

Committee: **Regulatory  
Planning Committee**

Date: **18 May 2016**

Report by: **Director of Communities, Economy and Transport**

Proposal: **Single storey extensions to create two additional, teaching and ancillary spaces with associated external works including an additional 8 car parking spaces to increase capacity to 1 Form Entry**

Site Address: **Wivelsfield Primary School, South Road, Wivelsfield Green, RH17 7QN.**

Applicant: **Director of Children's Services, East Sussex County Council**

Application No. **LW/3306/CC**

Key Issues: **1. Need  
2. Siting and Design  
3. Traffic and Access**

Contact Officer: **Katie Rayner, Tel No: 01273 81833**

Local Member: **Councillor Jim Sheppard**

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## **SUMMARY OF RECOMMENDATIONS**

**1. To grant planning permission subject to conditions as indicated in paragraph 8.1 of this report.**

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## **CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.**

### **1. The Site and Surroundings**

1.1 Wivelsfield Primary School is located on the south western outskirts of Wivelsfield Green. The School site occupies 1.89ha in the corner of a former agricultural field to the west of South Road and the site falls gently to the south-west. To the east and north of the site lies the settlement of Wivelsfield Green, comprising mainly housing, with occasional business uses on South Road and a builder's merchant on the north side of the junction of South Road with Green Road, the main road running east-west through the village. Wivelsfield School is considered to have a rural location as it is located outside of the village's development boundary.

1.2 The main School building is single storey and is arranged centrally along a north–south axis, with vehicle circulation and parking to the east and the play areas and playing fields to the west. The central spine corridor of the main School building consists of five classrooms and a library which face to the west and a central raised main hall, reception, staff rooms and ancillary facilities, which face to the east. The roof is mainly a low pitched standing seam type, and there is a flat roof above the central corridor that allows daylight and ventilation into the classrooms. The rear of the site accommodates playing fields, recreational hard and soft play areas, a fenced off orchard, garden and pond. At the front of the School is a staff car park with 18 spaces including disabled bays, pupil drop off and pick up bays and soft landscaping.

1.3 Vehicular access to the School is via a mini-roundabout on South Road at its junction with Hundred Acre Lane and the pedestrian access is further to the north of the site off South Road which is accompanied by a Zebra Crossing. The rear of the site has two access points: a double gate provides access to the playground in an emergency, and another double gate to the left of the vehicle entrance provides a mower access to the rear of the School building.

## **2. The Proposal**

2.1 The proposal is to expand the current School capacity of 160 pupils and 5 classrooms, with a published Admission Number (PAN) of 20 pupils per class into a full 1FE primary with the capacity for 210 pupils and 7 classrooms (PAN 30) for pupils aged 4-11. The proposed expansion would accommodate 5 additional members of staff, providing 13 full time and 24 part time in total. The School is currently oversubscribed and planned new housing in both the village and wider Parish is expected to maintain and increase pressure on school places in the area. This proposal therefore intends to provide permanent accommodation to relieve the pressure on existing space at the School and enable the removal of the temporary classroom unit, which was sited at the School to provide an interim solution to the demands on capacity in 2015.

2.2 The expansion of the main School building comprises two parts. First, a single storey extension is proposed to the north of the building, effectively extending the central corridor and flat roof northwards. This will provide approximately 204m<sup>2</sup> of additional floor space including classrooms, storage and a canopy to the western side of the central corridor and WC's, stores and group learning rooms to the eastern side, in accordance with the existing internal configuration of the building. Second, a smaller extension is proposed to the existing hall located next to the main entrance on the eastern side of the central corridor. This will provide approximately 46m<sup>2</sup> of additional floor space, creating storage for dining and sports equipment.

2.3 The main School building was originally designed in such a way as to be easily extended at either end of the central corridor. The proposed

extension to the north of the School was considered to be the most feasible option for this expansion, as it is considered to allow for minimal disruption to the Schools activities during construction. The new extensions intend to follow the original design principles of the existing building which would tie in visually in terms of materials, heights and floor levels.

2.4 The proposed external works will provide a total of 25 car parking spaces, including the retention of two disabled bays, the three drop off and pick up bays and additional motorcycle, bicycle and secure mini-scooter parking. Minor soft landscaping and planting will also be provided within the immediate areas surrounding the proposed extensions, as well as modifications to the existing bin store. The existing emergency vehicular access point to the rear playground will be removed and the mower access to the left of the main entrance will be used for both events (e.g. Parents' Meeting) and emergencies instead. However, the proposal maintains the existing pedestrian and general vehicular access routes into the site as well as the security fencing.

2.5 During construction it is proposed that the area to the south-east of the main School building will accommodate a total of 8 temporary staff car parking spaces, which will be removed on completion of the works. Furthermore, once all works are complete the existing temporary classroom unit located on land immediately west of the main School building will be removed.

### **3. Site History**

3.1 LW/2476/CC – Granted – 2007- Erection of single storey 5 classbase primary school. Formation of 18 car parking spaces, sports pitches and multi-use games area (MUGA), new vehicular accesses, set down/pick up facilities and landscaping. Provision of pedestrian crossing.

3.2 LW/3256/CC – Granted – 2015 – Installation of a temporary single mobile classroom for two years expiring August 2017.

### **4. Consultations and Representations**

4.1 Lewes District Council: Raises no objection.

4.2 Wivelsfield Parish Council: Support the proposed expansion and the plans for additional teaching and ancillary space. However, concerns are raised with respect to the long term traffic management solutions given the rural catchment of the School, and greater consideration is therefore requested to be given to the provision of on site parking, including the permanent retention of the temporary parking and the reconfiguration of the front of the School now or in the future to provide additional parking.

4.3 Sussex Police: Raises no concerns and notes that all additional works are within the established secure boundary of the site and will benefit from extensions to the existing intruder alarm system and lighting. However, consideration should be given to the 'Secured by Design, New Schools 2014'

guidance to ensure that all appropriate measures to create a safe and secure environment have been considered.

4.4 Highway Authority: Raises no objection subject to the provision of the two car parking spaces Nos.22 & 23, within the new bay, being provided as visitor spaces only and the implementation of highway conditions relating to the need for a revised travel plan and revised construction traffic management plan.

4.5 Local Representations:- One letter of objection has been received from a local resident, which can be summarised as follows: (i) The proposed travel plan is inadequate in its extent and ambition and fails to limit the continued and growing impact on local residents; (ii) There is no provision for weekend/evening events when parking on local roads is often for hours rather than a short drop off; and (iii) The 2020 target (to increase the number of pupils traveling to School in a more sustainable way) is too far away, there should be immediate targets, with sanctions being imposed if the applicant fails to meet these.

## **5. The Development Plan and other policies of relevance to this decision are:**

5.1 Lewes District Local Plan 2003 – Saved Policies ST3 (Design, Form and Setting of Development), T1 (Travel Demand Management), T7 (Cycle Facilities) and T14 (Parking).

Lewes District Council undertook a review of its Saved Local Plan Policies (2007) to determine their consistency with the NPPF (2012). Saved Policies, ST3, T1, T7 and T14 are considered to be fully consistent with the NPPF.

5.2 Lewes District Local Plan Part 1 Joint Core Strategy - Proposed Submission Document 2014 – Core Policies 7 (Infrastructure), 11 (Built and Historic Environment and High quality Design) and 13 (Sustainable Travel).

Lewes District Council Core Strategy Local Plan Public Examination Hearings took place in January 2015. The Core Strategy is now in an advance stage following the publication of the proposed Modifications, which the Inspector is currently reviewing and a Hearing was held in mid-December 2015. The Core Strategy is a strategic level plan and is a material consideration in determining planning applications.

5.3 Wivelsfield Neighbourhood Plan 2015-2030 – Policy 3 (Education)

The Wivelsfield Neighbourhood Plan is being developed by Wivelsfield Parish Council in order to guide development in the Parish until 2030. The Plan is currently in preparation and will become part of the Development Plan for the area, provided it meets the statutory and legal requirements at an independent Examination in Public, which is due to be held on the 9 May 2016, and subsequently supported by the local community at referendum. As the Plan is at an advanced stage, it can be afforded weight in the planning considerations.

5.4 East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 – Policy WMP3d (Minimising and Managing Waste during Construction, Demolition and Excavation).

5.5 National Planning Policy Framework (NPPF) 2012

The NPPF does not change the status of the Development Plan as the starting point for decision making but it does constitute guidance as a material consideration in determining planning applications. Parts 4 (Promoting Sustainable Transport), 7 (Requiring Good Design) and 8 (Promoting Healthy Communities) are relevant in this case.

5.6 Policy Statement on Planning for Schools Development

The policy statement states that the planning system, when dealing with planning applications for state-funded schools should operate positively and there should be a presumption in favour of the development of such schools. The policy statement encourages a collaborative approach to applications, encouraging pre-application discussions and use of planning obligations to help mitigate adverse impacts of developments. Where it is necessary to impose conditions, they should be necessary in order to make development acceptable and be clearly justified, thereby demonstrably meeting the tests set out in Circular 11/95 (now superseded by Planning Practice Guidance 'Use of Planning Conditions'). The policy statement goes on to indicate that the Secretary of State will be minded to consider refusal of any application for state-funded schools to be unreasonable conduct, unless it is supported by clear and cogent evidence.

## **6. Considerations**

### **Need**

6.1 The NPPF requires Local Planning Authorities to give great weight to the need to create, expand or alter schools. The Policy Statement on Planning for Schools Development (2011) also advises that the planning system should operate positively when dealing with planning applications for state funded schools. This approach is supported by Core Policy 7 (Infrastructure) of the emerging Lewes District Local Plan, which seeks to ensure that key community services and facilities are protected, retained and enhanced in order to create and support sustainable communities.

6.2 The applicant states that according to the East Sussex County Council Educational Commissioning Plan 2015-2019, the School is currently oversubscribed and new housing development planned in the village and surrounding area is likely to increase future demand. As such there is considered to be a demonstrable and acute need to address the current oversubscription and provide a solution that will effectively enhance the existing teaching provision at the School.

### **Siting and Design**

6.3 Saved Policy ST3 of the Lewes District Council Local Plan requires, inter alia, that development should respect the overall scale, height, landscaping and character of neighbouring buildings and the local area more generally. Furthermore, materials should be of an appropriate quality, colour and design with regards to the character of the local area. Development should also respect the amenities of adjoining properties. This approach is echoed by Core Policy 11 (Built and Historic and High Quality Design) of the emerging Lewes District Local Plan, which aims to conserve and enhance the high quality character of the District's towns and villages, ensuring that all new developments are designed to a high standard and maintain and enhance the local vernacular and 'sense of place'.

6.4 The existing timber framed building is designed to provide a healthy learning environment using high ceilings, cross ventilation, substantial insulation, natural light and glazing. The building is also finished with a selection of materials designed to complement the surrounding area and the proposed extensions intend to provide a continuation of the existing design principles.

6.5 The proposed extensions will have a light weight metal standing seam type roof with a flat roof above the central corridor. In addition the front façade will be rendered and the rear will be clad in western red cedar with low brick plinths to match the existing building. An Acoustic Design Report also accompanies the application, indicating that the proposed design has taken into consideration the sound insulation of walls, control of room acoustics in classrooms and circulation areas.

6.6 The car park layout will be extended to create additional spaces including the addition of a parking bay providing 2 visitor spaces near the entrance to the School. The proposal provides new planting to the front of the hall store extension and in the area adjacent to the new parking spaces by the pedestrian entrance. Minor soft landscaping alternations are also proposed around areas of new works. It is recommended that the details of this planting and landscaping alongside the measures to protect the mature oak tree, which is of nature conservation interest located in the area proposed for temporary parking, are secured by condition.

6.7 Both extension areas will be visible from South Road to the east and Green Road to the north-west of the School site. However, it is considered that this proposal would not harm the character, nor the amenities of the neighbouring properties, as the proposed development intends to match the layout and materials of the existing building, alongside provision being made for noise attenuation features. Furthermore, space has been left intentionally to the north and south of the main School building to accommodate any necessary future expansion; therefore, this proposal will have a minimal impact in aesthetic terms on the School site layout, alignment and character.

6.9 Consequently, it is considered that, subject to the recommended conditions and implementation of proposed mitigation measures, the proposed extensions to the School will not result in any unacceptable impact on the surrounding area or undue loss of amenity to neighbouring properties.

It is therefore in compliance with Saved Policy ST3 of the Lewes District Local Plan 2003 and Core Policy 11 in the emerging Core Strategy.

### **Traffic and Access**

6.10 Saved Policy ST3 (d-e) of the Lewes District Local Plan requires that development proposals do not result in any detriment to the character or amenities of the area through increased traffic levels, congestion and noise. In addition, Saved Policy T1 seeks to encourage the provision of non-car modes of travel and Saved Policies T7 and T14 of the Lewes District Local Plan, seek to ensure appropriate provision of cycle and vehicle parking, whilst taking into account existing local provision. Policy 3 of the emerging Wivelsfield Neighbourhood Plan also seeks to support development at Wivelsfield Primary School which, inter alia, makes provision for appropriate access and car parking.

6.11 Furthermore, Core Policy 13 (Sustainable Travel) of the Lewes District Local Plan, promotes and supports development that encourages travel by walking, cycling and public transport, and seeks to reduce the proportion of journeys made by car.

6.12 The proposal will result in 5 additional members of staff and up to 210 pupils attending the School by 2020. The application is supported by a Transport Statement and a School Travel Plan and proposes a net increase of 7 car parking spaces, in order to provide for the anticipated increase in staff, alongside the provision of additional scooter/cycle parking at the site.

6.13 Wivelsfield Parish Council, whilst supporting the application, have raised concerns that the proposed level of car parking at the site should be increased in order to effectively facilitate the increase in capacity and avoid car parking spilling out in to the neighbouring area. The Parish Council have suggested the permanent retention of the temporary parking spaces which will be provided during construction. One objection has also been received from a local resident with regard to the inadequacies of the submitted Travel Plan and its attempts to limit the impact on local residents. In particular there are no targets regarding staff travel, alongside a lack of provision for weekend/evening events and concerns with regard to the School's ability to increase the number of pupils travelling to the School by more sustainable transport to 72% by 2020.

6.14 The School currently allows parents to drop off and pick up their children within the School site, which is aided by the three dedicated drop off and pick up bays and a turning circle/roundabout within the site. The Transport Statement includes a parking survey carried out at the School and surrounding areas in November 2015, which recorded 33 vehicles in the School car park at 3.10pm. At present approximately 90% of staff are able to travel to the School by car and park within the site, and it is indicated that as there are more part-time staff employed, the levels of parking required fluctuate throughout the day.

6.15 It is considered that the proposed number of additional spaces including the permanent allocation of the two spaces (Nos 22 & 23) as visitor parking and the retention of the existing drop off and pick up bays, is in accordance with current East Sussex County Council Parking Standards. Furthermore, the Highway Authority is satisfied with the amount of parking proposed at the School in relation to this proposal. In addition, it is considered that permanent retention of the temporary parking area as suggested by the Parish Council, would require the relocation of underground water storage tanks and could prematurely impede on any potential future expansion of the School, which is designed to be easily extended to the north or south of the main School building without compromising the open character of the land to the west of the site.

6.16 It is recognised that whilst the additional parking on the site will help ease identified traffic management pressures, other initiatives are required to be implemented through the provision of a Travel Plan. At present the Transport Statement indicates that 45%-49% of pupils currently travel to School in a more sustainable way (walking, cycling, bus travel and car share), which is low compared to the average for the District of Lewes. Whilst it would be for the School to appropriately manage event parking, the Highway Authority considers that there is scope to increase sustainable modes of travel to the site. The Travel Plan submitted is therefore acceptable as a basic framework, however, it is recommended that it should be amended and updated to include additional measures to encourage non-car modes of travel for both staff and pupils, which can be secured through an appropriate condition.

6.17 Overall, the Highway Authority does not object to the proposed development. The School currently benefits from a good network of footpaths and a formal Zebra Crossing at the main pedestrian entrance and the measures implemented with regards to the existing provision of dedicated drop off and pick up areas, the proposed increase in on-site car parking and the requirement for a more robust School Travel Plan will help to ease the identified pressure on the School site and surrounding roads. It is therefore considered that subject to the provision of conditions, the impact of the proposed expansion will not be detrimental to highway safety and is in accordance with Saved Policies ST3, T1, T7 and T14 of the Lewes District Local Plan, Policy 3 of the Wivelsfield Neighbourhood Plan and Core Policy 13 of the Lewes District Local Plan.

## **7. Conclusion and reasons for approval**

7.1 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 The proposal will provide the additional accommodation required at the School to enable its successful expansion to a 1FE and accommodate the current oversubscription. The proposed extension to the northern end of the



main School building has been designed to complement the existing School building and is considered acceptable in terms of its context within the surrounding area. Furthermore, measures to improve the provision of on site car parking and the Travel Plan will aid in reducing the highway impact on the area. Consequently, the proposal complies with Saved Policies ST3, T1, T7 and T14 of the Lewes District Local Plan 2003, Core Policies 7, 11 and 13 of the Lewes District Local Plan Part 1 Joint Core Strategy–Proposed Submission Document 2014, Policy 3 of the Wivelsfield Neighbourhood Plan 2015-2030 and Policy WMP3d of the East Sussex, South Downs and Brighton and Hove Waste & Minerals Local Plan 2013.

7.3 In determining this planning application, the County Council has worked with the applicant and agent in a positive and proactive manner. The Council has also sought views from consultees and neighbours and has considered these in preparing the recommendation. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, and as set out in the Town and Country Planning (Development management Procedure) (England) Order 2015.

7.4 There are no other material considerations and the decision should be taken in accordance with the Development Plan.

## **8. Recommendation**

8.1 To recommend the Planning Committee to grant planning permission subject to the following conditions:-

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the plans listed in the Schedule of Approved Plans.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No construction shall take place in connection with the development hereby approved at any time other than between the hours of 0730 and 1800 on Mondays to Fridays inclusive and between the hours of 0730 and 1300 on Saturdays and at no time on Sundays, Bank and Public Holidays unless with the prior written agreement of the Director of Communities, Economy and Transport.

Reason: To safeguard the residential amenities of the occupiers of properties in the vicinity of the site in accordance with Saved Policy ST3 of the Lewes District Local Plan 2003.

4. Prior to the commencement of the development hereby permitted a Construction Traffic Management Scheme shall be submitted to and approved by the Director of Communities, Economy and Transport and shall include the size of vehicles, routing of vehicles and hours of operation. The hours of delivery/collection should avoid peak traffic flow times and AM/PM peak school travel times. Details should also be provided on contractors' parking which should be provided off-street. The development shall be carried out in accordance with the approved Construction Traffic Management Scheme, unless with the prior written agreement of the Director of Communities, Economy and Transport.

Reason: In the interests of highway safety and amenity, in accordance with Saved Policies ST3 and T1 of the Lewes District Local Plan 2003.

5. Development shall not commence until details of wheel washing facilities have been submitted to and approved in writing by the Director of Communities, Economy and Transport. The approved details shall be implemented in full before the commencement of development and the facilities shall be maintained in working order during the construction period and shall be used by any vehicle carrying mud, dust or other debris on its wheels before leaving the site. No vehicle associated with the development shall leave the site carrying mud, dust or debris.

Reason: In the interests of highway safety and the amenity of the locality, in accordance with Saved Policies ST3 and T1 of the Lewes District Local Plan 2003.

6. The development shall not commence until details of the temporary surface in the area of approved temporary car parking and measures for the protection of the mature Oak tree and hedgerows in the area of temporary parking are submitted to and approved in writing by the Director of Communities, Economy and Transport. The temporary surface shall be removed within one week of completion of the development hereby approved and thereafter the area shall be fully restored to grass.

Reason: To secure the protection of the mature oak tree at the site and prevent soil compaction in the interests of protecting the tree and of visual amenity, in accordance with Saved Policy ST3 of the Lewes District Local Plan 2003.

7. The development of the extensions hereby permitted shall not commence until the approved area of temporary car parking has been provided in accordance with the approved plans and the areas shall not be used other than for the parking of vehicles during the construction phase.

Reason: In the interests of highway safety and amenity in the locality, in accordance with Saved Policies ST3 and T14 of the Lewes District Local Plan 2003.

8. The development hereby permitted shall not be occupied until details of the cycle and scooter parking areas have been provided in accordance with details submitted to and approved by the Director of Communities, Economy and Transport and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles and scooters.

Reason: In order that the development site is accessible by non car modes of transport, in accordance with Saved Policies T1, T7 and T14 of the Lewes District Local Plan 2003 and Core Policy 13 of the Lewes District Local Plan Part 1: Joint Core Strategy - Proposed Submission Document 2014.

9. The development hereby permitted shall not be occupied until parking and turning areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for those uses.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to comply with Saved Policy T14 of the Lewes District Local Plan 2003.

10. Before the first occupation of the development hereby permitted, an updated Travel Plan shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The Travel Plan should include targets for reduced car use and a programme to monitor the targets. This will need to recommend realistic proposals for providing for and improving non car modes of travel, through walking, cycling and the use of public transport.

Reason: To increase awareness and use of alternative modes of transport for school journeys in accordance with Saved Policy T1 of the Lewes District Local Plan 2003 and Core Policy 13 of the Lewes District Local Plan Part 1: Joint Core Strategy - Proposed Submission Document 2014.

11. Development above ground shall not commence until samples of the materials to be used in the construction of the external surfaces of the extensions hereby permitted have been submitted to and approved in writing by the Director of Communities, Economy and Transport and the development shall be carried out in accordance with the approved details, unless with the prior written agreement of the Director of Communities, Economy and Transport.

Reason: To ensure the appropriate appearance of the development in the area in accordance with Saved Policy ST3 of the Lewes District Local Plan 2003.

12. Development above ground shall not commence until details of the proposed hard and soft landscaping works have been submitted to and

approved in writing by the Director of Communities, Economy and Transport and these works shall be carried out as approved. These details shall include:

Hard Landscaping

- Hard surfacing materials
- Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc)
- Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc indicating lines, manholes, supports etc.)

Soft Landscaping

- Detailed Planting plans (including a schedule of plants incorporating the use of native and local provenance plant species for the benefit of wildlife and nature conservation)
- Type and location of Bird, Bat, Bug boxes and rock/log piles
- Programme of implementation and maintenance

The landscaped areas shall be maintained thereafter in accordance with the approved management plan.

Reason: To secure appropriate landscaping at the site in the interests of visual amenity and the environment and to comply with Saved Policy ST3 of the Lewes District Local Plan 2003.

13. In this condition `retained trees` means an existing tree which is to be retained in accordance with the approved plans and particulars and paragraphs (a) and (b) below shall have effect until the completion of the development hereby approved.

(a) If any retained tree is removed, uprooted or destroyed, becomes seriously damaged or diseased or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Director of Communities, Economy and Transport.

(b) The erection of fencing for the protection of any retained tree including the mature Oak tree and hedgerows in the approved temporary car parking area shall be undertaken in accordance with the approved plans and to BS 5837 before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition, nor any fires lit, and the ground levels within those areas shall not be altered, nor shall any excavation be made, or operations carried out without the prior written consent of the Director of Communities, Economy and Transport.

Reason: In the interests of protecting trees at the site and of visual amenity, in accordance with Saved Policy ST3 of the Lewes District Local Plan 2003.

INFORMATIVE

1. The Applicant's attention is drawn to the provisions of The Wildlife and Countryside Act 1981 (as amended) particularly with regard to the protection of bats and nesting birds, which may be affected during construction. It is recommended that there should be no reptile/amphibian fencing installed at the site which might impede the movement of animals.

#### Schedule of Approved Plans

Design and Access Statement, Ecological Evaluation and Impact Assessment, Design Waste Minimalisation Plan, A-101 Rev B - Existing Ground Floor , A-102 Rev A - Existing Roof Plan, A-103 Rev A - Existing Elevations, A-104 Rev A - Existing Sections, A-107 Rev D - Proposed Elevations, A-108 Rev B - Proposed Sections, RCo 166/01 - Tree Protection Drawing, 15154 - Existing Drainage Layout, 15154-06 Rev A - Proposed Drainage Layout, Transport Statement, Noise Assessment Report dated January 2016, Rev 00 - Existing Tree Schedule, Lighting Assessment , A-100 Rev B - Site Location Plan , A-106 Rev D - Proposed Roof Plan , A-105 Rev G - Proposed Ground Floor Plan , Construction Phase Plan dated 31 March 2016

RUPERT CLUBB

Director of Communities, Economy and Transport  
10 May 2016

#### **BACKGROUND DOCUMENTS**

Planning Application File LW/3306/CC  
The Development Plan  
National Planning Policy Framework  
Policy Statement on Planning for Schools Development  
Education Commissioning Plan 2015-2019