuaral environment officer to arrive at an almost consistent and acceptable set ogf plans to neet the requirements of the condition but I am please that we can finally confirm that the first part of this condition has been met. However I must remind you that this condition goes on to say:

The approved hard and soft landscaping scheme shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the Local Planning Authority.

Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, to be agreed in writing by the Local Planning Authority.

Condition 17 requires:

No development shall commence on site, including any works of demolition, until a site specific Construction Method Statement has been submitted to and been approved in writing by the Local Planning Authority. The Statement shall provide for:

- a) Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided;
- b) Location on site for storage of plant and materials used in constructing the development;
- c) The erection and maintenance (including removal of any graffiti or fly posters) of security hoarding around the site;
- d) Identification of any footpath closures or road closures needed during construction;
- e) Required wheel washing facilities on site;
- f) A scheme for recycling waste resulting from the construction works.
- g) Measures for controlling the use of site lighting whether required for safe working or for security purposes;
- h) Required measures to control the emission of dust, dirt and other airborne pollutants during demolition and construction;
- i) Provisions to be made for the control of noise coming from the site during demolition and construction;
- j) Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements.

The measures within the approved Statement shall be adhered to throughout the demolition and construction period unless otherwise agreed in writing by the Local Planning Authority.

Pursuant to this condition you submitted a Construction Method Statement titled: F1074 Park Lane Junior and Infant School dated 20th June 2024 and the Construction Site Logistics Plan E05323-HCC-02-XX-DR-A-1601 P1 and E05323-HCC-02-XX-DR-A-1602 P1.

This has subsequently been amended on 29 October with revisions to deal with the logistical problem of delivering the modular unit to the site. Here are officer comments:

a) Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided;

For the demolition of the annexe, a hoarding will be erected to the perimeter of the site and the building will be carefully deconstructed within this area, loaded into lorries and removed from site via the existing small car park belonging to the school, these works will be during the summer holiday, and we will have access to the playground for operative parking.

At the infant school, parking will be located within the rear playing field on a temporary track for the duration of the works, all operatives will enter this way as they will report to the site office upon arrival to sign in before entering the site. – This is acceptable.

b) Location of loading and unloading of plant and materials;

All deliveries during the first and final refurb phase we will be via the rear playing field utilising an existing maintenance access off School Road. Operatives and deliveries will be via this access and into the rear of the school. For the demolition works, all arisings will be removed from site via the main entrance at agreed times and escorted in and out of site by a banksman. The modular units are programmed to be installed in the October half term, where the crane will be positioned in the new car park and the units will be brought into the school main entrance before being lifted into place within the confines of the site boundary. The document states that all materials will be stored within the confines of the site and no unloading will take place on the highway or outside of the site boundary – This is acceptable.

c) The erection and maintenance (including removal of any graffiti or fly posters) of security hoarding around the site;

The Construction Site Logistics Plan illustrates the location of temporary 2m high protective fencing within the confines of the site – This is acceptable.

d) Identification of any footpath closures or road closures needed during construction;

The Method Statement does not state that any road or footpath closures are required - This is acceptable subject to any licenses being sought (if required) prior to any road/footpath closure within the vicinity of the site.

e) Required wheel washing facilities on site;

The Method Statement asserts that a vehicle wash down area will be established within the site. A call off order will be in place with a local road sweeping company for the site manager to use should any tyre marks on the roads. – This is acceptable.

I can also confirm that the Natural Environment officer have reviewed the CMS to ensure no conflict with landscaping or tree protection objectives. She has confirmed that the submitted CMS - Rev A dated 24/9/24 is acceptable. She has also noted that Construction Method Statement Park Lane Schools - Rev B dated 25/10/24 has been submitted to ensure that the same CMS is provided for both the Infant & Junior Schools (and to account for amendments required in relation to the Junior School) and confirms that this document is acceptable.

In addition, the Construction Logistic and Tree Protection Plan September 2024 - February 2025 E05323-HCC-02-XX-DR-A-1601 C2 is acceptable but not the comments above.

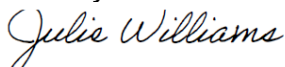
The submitted CMS is therefore approved and subject to the CMS measures and safeguards being adhered to by all site personnel throughout construction this condition will be met.

I am hoping this concludes the position on the information provided to satisfy conditions 11, 12 & 17 and (it may be academic now given the advanced state of the work) full compliance requires that the work is carried out in accordance with the approved plans, details and methods statements.

Please note that it is the responsibility of the developer to ensure that all relevant conditions are complied with during the construction and/or subsequent use of the development.

Should you wish to discuss this matter further, please contact me by email or the direct line as above.

Yours sincerely



Julie Williams
Planning & Building Control Manager