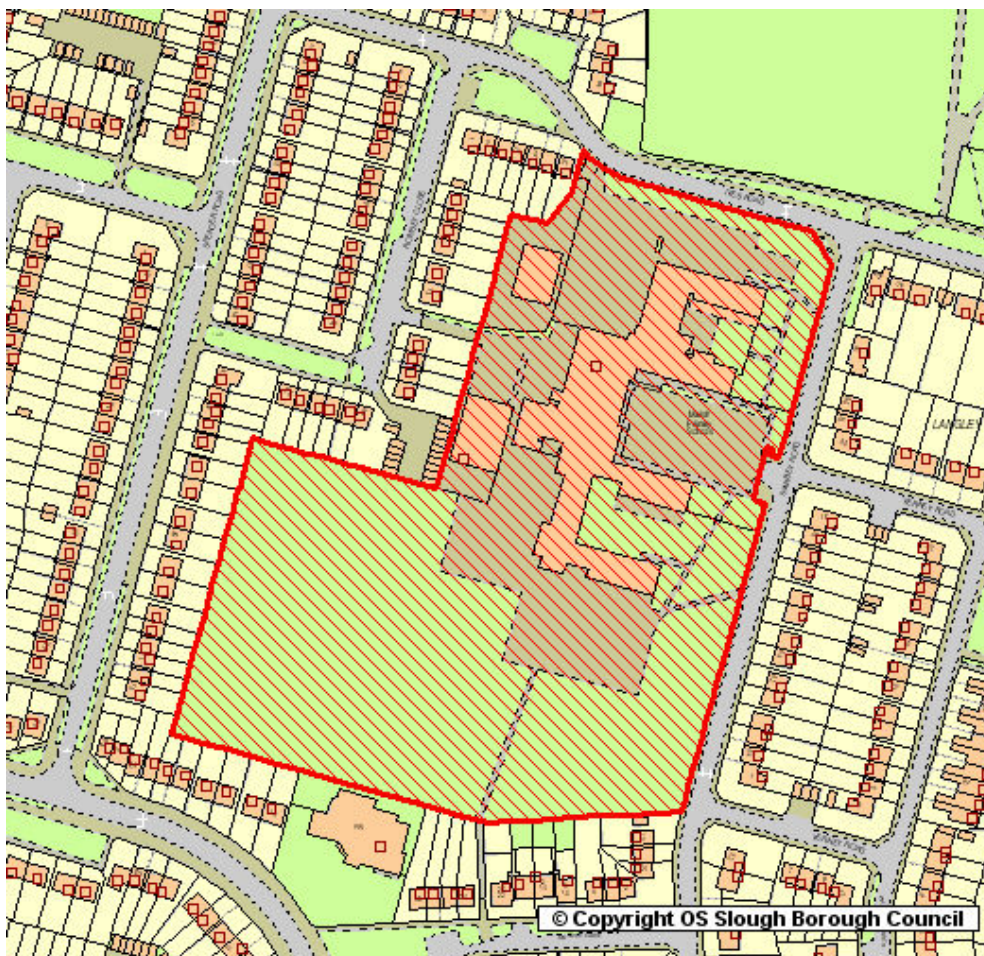


Registration Date:	13-Jan-2012	Applic. No:	P/03504/006
Officer:	Mr. J. Dymond	Ward:	Kedermister
		Applic type:	13 week date:
Applicant:	Mr. Bill Bradshaw, Marish Primary School		
Agent:	Mr. Ray Fletcher, Limeblue Innovation Limited Post Office Buildings, Freestone Yard, Park Street, Colnbrook, SL3 0HT		
Location:	Marish Primary School, Swabey Road, Slough, Berkshire, SL3 8NZ		
Proposal:	SITING OF SINGLE STOREY MODULAR BUILDING CONTAINING 2 NO. CLASSROOMS, STORAGE, TEA POINT AND TOILET FACILITIES (ADJACENT TO BOUNDARY WITH SWABEY ROAD) PART-RETROSPECTIVE).		

Recommendation: Delegate to Head of Planning Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application is being reported to the Planning Committee for consideration as the application is a Slough Borough Council application and a petition has been received objecting to the proposal.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is full planning application for the siting of single storey modular building. At the time that the application was made, the building was in situ however the associated works had not been completed. The application is therefore part-retrospective. The building contains two classrooms, a storage area, a tea point and toilet facilities.
- 2.2 The internal floor area of the classrooms is 85 square metres and 70 square metres respectively. The total floor area of the building is 201.825 square metres. The building dimensions 20.7 metres in length and 9.75 metres in width. The building has a flat roof and its height is 2.96 metres. The building has been sited adjacent to the western boundary of the school site, next to Swabey Road.
- 2.3 The building has been moved from Parlaunt Park County Combined School. Planning permission was granted for the retention of single storey modular building containing classrooms, storage, tea rooms and toilet facilities at Parlaunt Park on 17th March 2010 under application reference S/00568/002. That application was reported to the 17th March 2010 Planning Committee and it was resolved to grant planning permission for a temporary period which was set to expire on 17/03/2015.
- 2.4 The need for the building is stated as being for the potential housing of two bulge classes. It is understood that plans to increase the school from a three form entry to a four form entry primary school have been abandoned. It is understood that this abandoned proposal would have involved a substantial increase in the number of pupils.

- 2.5 If the bulge classes materialise, the applicant has advised that the school roll would be increased by a further 60 pupils.
- 2.6 The applicant sought pre-application advice regarding the siting of the building. Officers questioned whether an alternative site closer to the main school building could be explored. It was advised that the school would be preparing plans for an extension to the main school building in due course and as such there was limited scope to site the building in an alternative position. As noted above however, the school's expansion plans are understood to have now been abandoned and the extensions which were envisaged prior to the siting of the building are not now likely to be pursued.
- 2.7 It is understood that the school's application to become an academy has been approved. The date for the school to transfer from a community school as existing to an academy is understood to be 1st June. Notwithstanding this, the school as it stands remains under the control of Slough Borough Council as the local education authority.

3.0 Application Site

- 3.1 Marish Primary School is a community school occupying a 3.19 hectare site, located to the south west of Langley district centre. Despite being situated a short distance from the Memorial Ground and Harrow Market, the surrounding streets are residential in character. The existing school buildings are a mixture of two storeys and single storey in height.
- 3.2 The building the subject of this application has been sited adjacent to the western boundary of the site, next to Swabey Road. The boundary is marked by an iron railing fence with a hedge which is interspersed with trees.
- 3.3 A mixture of two storey mainly detached semi-detached and terrace properties are situated on the opposite side of Swabey Road, facing the school. To the north of the school site is Ives Road, beyond which is the Memorial Ground. To the west of the school buildings is Romsey Close. The Close is a no through road and there are terrace properties situated on both side of the road. The western entrance to the school site is situated between numbers 13 and 15 Romsey Close.
- 3.4 To the south of the school site, the rear gardens of the properties located on Trelawny Avenue and Morrice Close back on to the boundary adjacent to the school playing field.

4.0 Site History

4.1 Recent applications relating to the site are as follows:

S/00597/006 - ERECTION OF SINGLE STOREY REAR EXTENSION TO EXISTING CHILDREN'S CENTRE WITH FLAT ROOF TO FACILITATE AN INTERNAL RECONFIGURATION OF THE BUILDING. – Approved with Conditions 12-May-2010

S/00597/005 - INSTALLATION OF FOUR NO. EXTERNAL LIGHTS ON FRONT ELEVATION OF SCHOOL BUILDING (RETROSPECTIVE) – Approved with Conditions 17-Mar-2006

S/00597/004 - DEMOLITION OF EXISTING BUILDING AND ERECTION OF SINGLE STOREY PITCHED ROOF BUILDING TO CREATE A CHILDCARE CENTRE, INCLUDING ADULT EDUCATION AND ASSOCIATED CAR PARKING AND LANDSCAPING – Approved with Conditions 24-Feb-2006

S/00597/003 - ERECTION OF SINGLE STOREY PITCHED ROOF FRONT EXTENSION (TO EAST ELEVATION), TO PROVIDE GLAZED LINK, INTERNAL ALTERATIONS TO RECEPTION ROOMS INCLUDING MINOR ELEVATIONAL CHANGES AND ALTERATIONS TO PARKING/ENTRANCE TO RATIONALISE EXISTING FACILITIES (REG 3) – Approved with Conditions 15-Jun-2005

S/00597/002 - ERECTION OF CANOPY WITH SUPPORTING COLUMNS TO PROVIDE COVERED ACTIVITIES AREA – Approved with Conditions 17-Mar-2004

S/00597/001 - ERECTION OF AN ATTACHED SINGLE STOREY EXTENSION TO PROVIDE ADDITIONAL OFFICE AND INFORMAL TEACHING AREA – Approved with Conditions 03-Apr-2003

S/00597/000 - ERECTION OF ADDITIONAL CLASS BASE (RETROSPECTIVE). – Approved with Conditions 03-Jul-2002

P/03504/005 - ADDITIONAL HARDSTANDING FOR CAR PARKING – Approved with Conditions 22-Dec-1997

P/03504/004 - ERECTION OF EXTENSIONS TO SCHOOL BUILDING TO PROVIDE OFFICES RECEPTION AND LIBRARY. ERECT TEMPORARY ACCOMMODATION FOR STAFF AND CONTRACTORS (AMENDED PLANS RECEIVED 17.10.94) – Approved with Conditions 13-Dec-1994

P/03504/003 - SITING OF ADDITIONAL TEMPORARY CLASSROOM FOR FIVE YEARS (BCC REG 3. CONSULTATION) – Approved with Conditions 05-May-1994

P/03504/002 - SITING OF TEMPORARY CLASSROOM FOR FIVE YEARS (BCC: REG 3 CONSULTATION) – Approved with Conditions 31-Mar-1993

P/03504/001 - 70 PLACE NURSERY UNIT – Deemed Permission 17-Jul-1975

P/03504/000 - INSTALLATION OF AN AIR RAID WARNING SIREN – Approved 18-Sept-1973

5.0 Neighbour Notification

5.1 Swabey Road nos. 41, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82

Verney Road nos. 1, 31, 54, 56

Morice Close nos. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30

Trelawney Avenue nos. 100 (Free Church), 110, 112, 114, 116, 118, 120, 122, 124

Romsey Close nos. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33

Ives Road nos. 6, 8, 10, 12, 14, 16, 40a

Spencer Road nos. 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 77a

5.2 A site notice has been displayed at the site.

5.3 A petition has been received which has been signed by 21 residents of Romsey Close. The signatories have expressed concerns regarding traffic generation due to staff and parents using the facilities.

As the back entrance is located on the small close, it is understood that deliveries will be dropped off. However, on several occasions, residents have been inconvenienced by having to move vehicles for access to be obtained.

Residents have great difficulty with parking as Romsey Close is used for drop offs and pickups throughout the day. This entrance has also been increased by Sure Start users. With many people

using this road, there are many issues with parking. The congestion on the street getting in and out is described as ridiculous. The school rush is preventing residents from being able to find parking and gain access, as parents sometimes block residents' driveways.

The location of the new building on Swabey Road will still impact on the traffic and congestion at Ives Road which blocks the free flow of traffic from Romsey Close and also the build up coming out to Spencer Road. Concern is also expressed about the safety of pedestrian, both parents and children due to traffic concerns and the impatience of drivers. The use of the new building will also cause more traffic.

6.0 Consultation

6.1 Highways and Transport

6.2 From the school census results, Marish Primary School has a high level of children coming by non-car modes to the site, only 28% come by car.

On the basis that the building would provide two classrooms for 60 children, there would be an additional 17 vehicle arrivals and 17 vehicle departures at the start of the day and a similar increase in the afternoon. Thus a total of 68 additional vehicle trips will be generated by the proposed development.

These additional trips will place pressure on the existing road network during the peak hours and given the recent expansion of Ryvers School and the opening of Langley Free School this is contributing to additional traffic movements on Spencer Road. Widespread inconsiderate and obstructive parking was observed on site.

Mitigation is required which could include a revision of the school travel plan, a financial contribution for the implementation of measures to deter footway/verge parking, and greater enforcement action against illegal parking.

6.3 Environmental Protection

6.4 Conditions recommended with respect to the construction phase of the development covering the control of environmental effects, noise during construction, hours of construction, and site lighting.

6.5 Tree Officer

6.6 The building has been sited and in terms of damage to trees, there are no actions which can mitigate what has already taken place. The building is of a construction which if installed above ground

could be achieved in a way so as not to cause any disturbance to the trees, even if sited in the root protection area (RPA), as the building needs limited foundations. Unfortunately the building has been sunk into the ground which potentially could have caused root loss.

Fortunately the near by trees are mostly small and the building is sited outside their RPA or encroaches to minimal degree unlikely to cause damaging root loss. The service trench could be better sited, again encroaching on the some trees RPA but again to a degree unlikely to cause damage.

Damage caused is minimal and unlikely to cause any ill effects to the trees.

6.7 Education Department

6.8 No comments received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework

Building a strong, competitive economy

Promoting sustainable transport

Requiring good design

Promoting healthy communities

Meeting the challenge of climate change, flooding and coastal change

The Technical Guidance to the National Planning Policy Framework

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Other relevant documents

Slough Borough Council Developer's Guide Part 1-4

- 7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to the principle of the proposed development, design and impact on the street scene, potential impact on neighbour amenity, and transport and highway matters.

8.0 Principle of the Proposed Development

- 8.1 The use of the site is as an existing community school. The applicant has advised that the building is required to accommodate two bulge classes which will increase the school roll by a further 60 pupils. There are currently 690 pupils on the school roll, including the nursery.
- 8.2 The increase in pupil numbers associated with the classroom building is considered to be modest when considered against the number of pupils on the existing school roll. In planning terms, the building is considered to be appropriate for its use and is considered to be acceptable in principle.
- 8.3 The building has been sited on land forming part of the incidental green space within the school site, in between the tarmac court and the school boundary, adjacent to the grass playing field. The land on which the building is sited is not considered to constitute a playing field and in this respect, the siting of the building within the site is considered to be acceptable.
- 8.4 The National Planning Policy Framework states at para. 72 that “local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”
- 8.5 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.
- 8.6 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools.

- 8.7 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.
- 8.8 The classroom building is considered to support the ongoing and established use of the site for education purposes and provide facilities to contribute towards improving skills and employment opportunities. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.
- 8.9 It is understood that the School's expansion plans have been abandoned for the time being. If the school were to peruse expansion proposals in the future, the classroom facilities provided by the classroom building under consideration could be provided as part of a permanent extension to the building.

9.0 Design and Impact on the Street Scene

- 9.1 The building is 3.25 metres in height as measured from ground level and has a flat roof. The building has been sited 6.2 metres off the boundary with Swabey Road. It is considered that the building, by virtue of its low, single storey height would not appear overly prominent in the street scene.
- 9.2 The existing hedge and trees situated on the boundary screens views of the building from Swabey Road. The building is considered to be only just noticeable above the existing hedge. Where there are limited views of the building, it is read in the context of the existing school buildings and as such is considered to have no undue impact on the street scene.
- 9.3 With regard to potential impact on trees, the building has been sited 6.2 metres off the boundary with Swabey Road. This boundary is marked by an iron railing fence with a hedge of approximately two metres in height, interspersed with trees. These trees comprise a row of mixed ornamental trees including thin, cherry, purple leaf plum of over five metres in height. The trees are to be retained in situ.
- 9.4 The trees are considered to screen views of the school and are also considered to provide a pleasant landscape feature, which makes a positive contribution to the appearance of the street.
- 9.5 The Council's Tree Officer has assessed the proposal and has

commented that the encroachment of the building into the root protection area has not likely resulted in damaging root loss. As such, it is considered that the building would not have an adverse impact on the longevity of these trees. Their longevity can thus be secured in order that they can screen the building and continue to enhance the street scene.

- 9.6 It is noted however that a section of hedging has been removed to facilitate the siting of the building. A boundary treatment condition is therefore recommended to ensure that this section of hedge is reinstated and maintained at an appropriate height.

10.0 Potential Impact on Neighbour Amenity

- 10.1 Potential impacts to neighbouring properties are considered to be in relation to noise and the potential for increased traffic movements and associated disturbances to nearby properties.
- 10.2 The building would provide two classrooms of a modest size when considered in the context of the existing school classroom facilities. The associated increase in pupil numbers would be 60.
- 10.3 Whilst the building is situated closer to the properties on Swabey Road than the existing main school buildings, it is not considered that its use would result in a detrimental impact on the amenity of these occupiers. The location of the existing playing areas would remain as existing, and the proposal would therefore have no impact on the existing noise associated with outdoor play and other activities.
- 10.4 Whilst the potential impact of the proposal in terms of traffic generation is assessed below, the number of potential additional movements to and from the school arising from the use of the building is not considered to be undue in terms of neighbour amenity, when considered in the context of the existing, established use of the site for education purposes.
- 10.5 Environmental Health have recommended conditions with respect to the construction phase of the development, however as the building is in situ and the application is part retrospective, these conditions are not considered reasonable or necessary.

11.0 Transport and Highways

- 11.1 The petition received from the residents of Romsey Close raises concerns regarding traffic generation due to staff and parents using the facilities. It is understood that residents have been inconvenienced by having to move vehicles for access to be obtained and that residents have difficulty parking due to drop offs and pickups throughout the day. There is concern that the building

would cause more traffic.

- 11.12 Whilst the classroom building would result in an increase of 60 pupils at the school, this increase is considered to be modest when considered against the number of pupils on the existing school roll.
- 11.13 There are understood to be 27 full time employees and 59 part time employees. It is understood that there are 43 no. parking spaces and 3 no. disability car parking spaces to the front of the school. These are accessed off Swabey Road. The applicant has advised that there would be up to four additional teachers/teaching assistants if the two bulge classes materialise. Further consideration is however required with respect to the number and location any additional staff parking spaces required in connection with the classroom building.
- 11.14 In terms of traffic movements, the Council's Transport officer has been consulted and considers that the classroom would likely result in an additional 17 vehicle arrivals and 17 vehicle departures at the start of the day and a similar increase in the afternoon, based on the number of children currently travelling to and from the site by car (only 28% come by car). Thus, it is considered that a total of 68 additional vehicle trips will be generated by the proposal.
- 11.15 This increase is considered to be of significance, and the concerns raised by the residents of Romsey Close are noted. Widespread inconsiderate and obstructive parking has been observed on site. It is therefore considered that the applicant will be required to provide appropriate mitigation to address potential impacts arising from the development.
- 11.16 Potential mitigation measures have been suggested. One method would be for the school to submit a Travel Plan. A second could be for the school to make a financial contribution towards the implementation of measures to deter footway/verge parking and widen the footway outside of the pedestrian access points. A third method would be for the Council's parking services to take enforcement action against those who are parking illegally on the school keep clear markings.
- 11.17 It is noted that there are a number of physical measures in situ at present on the roads and footways surrounding the school to control traffic and parking, including bollards, keep clear markings and speed humps, as well as no stopping (8am – 5pm) restrictions.
- 11.18 Whilst appropriate measures would be sought in the context of any future, more substantial expansion of the school, it is considered that the most proportionate and effective measure to mitigate against the transport impact arising from the development under consideration would be for the school to submit a Travel Plan. The

Travel Plan would set out a package of measures to seek to encourage journeys to and from the site to be made using a mode of transport other than the private car.

- 11.19 It is considered that encouraging a behavioural change in the modes of transport staff, parents and students adopt to travel to and from the site would be the most effective means of tackling those issues raised in the petition received from the residents of Romsey Close regarding congestion, inconsiderate parking, and the blocking of driveways.
- 11.20 A condition is therefore recommended requiring the submission of a school Travel Plan. The seeking of a Travel Plan monitoring fee is not considered to be reasonable in this instance, as one has not been sought before when the requirement to submit a Travel Plan has been a condition of previous permissions at the site. Furthermore, there are issues regarding the timing of payment and responsibility, given the School's immanent transition from a community school to an academy.
- 11.21 Subject to the submission of a school Travel Plan and details of cycle parking provision, the classroom building is considered to be acceptable in Transport and Highway terms. The development would comply with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 which requires development to make appropriate provision for widening travel choices and making travel by sustainable means of transport more attractive than the private car and the National Planning Policy Framework.

12.0 Summary

- 12.1 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

PART C: RECOMMENDATION

13.0 Recommendation

- 13.1 Delegate to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

13.2 PART D: LIST OF CONDITIONS

CONDITIONS:

1. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

(a) Drawing No. rpf600sht1a.dwg, Dated 12/12/11, Recd On 10/01/2012

(b) Drawing No. rpf600sht2a.dwg, Dated 12/12/11, Recd On 10/01/2012

(c) Drawing No. rpf600sht3a.dwg, Dated 12/12/11, Recd On 10/01/2012

(d) Drawing No. rpf600sht4a.dwg, Dated 12/12/11, Recd On 10/01/2012

(e) Drawing No. rpf600sht5a.dwg, Dated 12/12/11, Recd On 10/01/2012

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.

2. Within three months of the date of this permission, details of the cycle parking provision (including location, housing and cycle stand details) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided within three months of the approval of these details 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 Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

3. Within 6 months of the first occupation of the development or within 6 months of the date of this permission, whichever is the later; a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Once agreed, the development shall operate in accordance with the agreed Travel Plan. The Travel Plan shall specify initiatives to be adopted by the operators of the site to encourage access to the site by a variety of non car means. It shall set targets and shall specify a monitoring mechanism to ensure compliance with the Travel Plan objectives. The Plan shall identify the travel plan coordinator and outline their responsibilities in pursuing the objectives of the Travel Plan; it should also state who the Travel Plan Co-ordinator will report to. Should the targets within the Travel Plan not be met, the operator should 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 ensure the targets are achieved. The Plan shall set out a five year plan with measures introduced within three months of receiving approval from the Local Planning Authority. The Plan shall be under constant review with further surveys every two years thereafter. An Annual Report providing a review of progress towards targets and of the implementation of the Travel Plan shall be sent to the Local Planning Authority.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway, to reduce travel by car in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. Within three months of the date of this permission, details of hedge reinstatement and maintenance to the eastern boundary of the site with Swabey Road shall be submitted to and approved in writing by the Local Planning Authority. This scheme should include details of the hedging to be retained 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 the date of this permission. 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, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

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:- EN1, EN3, EN5, T2, T8 of The Adopted Local Plan for

Slough 2004 and Core Policies 1, 5, 6, 7, 8, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, The National Planning Policy Framework and The Technical Guidance to the National Planning Policy Framework.

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.