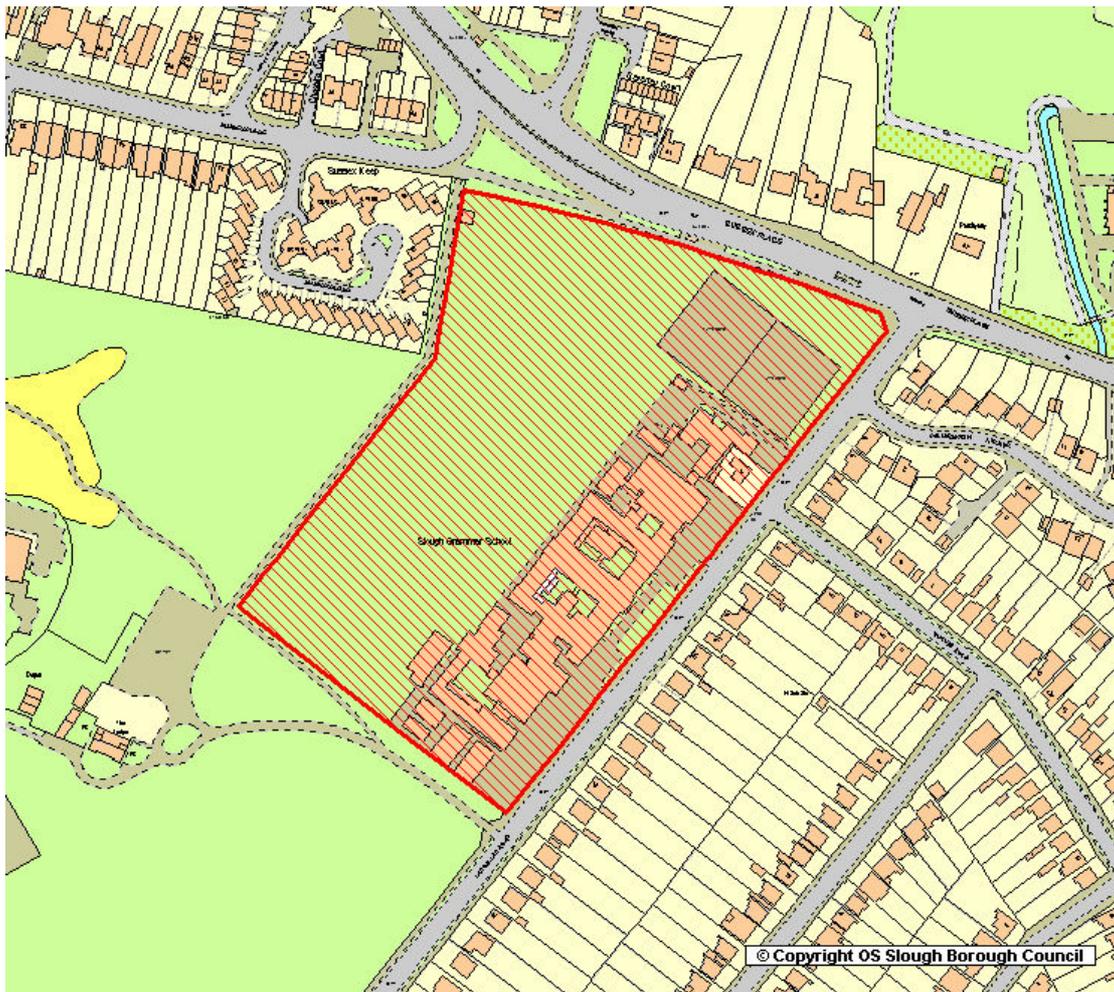


Registration Date:	01-Nov-2011	Applic. No:	P/06077/020
Officer:	Ian Hann	Ward:	Upton
		Applic type:	<b>Major</b>
		13 week date:	<b>31st January 2012</b>
Applicant:	Jackie Wardle		
Agent:	Miss Sascha Newton, Calford Seaden LLP ST JOHNS HOUSE, 1A, KNOLL RISE, ORPINGTON, KENT, BR6 0JX		
Location:	Slough Grammar School, Lascelles Road, Slough, SL3 7PR		
Proposal:	ERECTION OF A TWO STOREY SIDE EXTENSION WITH A FLAT / CURVED ROOF, INCORPORATING 16 NO. CLASSROOMS, DINING AREA, CAFE AREA, IT ROOM, STAFF AREAS, GYM AND KITCHEN FOLLOWING DEMOLITION OF EXISTING DINING AREA, KITCHEN AND EXISTING FACILITIES		

**Recommendation:** Delegate to HPPP



## **P/06077/020**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the policy background and the comments from neighbours and consultees it is recommended that the application be delegated to the Head of Planning, Policy and Special Projects for determination following receipt of an appropriate tree report and comments from the Council's Highways and Transport Consultants and for the finalisation of conditions.
- 1.2 This application is before committee for a decision as it is a major application by virtue of the area of the site.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This application is for an extension to the existing school to provide accommodation to allow the school to improve the quality of classroom provision and to provide sufficient teaching space for the current and planned roll, especially the sixth form element of the school that is suffering from lack of space so that pupils use the facilities over staggered times and also have to go off site for other facilities. The proposals also include provision for a new gym, dining facility and sixth form area, which is needed to cope with the projected increase in sixth form pupils. The development will be undertaken in two phases with phase one for the addition of 6 classrooms currently being implemented for an additional 60 students and the proposals the subject of this application for an additional 95 students.
- 2.2 The school will be extended to provide an additional 12 classrooms, sixth form area, staff room, gym with changing facilities, dining area with kitchen, toilets, plant room and a new school entrance for an additional 155 students. The existing detached buildings and the tennis courts to the north east of the site will be demolished for the new extension and the temporary buildings to the south west of the site will be removed as a result of these proposals.
- 2.3 The proposed extension will be two storey in height, with the gym area extending slightly above this. The proposed extension will have a width of approximately 76m, depth of approximately 44m and a height of 7.8m for the flat roof element of the building, increasing to a maximum of 11.4m above the proposed sports hall where the roof will be curved.
- 2.4 The proposals will also see the reconfiguration of the parking arrangements at the school to provide an additional 57 parking spaces, and to provide a drop off / pick up area for pupils and visitors with the 30 existing spaces being retained.

#### **3.0 Application Site**

- 3.1 The application site forms part of a school site to the north west of Lascelles Road and contains several single storey and two storey buildings and open

playing areas to the north west. Lascelles Park and residential properties further beyond back onto the site and residential properties form the remainder of Lascelles Road. The area that is the subject this application is situated to the north east side of the site facing Lascelles Road and close to the junction with Sussex Place.

- 3.2 A planning application was refused in January 2007 for a similar scheme but with flatted development, comprising 96 flats on the school playing fields facing onto Sussex Place as enabling development to support the extension to the school. The application was refused due to the impact caused by the proposed flats only and the school element of the development was supported in principle. The proposals currently before this committee sees the removal of the previously applied for enabling development.

#### 4.0 **Planning Background**

- 4.1 Various extensions to the original building have taken place since that time the most relevant being an erection of two classrooms plus covered link to main school in May 1994 (P/06077/008).
- 4.2 Planning permission was granted for the erection of two temporary buildings forming 4 classrooms in November 1999 (P/06077/012)
- 4.3 Planning permission was also granted for a first floor extension to an existing building in May 2011 and is currently being implemented (P/06077/018).
- 4.4 Planning permission was also granted for a two storey building to provide 6 classrooms in October 2011 and is currently being implemented (P/06077/019).

#### 5.0 **Neighbour Notification**

- 5.1 1a, 1b, 1c, 1, 3, 5, 7, 9, 11, 11a, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, Lascelles Road, Slough

81, 83, 85, Flats 1-8, 8789, 91, 93, 95, 97, Sussex Place, Slough

1, 4 Beverley Court, Sussex Place, Slough

42, 44, 46, 48, 50, 52, 54, 56 Sussex Close, Slough

One letter of objection has been received from a resident in Lascelles Road Kennett Road raising the following points;

The Section 5 the Traffic Survey does not convey the considerable congestion that occurs at the junction of Lascelles Road and Sussex Road/London Road at peak times during school drop-off and pick-up hours. Due to the heavy traffic on London on Road, the traffic from Lascelles Road cannot quickly turn on to the London Road, resulting in very long tailbacks. The planning application does not seem to offer any suggestions as to how to

address this issue and should have recognized that this problem will only get worse with the additional pupil count that the expansion of the school will generate. I request that some imposition is placed on the developers to widen the junction to allow cars to queue up in parallel to allow turning right and left as two separate queues. This may also require widening of the road in Sussex Road to introduce three lanes to help clear this notorious pinch point that causes delays and queuing of traffic that backs up all the way to my property and affect my ability to enter/exit my property and the movement of emergency vehicles.

Response: The traffic and highway issues are discussed in the report below. The suggestion of widening the junction as suggested may have been required in respect of the previously refused scheme, but that included a significant residential scheme with additional peak hour traffic trips. The scheme that is the subject of this application is unlikely to generate traffic levels which would justify such action.

The school has not addressed through this application the considerable issues with parking that arise when the school has events at the school. In previous years, the school has utilised the Tennis Courts and Playing fields as additional off-street parking that considerably reduced the issue of congestion and parking that blocked the drives of residents when these events took place. With this development such opportunity for off-street parking is being removed. Can I request that the plans are altered to offer some form of road/car access to the side of the new development so that the playing fields at the rear of the school can still be used for offering off-street parking? This would require either

- a) access to the side of the development, through the car-park (see page 116 of the on-line planning application) to give access to the playing fields.
- b) Additional exit gate for cars with an exit road in to Sussex Place through the far corner of the playing fields on the right hand side of the drawing.

Response: The traffic and highway issues, including parking, are discussed in the report below.

I applaud the school for considering only building a two storey building and would request a restriction is applied to any planning approval if granted that does not permit any application being submitted to extend above this height in any future application for development.

Response: Restrictions can not be placed on future application as any future applications will be considered with regards to the impact of those particular applications.

6.0 **Consultation**

Highways and Transport

6.1 Comments will be reported on the amendment sheet.

Planning Conservation Officer:

6.2 The school grounds abut the east boundary of the Sussex Place Conservation Area, the landscaped grounds to the former Upton Towers. However, the campus approach to developing the school site has focused development alongside Lascelles Road to the east and Sussex Place to the north. Thus there is the considerable open green space alongside the CA boundary and to Lascelles Playing Fields to the south of the school. All this is necessary to conserve the landscape setting of the CA and maintain the remarkably large linked areas of open space that continue south to meet the Upton Conservation Area and Upton Court Park.

6.3 The proposals would not be detrimental to the setting of and views from the Sussex Place Conservation Area in terms of scale, design and materials.

Council's tree Adviser

6.4 Any comments will be reported on the Amendment Sheet

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1

National guidance

- Planning Policy Statement 1 (Creating Sustainable Communities)

Local Development Framework, Core Strategy, Development Plan Document

- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- T2 (Parking Restraint)
- OSC2 (Protection of School Playing Fields)

7.2 The planning considerations for this proposal are:

- Principle of the development
- Impact on school playing fields / open space
- Design, appearance and impact on the street scene
- Impact to neighbouring residential properties
- Parking / Highway Safety

- Drainage and Energy Appraisals

## 8.0 **Principle of the development**

8.1 The development is being located within a school site and is for education purposes and does not involve the loss of playing fields. As such, the principle of the development is considered to be acceptable.

## 9.0 **Impact on school playing fields/ open space**

9.1 Policy OSC2 states that *development upon school playing fields will not be permitted unless:*

- a) the development is ancillary to the use of the site as a school playing field and the scale of the development and intensity of use is appropriate to the location;*
- b) the use of the playing fields can be retained and enhanced by development on a small part of the field as long as the quality and quantity of pitch provision and the ability to make use of the pitches are not prejudiced; or*
- c) the playing field lost to development is replaced by new provision which is at least comparable in terms of size, facilities and amenity, and is located immediately adjacent to the school.*

9.2 The proposal involves development of the new building to part of the open area to the south of the site identified as hardstanding tennis courts. However the area is not used as tennis courts due flooding issues and disrepair and are not currently a part of the playing fields as used by pupils and would not result in the loss of any playing pitches. Furthermore additional play areas will be provided to the south west of the main school building to compensate for the loss of the informal hardstanding play area at the existing tennis courts. Furthermore it was previously accepted in the earlier refused application that the loss of this area was acceptable. It is therefore considered that quality and quantity of pitch provision and the ability to make use of the playing field would not be prejudiced by the proposal. The proposal is therefore considered to be acceptable in terms of Policy OSC2 of the Local Plan.

## 10.0 **Design, appearance and impact on the street scene**

10.1 Design and external appearance is assessed against PPS1, Core Policy 8 and Local Plan Policy EN1.

10.2 Planning Policy Statement 1 (Delivering Sustainable Development) advises that *'Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and*

*the way it functions, should not be accepted'.*

- 10.3 Core Policy 8 of the Local Development Framework, Core Strategy, states that: *“All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.”* Part 2 to that policy covers design and in sub section b) it states: *“all development will respect its location and surroundings”.*
- 10.4 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 10.5 The proposed extension will be sited away from the main school building and will be linked to the main building by an existing single storey flat roof extension. The design of the proposed extension picks up its design from this link building, with a flat roof for the main element of the building. The physical separation from the main school building allows a more contemporary design to be adopted without detracting from the character and appearance of the main school building, which is an important landmark in the local area. This added to the fact that the extension sits back from the building line in this part of Lascelles Road helps to maintain the character of the existing building. The siting of the extension does not impact upon the openness or the views into the site across the playing fields towards Lascelles Park, when viewed from Sussex Place, thereby maintaining its high landscape value.
- 10.6 The roof above the gym part of the building has a different form from the rest of the extension with it being curved. This is to allow appropriate headroom within the gym and will curve from the back of the building so that its lowest point will be on the Lascelles Road elevation. This will lessen the impact of the highest part of the building on the street scene. The bulk and massing is in keeping with the existing street scene and will not be overbearing on the street scene or have an adverse impact upon the character of the area.
- 10.7 It is therefore considered that the design, mass and bulk of the proposed nursery extension is in keeping with the existing and surrounding school buildings and will not have an adverse impact upon the character of the existing and surrounding buildings or the character of the area. A condition can be attached to any permission to agree the materials used in the building to ensure that they are in keeping with the existing building and the character of the area.
- 10.8 The school site is adjacent to the Sussex Place / Clifton Road Conservation Area which is located to the south west of the site. The proposals would still leave a vast amount of open green space, being the school playing fields, between the buildings and the Conservation area ensuring there would be no detrimental impact upon the Conservation Area. Likewise the site would be separated from the Sussex Place Conservation Area to the north east by Sussex Place and would not impact this Conservation Area as a landscaped buffer will still be maintained between the building and the road. It is

therefore considered that the proposed extension would not be harmful to the adjacent Conservation Areas.

10.9 The proposed car parking area will be moved to the north east corner of the site and will still face onto Lascelles Road. The car parking area will be moved from the south west corner of the site so that it will not be an alien feature to the street scene and will be appropriately landscaped with planting around the car park and with mature trees being retained between the car park and Lascelles Road. This will soften any impact upon the street scene, full details of which can be secured via condition, so it's appearance will not have a detrimental impact upon the street scene.

10.10 It is recognised that one tree will be removed from the middle of the group of buildings but although benefitting from a Tree Preservation Order does not contribute to the character of the area and will not have any impact upon the character of the area. Some of the trees on the boundary contribute to the character of the area and are protected by Tree Preservation orders but these are to be retained. A tree assessment has being undertaken, to confirm their retention and to ensure that they will be adequately protected during the works.

10.11 It is therefore considered that this application is satisfactory in terms of design and impact upon the character of the area and in accordance with guidance given in PPS1, Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.

#### 11.0 **Impact to neighbouring residential properties**

11.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.

11.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *"The design of all development within existing residential areas should respect the amenities of adjoining occupiers."*

11.3 Policy EN1 of the Adopted Local Plan states that *"all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding"*, in accordance with the criteria set out in that policy.

11.4 The proposed building will be sited so that it will be 48m from the nearest residential properties the opposite side of Lascelles Road and these proposals will not have an adverse impact in terms of loss of light, overlooking or being overbearing on these neighbouring residential properties.

11.5 It is therefore considered that this application will not have any detrimental impact upon nearby residential properties and is consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

## 12.0 **Traffic and Highways**

12.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.

12.2 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.

12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

12.4 These proposals will lead to an increase in trips by 29 in the morning peak and 19 in the afternoon peak, an increase of 6.1% for each period, (according to the applicants documents) and the surrounding road network is deemed as capable in accepting such an increased number of trips.

12.5 There will be increase in parking on the site of 57 parking spaces. The actual increase in number of pupils is not envisioned to result in a large increase in numbers of staff that would necessitate this increase. Once numbers of existing and proposed staff have been confirmed a better assessment of parking can be carried out. However the increase in parking spaces is considered suitable as the proposals will see an increase in sixth form pupils, some of whom will drive to school and the additional parking spaces can be used to ensure there is no additional over spill parking onto the highway from these additional vehicles.

12.6 Concern has been raised with regards to parking when the school has special events as parking for this normally takes place on the tennis courts that would be removed as a result of these proposals. Although this hardstanding area would be removed additional hardstanding will be laid on the opposite side of the school building that could be used for informal parking on special occasions. It would not be appropriate to increase formal parking to take these events into consideration as such spaces would not be in permanent use and would increase parking to a level that would be in access of what would be required under the adopted Parking standards.

12.7 The proposal in terms of affects upon traffic and highways will be fully considered once a full response has been received from the Council's Highways and Traffic Section and will be fully reported on the amendment sheet.

## 13.0 **Drainage and Energy Appraisals**

13.1 An Energy Appraisal has been submitted as part of the application recommending the use of high efficiency gas boilers and low energy lighting

and the desire to achieve a BREEAM rating of very good, which would be considered acceptable.

- 13.2 A drainage Strategy has also been submitted as part of the application showing how the proposals would not impact on flood risk elsewhere and could be considered acceptable.

### **PART C: RECOMMENDATION**

#### 14.0 **Recommendation**

- 14.1 The application be delegated to the Head of Planning, Policy and Special Projects for determination following receipt of an appropriate tree report and comments from the Council's Highways and Transport Consultants and finalisation of conditions

#### 15.0 **PART D: LIST OF CONDITION(S)**

##### Condition(s)

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

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. K110190 101 A, Dated 22/03/2011 Recd On 19/10/2011
- (b) Drawing No. K11-0190 209 G, Dated 29/07/2011 Recd On 19/10/2011
- (c) Drawing No. K11-0190 207 E, Dated 26/07/2011 Recd On 19/10/2011
- (d) Drawing No. K11-0190 208 E, Dated 29/07/2011 Recd On 19/10/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

5. No development shall commence until tree protection measures during construction of the development for existing retained trees have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

7. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

8. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

9. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- (vii) control of noise
- (viii) control of dust, smell and other effluvia
- (ix) control of surface water run off
- (x) site security arrangements including hoardings
- (xi) proposed method of piling for foundations
- (xii) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site.
- (xiii) parking for site workers and contract staff.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and highway safety in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document December 2008.

10. The development is to be carried out in accordance with the findings and recommendation set out in the Energy Appraisal produced by Calfordseaden Construction & Property Consultants Ltd Dated September 2011.

REASON To ensure that sustainable measures are undertaken in the new development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document December 2008.

11. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

12. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 to 18:00 hours to Mondays - Fridays, 08.00 - 13.00 hours on Saturdays and at no time on Sundays and

Bank/Public Holidays.

Within the permitted delivery times there shall be no deliveries made during normal school dropping off and picking up times in accordance with details which shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development

REASON To protect the amenity of residents within the vicinity of the site in accordance with Planning Policy Statement 23 Planning and Pollution Control.

13. Drainage works have been shall be undertaken in accordance with the drainage strategy prepared by Calfordseaden Construction and Property Consultants, reference K11/0190, dated 14th September 2011.

REASON To prevent the risk of flooding in accordance with Planning Policy Statement 25.

14. Development shall not begin until details of the scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority and shall include details of the lighting units, levels of illumination and hours of use. The lighting scheme shall be implemented as approved.

REASON In the interests of the amenities of the area in accordance with Planning Policy Statement 23: Planning and Pollution Control (2006), and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document December 2008.

15. The parking spaces and turning area shown on the approved plan shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

16. No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

17. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

Informative(s)

1. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- Planning Policy Statement 1 (Creating Sustainable Communities), Core Policies 7 (Transport) and 8 (Sustainability & the Environment) of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and Policies EN1 (Standard of Design), T2 (Parking Restraint) and OSC2 (Protection of School Playing Fields) of The Adopted Local Plan for Slough, 2004.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.