

DELEGATED APPLICATION REPORT - Application No. 240093FUL

Address: 62 London Road

Proposal: Change of use of ground floor from Class E (veterinary surgery) to Class F1 (independent primary school)

Case officer: Matt Burns

Site Description and Surrounding Area

The application site contains a characterful building with two and three storey elements located on the south side of London Road. The building was last in use as a veterinary surgery with ancillary nurses accommodation above. The site is located outside of the defined Reading Town Centre under Policy CR1 (Definition of Central Reading).

To the front of the building is an area of hardstanding which provides ten car parking spaces. There are existing separate vehicle entrance and exits to the site from London Road, which is a one-way street. To the rear of the site is an area of hardstanding also used as vehicle parking together with an area of lawn.

Adjacent to the site to the east is a large modern building on the corner with Denmark Road which is in use as a BUPA medical clinic. Adjacent to the site to the west on London Road is Foley Court which consists of two buildings containing 40 residential flats whilst adjacent to the rear (north) of the site is the end of the residential garden of no. 2 Denmark Road.

A large Horse Chestnut tree sits to the rear of the building within the site which is subject to a Tree Preservation Order (TPO 9/17).

The site sits outside of but directly adjacent to the Alexandra Road Conservation Area, the boundary of which runs along the rear (north) boundary of the site. No.s 78, 81 and 83-85 on the opposite side of London Road are Grade II listed buildings.

The site is also located within an air quality management area (AQMA) due to its position on London Road (part of the IDR: A329/A4).

Proposal

The application seeks full planning permission for change of use of the ground floor of the building and site from Class E (veterinary surgery) to Class F1 (independent primary school).

The school is an independent school for pupils between 4 and 11 years old and is seeking to relocate and from its current premises on Glebe Road to a larger site to allow potential to increase the number of pupils at the school to up to 40. The school currently has 20 pupils on its admission roll.

Plans Considered

Drawings ref:

- MA211-002 – Location Plan Existing and Proposed Site Plans
- MA211-004 – Proposed Plan Drawings
- MA211-003 – Existing Plan Drawings
- MA211-005 – Existing and Proposed Drawings Elevations

Received by the Local Planning Authority on 2nd May 2024

- R-23-0187/SP03 – Parking, Drop Off and Pick Up Arrangements

Received by the Local Planning Authority on 29th August 2024

- Planning Proposed Plans Ground Floor
- Location Plan ref. PP-12736748v1

Received by the Local Planning Authority on 25th January 2024

Relevant Planning History

920297 – Change of use to Veterinary Surgery and ancillary residential accommodation, erection of an entrance porch – Granted August 1992

950750 - Single storey extension at rear to form operating theatres, kennels and preparation room. Car park at rear. Alterations to roof, 1st and 2nd floors to provide nurse's accommodation – Granted April 1996

Consultation Responses

RBC Transport – No objection, subject to conditions to secure:

- Pre-occupation provision and retention thereafter of all vehicle parking space
- Pre-occupation provision and retention thereafter of all cycle parking facilities
- Submission, approval and implementation of a car park management plan within 3 months of first occupation of the school.
- Submission, approval and implementation of a travel plan within 6 months of first occupation of the school
- Submission, approval and implementation of an annual travel plan review.

RBC Environmental Protection – Issues identified in terms of noise impact on surrounding residential occupiers, albeit this would be for short periods only. Recommend controls are put in place with respect to after school and holidays clubs which have the potential to prolong and increase noise impacts. Pre-commencement conditions recommended to secure contamination assessment and a mitigation scheme if required. Details of bin stores and protection from vermin also recommended to be secured by way of condition prior to first occupation of the school.

RBC Ecology Adviser – No objection subject to a condition to secure submission, approval and implementation of a scheme of biodiversity enhancements for the site in the form of

bird and bat boxes, tiles or bricks on and around the building and native and wildlife friendly landscaping.

Public Consultation

The following properties were notified of the planning application and submission of amended plans by letter:

- Flats 1 to 39 Foley Hall 58-60 London Road
- Foley Court 58-60 London Road
- 62 London Road
- Flats 16 to 27 no. 3 Erleigh Road
- Flats A and B 62 London Road
- Flats 1 to 3 no. 2 Denmark Road
- Flats 1 to 9 no. 4 Denmark Road

A site notice was also displayed at the application site.

No letters of representation have been received.

Equality Act

In determining this application, the Council is required to have regard to its obligations under the Equality Act 2010. However, there is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application. Therefore, in terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

Relevant Planning Policy and Guidance

Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority to have special regard to the desirability of preserving a listed building or its setting or any features of special interest which it possesses.

Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority in the exercise of its functions to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'. The following local and national planning policy and guidance is relevant to this application:

National Policy and Guidance

National Planning Policy Framework (December 2023)

National Planning Practice Guidance

Reading Borough Local Plan 2019

CC1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

CC2: SUSTAINABLE DESIGN AND CONSTRUCTION

CC3: ADAPTATION TO CLIMATE CHANGE

CC6: ACCESSIBILITY AND THE INTENSITY OF DEVELOPMENT

CC7: DESIGN AND THE PUBLIC REALM

CC8: SAFEGUARDING AMENITY

CC9: SECURING INFRASTRUCTURE

EN1: PROTECTION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT

EN3: ENHANCEMENT OF CONSERVATION AREAS

EN6: NEW DEVELOPMENT IN A HISTORIC CONTEXT

EN12: BIODIVERSITY AND THE GREEN NETWORK

EN14: TREES, HEDGES AND WOODLANDS

EN15: AIR QUALITY

EN16: POLLUTION AND WATER RESOURCES

TR1: ACHIEVING THE TRANSPORT STRATEGY

TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS

TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING

OU1: NEW AND EXISTING COMMUNITY FACILITIES

Supplementary Planning Guidance

Sustainable Design and Construction SPD 2019

Revised Parking Standards and Design SPD 2011

Alexandra Road Conservation Area Appraisal 2005

Appraisal

Land Use Principles

The application site is not located within the Reading Central Area, or a Local Centre, as defined by Policies CR1 (Definition of Central Reading) and RL1 (Network and Hierarchy of Centres) and therefore there is no policy conflict with loss of the existing Class E veterinary use in this location.

In terms of the proposed Class F1 school use there is strong national planning policy support for development of new and extension of existing schools under paragraph 99 of the NPPF (December 2023) which states that:

99. It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a

proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
- b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted*

Furthermore, in terms of local planning policies, Policy OU1 (New and Existing Community Facilities) states that proposals for new, extended or improved community facilities will be acceptable, particularly where this will involve co-location of facilities on a single site and that proposals for on-site intensification of important facilities, such as schools and healthcare uses, will be supported, subject to other policies in the plan.

Therefore, in land use principle terms the loss of the existing use and proposed school use of the site are considered to be acceptable.

The former veterinary surgery use of the site incorporated ancillary nurses' accommodation to the upper floors of the building. This ancillary use would cease with loss of the vet's surgery. Policy H7 (Protecting the Existing Housing Stock) sets out that planning permission will not be granted for any loss of residential accommodation unless there are exceptional circumstances. In this case the residential accommodation specifically relates for the former veterinary surgery use of the site, likely to provide an overnight presence at the surgery. Given the veterinary surgery use would no longer exist there would be no longer be a need for this presence on the site.

There is not considered to be any planning policy reason to resist the loss of the veterinary surgery purely to retain ancillary residential accommodation, given the veterinary surgery have already vacated the site. In addition, there is strong planning policy support for development of new schools and allowing existing schools to expand. The Officer view is that these reasons, together with the specific nature of the residential accommodation, being ancillary and specifically linked to the former use of the site, represent exceptional circumstances and as such the proposals would not conflict with Policy H7.

Layout, Appearance, Design and Heritage

Policy CC7 (Design and the Public Realm) states that all development must be of high design quality that maintains the character and appearance of the area within which it is located including layout, landscape, density, scale and architectural detail and materials.

Policy EN1 (Protection and Enhancement of the Historic Environment) states that new development should protect and enhance historic assets including listed buildings and conservation area and their settings. Policy EN3 (Enhancement of Conservation Areas) states that development should conserve and enhance the special interest, character and architecture of conservation areas.

The proposals do not seek to make any external changes to the building.

Within the site the proposals seek to retain the 10 existing parking spaces to the front of the site and separate in and out vehicle entrance and exit points to the site from London Road. No vehicle parking is proposed to the rear of the site with that area retained as hardstanding and lawn as external space for the proposed school. Additional soft landscaping to the front and rear of the site is proposed as part of the development whilst the large protected tree within the rear of the site and a number of large trees outside of but around the boundary of the site would be unaffected. Full details of the proposed landscaping scheme would be secured by way of condition.

Given the only external change proposed is the additional of some soft landscaping to the front and rear of the site there would not be a significant change in the appearance of the site or its contribution to the character of the surrounding area. In this respect it is considered that the proposals would maintain and enhance the character of the surrounding area in accordance with Policy CC7.

The proposals would not impact upon views in and out of the conservation area to the rear, nor the setting of the Grade II listed buildings on the opposite side of London Road, and the proposals are considered to protect and conserve the significance of the heritage assets surrounding the site in accordance with Policies and EN1 and EN3.

Amenity of surrounding occupiers

Policy CC8 (Safeguarding Amenity) seeks that development proposals should safeguard the amenity of both existing and future occupiers and Policy EN16 (Pollution and Water Resources) seeks that development will only be permitted where it would not be damaging to the environment and sensitive receptors in terms of pollution.

There are residential occupiers surrounding the site with the closest being the flats at Foley Court adjacent to the site to the west and the houses to the rear (north) along Denmark Road.

The proposed school use has the potential to result in greater noise impacts upon the surrounding residential occupiers than the former veterinary surgery use of the site, particularly as a result of children and parents coming and going from the site during pick up and drop off times and from break and lunch times when children are out in the yard and lawn area to the rear of the building.

A noise assessment report has been submitted with the application. The report has been reviewed by RBC Environmental Protection Officers who identify that some flats to Foley Court which would overlook the rear yard and lawn area of the proposed school would be subject to noise levels above recommended levels, but that this would be for short periods

only during times when children utilise the outdoor space within the site for break and lunch time periods.

The application states that the opening times of the school for pupils would be on Mondays to Fridays only from 9am to 3pm. The school is also a small independent school with only 20 pupils currently on its admission roll with permission sought for a maximum capacity of up to 40 pupils.

Given the times when the proposed school would be in use, during weekdays only and not during early morning or late a night hours, and the limited pupil capacity, it is considered that the noise impacts of the school on surrounding residential occupiers would be unlikely to be significant.

A condition is recommended to stipulate there should be no pupil activities or classes outside of the building, other than within the proposed operating hours of 9am to 3pm given this has potential to result in additional noise impacts of the school on surrounding residential occupiers.

The site is located within an air quality management area. The transport statement submitted in support of the application demonstrates that daily vehicle movements to and from the site would be at a lower level compared to the lawful former veterinary surgery use of the site. As such it is considered that the proposals would not worsen air quality at the site and no additional air quality mitigation is required.

RBC Environmental Protection Officers advise that air quality does not exceed recommended levels in this location and that given the buildings set back from the road air quality mitigation for the proposed development is not required.

Given no additional built form is proposed there are not considered to be any adverse neighbour impacts in terms of overbearing loss of light or privacy.

RBC Environmental Protection Officers consider the proposed primary school use of the site to be a more sensitive use of the site than the existing veterinary surgery use and advise that contaminated land assessment and any remediation works found to be necessary, should be submitted, approved and implemented prior to first use/occupation of the school.

Subject to the recommended condition the proposals are considered to comply with Policy CC8 and EN16.

Transport

Policies TR3 (Access, Traffic and Highway related matters), TR1 (Achieving the Transport Strategy) and TR5 (Car and Cycle Parking and Electric Vehicle Charging) seek to address access, traffic, highway and parking relates matters relating to development.

The application proposes that the school would have maximum pupil capacity of 40 and a maximum of 9 staff, although for the upcoming academic year, the school currently has 20 pupils on its admission roll and 5 staff. A Transport Statement has been submitted to assess the proposals and the impact of the development on the highway network.

The proposal would retain the existing left in/left out access and parking arrangements off London Road to the front of the site.

Policy TR5 states that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Local parking standards are set out in the RBC, Revised Parking Standards and Design Supplementary Planning Document (SPD) (2011). The vehicle parking requirement in this zone is 1 space per 2 FTE staff and 1 drop off space per 10 pupils. The existing site is provided with 10 parking spaces, which will be retained as existing in the current layout.

A revised plan has been submitted during the course of the application which identifies that 2 spaces will be provided for staff whilst 8 spaces will be provided for the pick-up and drop off by parents which is RBC Transport Officers consider to be acceptable. The under provision of staff parking compared to adopted standards within the SPD is agreed as a result of extensive parking restrictions that surround the application site meaning that parking could not overspill from the site on to surrounding roads. A condition is required to secure provision of the cycle parking as approved prior to occupation of the school.

A comparison of the vehicular trip generation of the existing site (veterinary surgery) and the proposed site (school) has been undertaken as part of the submitted Transport Statement. Additional information has also been submitted during the course of the application which states that the 20 pupils at the existing school site on Glebe Road is made up of only eight families and that 20% of the existing staff and pupils travel to the school by alternative non-car modes.

Based on TRICs data RBC Transport Officers anticipate that the proposed change of use would result in an increase in vehicular trips in the AM peak period (08:00-09:00), equivalent to an additional 20 vehicle trips. However, in the PM peak period (17:00-18:00) and over the daily period, the proposed development is anticipated to result in a decrease in vehicle movements, equivalent to eight fewer vehicles during the PM peak period and 48 fewer vehicle movements daily.

Following initial concerns raised and objection to the application by RBC Transport Officers regarding failure of the proposals to demonstrate how pupil pick up and drop offs could be managed from the site without adversely impacting on the flow and safety of the highway network, given the extremely busy nature of London Road, the proposed maximum pupil capacity of the school has been reduced from 60 pupils down to 40. Further information

about how pick up and drop offs from the school would be managed has also been submitted by the Applicant's Transport Consultant. This states that:

"At School opening times, we have a staffed entrance to facilitate parents dropping quickly and efficiently, this is due to the tight shared area we currently operate within. London Road represents a massive improvement in this regard which will make drop off and pick up much slicker. High visibility of teaching staff at these times will significantly reduce vehicle waiting times.

Drop off and pick up time will be staggered in the mornings from 8:45am to 9:05am. The vast majority of families have children in multiple year groups, therefore we have chosen to stagger drop off by family, not year group or phase of the school. Of our 8 families, families A-H will be the first round of drop offs, I-O will be the second round and P-Z will be the third round. Pick up time will begin at 3:00 pm and the three rounds of collection will run until 3:20pm. One day a week pick up will be off site due to using alternative facilities for PE.

We also plan to promote an alternative pick up and drop off point for parents to park on Denmark Road using the pay and display bays. This will assist at times such as parents evening".

RBC Transport Officers note that drop off and pick up times will be staggered (in the mornings and afternoons) over a 20 minute period broken down into three windows (6-7 minutes per window) and that factoring up the existing family (sibling) data, this could result in 24 families dropping off or collecting over the 20 minute window (or 8 families dropping off or collecting within the 6-7 minute staggered window). Albeit the total number of future families (siblings) is currently unknown and the total number of families dropping off or collecting could be higher.

However, a plan has been submitted which demonstrates that the car park area to the front of the building could accommodate a total of 13 vehicles and therefore would be suitable for the required pick up and drop off of pupils on the basis of the staggered arrangement that is now proposed. RBC Transport Officers advise that, subject to the maximum capacity of the school being limited to 40 pupils and securing that pick up and drop offs are managed in the staggered approach proposed by the Applicant's Transport Consultant then this would be an acceptable arrangement which would it is considered would allow school pick up and drop offs to occur without adversely impacting on the highway network. Conditions are recommended to limit the maximum pupil capacity of the school to 40 pupils and to secure submission and approval of a car park management plan.

The RBC cycle parking standards are minimum standards and are applicable irrespective of zoning. RBC's SPD document states that cycle parking should be provided for primary schools at a ratio of 1 space per 5 FTE staff for staff cycling and 1 space per 15 pupils for Years 1 to 3 and 1 space per 10 pupils for Years 4 to 6. This equates to a minimum cycle

parking provision of 2 spaces for staff and 5 spaces for the proposed maximum roll of 60 pupils. It is stated that a garage is provided in the north-eastern corner of the building which will accommodate all cycles at the site from staff and pupils. Sheffield type stands are to be provided within the garage and spaced 1000mm apart as per the recommended cycle parking layout within the adopted Parking Standards and Design SPD which is considered to be acceptable. A condition is required to secure provision of the cycle parking prior to occupation of the school.

A condition is also required to secure submission of a full travel plan within 6 months of occupation (within the second term of the first academic year) to establish travel patterns and encourage travel to the school site by non-car modes. The Travel Plan should commit to annual pupil/parent surveys with a further condition recommended to secure submission and approval of an annual travel plan review.

The proposals are considered to comply with Policies TR1, TR3 and TR5.

Accessibility

Policy CC7 (Design and The Public Realm) requires that all development provides inclusive access. The existing building incorporates ramped access to the main door from the car park area and a gap is marked on the car park floor in a crossed pattern, providing a gap between two of the vehicle parking spaces for access to the ramp. However, use of this gap by wheelchair users to access the ramp is reliant upon people parking considerably.

Given the need to provide adequate parking and pick up drop off space within the site to ensure the development is not detrimental to highway safety, as discussed in the transport section of this report above, there is no spare room within the car park to provide more convenient access to the ramp up to the front door of the building. Therefore, access to the building for wheelchair users is considered to be sub-optimal and a shortfall of the proposals.

Sustainability

Policy CC3 (Adaptation to Climate Change) requires that all development incorporates measures to adapt to climate change whilst Policy CC2 (Sustainable Design and Construction) the proposals are required to achieve a BREEAM standard of Very Good. Conditions would be attached to a planning permission to secure submission and approval of evidence demonstrating compliance with the appropriate BREEAM sustainability standard.

Natural Environment

Policy EN12 (Biodiversity and the Green Network) seeks that development should not result in a net loss of biodiversity and should provide for a net gain of biodiversity wherever possible by protecting, enhancing and incorporating features of biodiversity on and adjacent to development sites and by providing new tree planting and wildlife friendly

landscaping and ecological enhancements wherever practicable. Policy EN14 requires that the Borough's vegetation cover is protected and extended. Policy CC7 (Design and the Public Realm) sets out that good design should incorporate appropriate landscaping.

The application does not propose any built form and the existing TPO tree within the site to the rear would be retained and other trees outside of but close to the boundaries of the site would not be impacted by the development.

Additional soft landscaping is proposed to the front and rear of the site and subject to conditions to secure submission, approval and implementation of details of the landscaping together with a scheme of biodiversity enhancements in the form of bat and bird boxes it is considered that the proposals would result in a net gain in biodiversity on the site and protect and extend the boroughs vegetation cover in accordance with Policies EN12, EN14 and CC7.

Community Infrastructure Levy

The proposed school accommodation is not liable for CIL so no levy would be due.

Conclusion

The proposals would facilitate the relocation and expansion of an existing small independent school within the Borough, principles of which aligns with paragraph 99 of the NPPF (December 2023) and Policy OU1 (New and Existing Community Facilities). Subject to recommended conditions it is considered that the school could operate without resulting in adverse impacts on the surrounding highway network and existing nearby residential occupiers. Further conditions are also recommended to ensure the proposals are acceptable in terms of landscaping, biodiversity and sustainability.

The proposals are considered to be sub-optimal in terms of inclusive access arrangements within the car park to the front of the site and ease of access to the wheelchair ramp leading up to the front door of the building, contrary to Policy CC7 (Design and The Public Realm). Notwithstanding this shortfall the proposed development is considered to be acceptable in all other respects and having carried out a planning balance judgement the officer recommendation is that planning permission should be granted, subject to conditions.

RECOMMENDATION

Grant full planning permission subject to the following conditions:

1. The development hereby permitted shall begin no later than three years from the date of this planning permission.

REASON: In pursuance of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004) in order to prevent an accumulation of unimplemented planning permissions.

2. The development hereby permitted shall ONLY be carried out in accordance with the following approved plans:

- MA211-002 – Location Plan Existing and Proposed Site Plans
- MA211-004 – Proposed Plan Drawings
- MA211-003 – Existing Plan Drawings
- MA211-005 – Existing and Proposed Drawings Elevations

Received by the Local Planning Authority on 2nd May 2024

- R-23-0187/SP03 Rev A – Parking, Drop Off and Pick Up Arrangements

Received by the Local Planning Authority on 3rd September 2024

- Planning Proposed Plans Ground Floor
- Location Plan ref. PP-12736748v1

Received by the Local Planning Authority on 25th January 2024

REASON: For the avoidance of doubt and to ensure that the development is carried out and adhered to in accordance with the application form and associated details hereby approved.

3. The development hereby permitted shall not be occupied until the bicycle parking facility for the school has been provided in accordance with the details shown drawing ref. MA211-004 – Proposed Plan Drawings as received by the Local Planning Authority on 2nd May 2024. The facility shall be kept available for bicycle parking at all times thereafter.

REASON: To encourage travel by sustainable alternatives to driving a motorcar in accordance with Policy TR1 and TR5 of the Reading local Plan 2019.

4. The development hereby permitted shall not be occupied until all vehicle parking spaces have been provided and marked out in accordance with the details shown on plan ref. R-23-0187/SP03 Rev A – Parking, Drop Off and Pick Up Arrangements received by the Local Planning Authority on 3rd September 2024. The vehicle parking spaces shall be kept available for parking at all times thereafter. All areas outside of the approved vehicle parking spaces shall be kept clear from parking and other obstructions at all times.

REASON: To ensure that the development is provided with adequate parking facilities to meet the needs of future occupiers and reduce the likelihood of roadside parking which could be a danger to other road users in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

6. Within 3 months of first occupation/use of the school hereby permitted details of refuse and recycling bin stores shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include measures to

prevent pests and vermin accessing the bin store(s). Thereafter the approved bin storage, including pest and vermin control measures, shall be provided in accordance with the approved details and not be used for any purpose other than bin storage at all times thereafter.

REASON: To ensure that adequate provision is made for the storage and collection of refuse in accordance with Policies CC7, CC8 and EN16 of the Reading Borough Local Plan 2019.

7. Within 3 months of first occupation/use of the school hereby permitted, a Car Parking Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include full details of how the car park will be managed during the drop off and pick up times and segregation of drop off and pick up times. Thereafter the approved CPMP shall be implemented in full and for the lifetime of the development.

REASON: In the interest of the safety and convenience of all highway users in accordance with TR5 of the Reading Local Plan 2019

8. Within 6 months of first occupation/use of the school hereby permitted approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include a full analysis of the existing modal split for the school, reasons for the modal choice, and detailed proposals for future transport provision with the aim of securing reduction in car trips generated to and from the development hereby approved.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway in and encourage modal shift in accordance with TR1 of the Reading Local Plan 2019.

9. On the first anniversary of the approved Travel Plan and annually thereafter, an annual review of the Travel Plan shall be submitted to and approved by the Local Planning Authority. This shall include a detailed survey of the number of movements generated by the school and shall be compared with the initial survey carried out under the terms of condition 8 above (the control level) and in the event of any reduction not being secured the school, shall undertake whatsoever measures, as may first have been agreed in writing by the Local Planning Authority, as are necessary to cause a reduction in the number of car borne trips to, as a maximum, the control level. This may include such options as a greater provision of subsidised transport.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway in accordance with TR1 of the Reading Local Plan 2019.

10. The number of pupils attending the school hereby permitted shall not at any one time shall not exceed 40 (forty) children.

REASON: In the interests of managing the noise impacts on surrounding residential properties and the impact of pick up and drop offs on the surrounding

highway network, in accordance with Policies CC8 and TR3 of the Reading Borough Local Plan 2019.

11. The playground area for the school hereby permitted, as shown on plan ref. MA211-002 – Location Plan Existing and Proposed Site Plans received by the Local Planning Authority on 2nd May 2024, shall not be used other than between the hours of 0900 and 1500 on Monday to Fridays and not at all on Saturdays, Sundays and Bank Holidays.

REASON: In the interests of managing the noise impacts on surrounding residential properties in accordance with Policies CC8 and EN16 of the Reading Borough Local Plan 2019.

12. Within 6 months of first occupation/use of the school hereby permitted a copy of a Final BREEAM Certificate in accordance with the BREEAM Sustainability Standard following a post-construction stage review carried out by a licensed assessor has been submitted to and approved in writing by the Local Planning Authority, demonstrating that the development has attained as a minimum a BREEAM Very Good Standard.

REASON: To ensure that the development is carried out in accordance with sustainable building standards in accordance with Policy CC2 of the Reading Borough Local Plan 2019.

13. Within 3 months of first occupation/use of the school hereby permitted a scheme of hard and soft landscaping shall have been submitted to and approved in writing by the Local Planning Authority. This scheme shall specify means of treatment for hard surfaced areas, means of enclosure including mammal gaps where appropriate, specify species, planting sizes, spacing and numbers of trees/shrubs to be planted (including replacement trees and tree pit specifications where appropriate, and must include a maintenance programme detailing all operations to be carried out in order to allow successful establishment of planting. Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s) or in accordance with a timetable agreed in writing with 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.

REASON: In the interest of ensuring that the landscaping of the development enhances the visual local environment and in accordance with Policy CC7 of the Reading Borough Local Plan 2019.

14. Within 3 months of first occupation/use of the school hereby permitted details of biodiversity enhancements, to include bird and bat boxes, tiles or bricks on and

around the new buildings and native and wildlife friendly landscaping, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the biodiversity enhancement shall be provided in full and retained as installed thereafter.

RESON: To incorporate biodiversity in and around developments in accordance with Policy EN12 of the Reading Borough local Plan 2019.

15. Prior to first occupation/use of the school hereby permitted an assessment of the nature and extent of contamination shall have been submitted to and been approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

REASON: These details are required due to insufficient information being contained within this submission and to ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas in accordance with Policy EN16 of the Reading local Plan 2019.

16. Prior to first occupation/use of the school hereby permitted a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall have been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON: These details are required due to insufficient information being contained within this submission and to ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers

of the site or surrounding areas in accordance with Policy EN16 of the Reading local Plan 2019.

17. The approved remediation scheme under Condition 16 above shall be implemented in accordance with the approved timetable of works. A validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to and approved by the Local Planning Authority before first occupation/use of the school hereby permitted.

REASON: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas in accordance with Policy EN16 of the Reading local Plan 2019.

18. In the event that contamination is found at any time when carrying out the approved development not previously identified, development shall be halted on that part of the site the contamination reported in writing to the Local Planning Authority.

An assessment of the nature and extent of contamination shall be undertaken and where remediation is necessary a remediation scheme, together with a timetable for its implementation, shall be submitted in writing to the Local Planning Authority for its written approval.

The measures in the approved remediation scheme shall be implemented in accordance with the approved timetable. Halted works shall not be re-commenced until the measures identified in the approved remediation scheme have been completed and a validation report has been submitted to and been approved in writing by the Local Planning Authority.

REASON: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas in accordance with Policy EN16 of the Reading local Plan 2019.