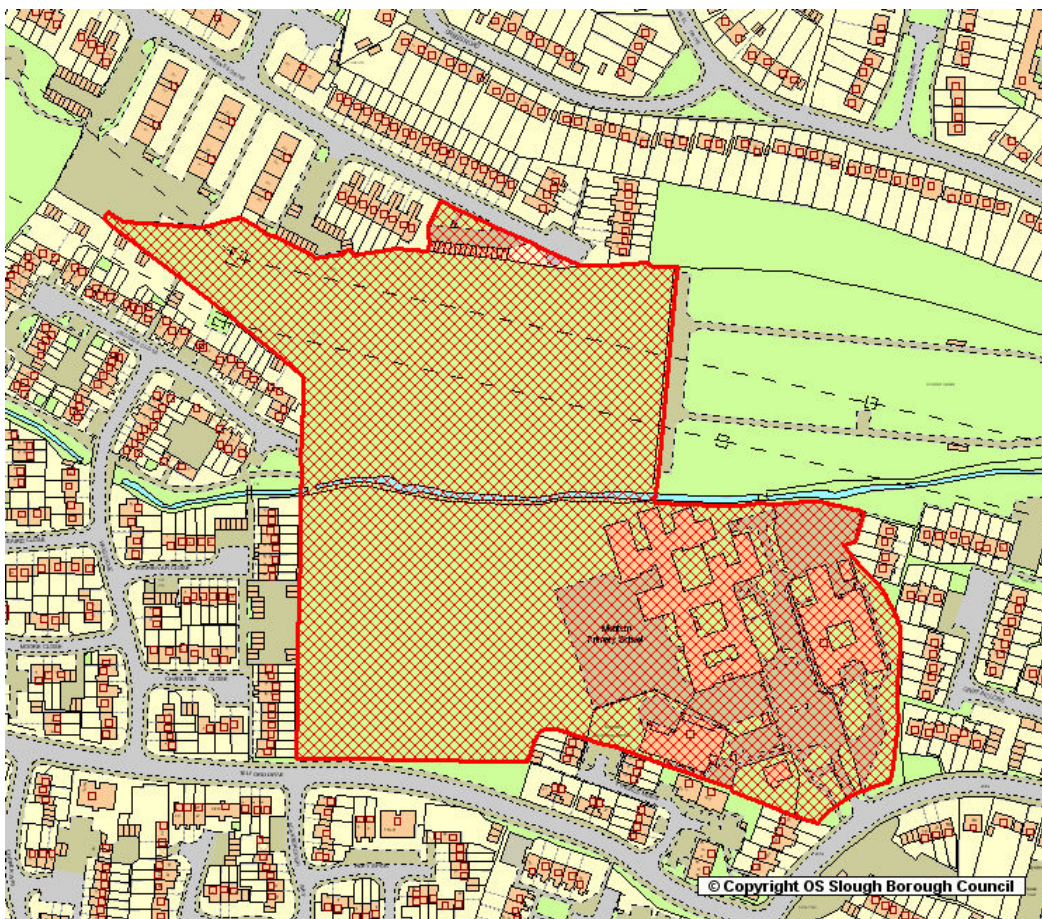


Registration Date:	11-May-2012	Applic. No:	S/00004/010
Officer:	Mr. Albertini	Ward:	Cippenham Meadows
		Applic type:	13 week date:
Applicant:	Mr. James Craig, Slough Borough Council		
Agent:	Mr. Adam Taplin, Carless & Adams Partnership 6, Progress Business Centre, Whittle Parkway, Bath Road, Slough, Berkshire, SL1 6DQ		
Location:	Montem Primary School, Chalvey Grove, Slough, Berkshire, SL1 2TE		
Proposal:	NEW SCHOOL BUILDING (782 SQM.) WITH CAR PARK ACCESSED FROM WEEKES DRIVE.		

Recommendation: Approve, with conditions.



1.0 **SUMMARY OF RECOMMENDATION**

Approve

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 A single storey modular building is proposed to contain 2 nursery and 4 reception class rooms as part of a wider scheme to change from a 3 form to a 4 form entry school.
- 2.2 The proposal includes a new parking area accessed off Weekes Drive together with a drop off area and pedestrian access for the existing school from the end of Weekes Drive. The site will be connected to the main school via a new path using a rebuilt bridge over a stream. 15 cycle stands are proposed.
- 2.3 The revised proposal includes 16 staff and 14 drop off/pick up parking places within the school grounds. The original scheme had all these spaces for staff. The access comprises separate 'in' and 'out' to form a short loop road for additional drop off space within the school grounds and clear of the public highway.
- 2.4 Adjacent to the site at the end of Weekes Drive 6 existing Council house garages will be cleared and the associated residents parking courtyard (9 spaces) and grass verge rearranged to create 16 parking places. In addition 2 new general parking spaces are proposed off the existing turning head. The original scheme showed no change to the garage/parking court other than the loss of 3 resident spaces to create the new school exit.
- 2.5 Overall the additional parking spaces available to all residents will comprise 3 new plus 6 former garage spaces. All will be communal spaces.
- 2.6 The building will be finished in off-white render with white window frames/fascias and blue doors.
- 2.7 Around the building will be a hard surfaced area with some timber decking and planting areas forming play areas. The access will involve at least 2 big trees being lost and a small one. Off site parking/highway works will involve loss of 5 small trees.
- 2.8 The application is supported by a transport assessment; a soil investigation, an ecology study and a flood risk assessment.

3.0 Application Site

- 3.1 The 0.73 ha site is part of Montem School's additional and less used playing field separated from the school buildings and main playing field by a tree lined stream. The level of the site was raised slightly by the former County Council in the late 1980s when the additional playing field was formed.
- 3.2 There are big trees to the east with allotments beyond. To the west is the remainder of the playing field area with an unused path to the west boundary linking to a rather hidden former garage site behind Weekes Drive. To the north the boundary is tree lined and beyond is a turning head for the end of Weekes Drive and a small residential garage/parking area containing 6 garages and about 9 spaces. The applicant has indicated only 2 garages are used.
- 3.3 The Weekes Drive homes nearest the site comprise 11 with no 'on plot' parking. Adjacent to the west are two terraces with parking on their frontage. Whilst all residents have access to the parking courtyard the extended turning head, next to homes with no on plot parking, is used for parking. Kerbside parking also takes place on parts of Weekes Drive.

4.0 **Site History**

- 4.1 Land raising and playing field extension approved 1987.
Adjacent land - associated application for extensions to main school building and staff car park approved July 2012.

5.0 Neighbour Notification

- 5.1 Weekes Drive 155-213; 214 – 228.
Jellicoe Close 14 – 22 evens

- 5.2 5 letters of objection received in connection with the original proposal.

A petition has been received by the Council in relation to the Weekes Drive access but not specifically in connection with the planning application.

- 5.3 The following matters are raised in the letters the first 2 items being mentioned by all or several objectors :

- Inadequate parking for residents in Weekes Drive. (existing problem; will be worse in future)
- Weekes Drive/Cippenham Lane junction – existing capacity problems (Surgery and community centre contribute to traffic)
- Should look at alternative access from Chalvey Grove or

Telford Drive.

- Weekes Drive is lined with parked cars.
- Danger from extra vehicle movements Weekes Drive.
- Pollution from extra vehicle movements.
- Residents parking spaces will be used by parents.
- Emergency and service vehicle access will be affected
- Residents do not like parking out of sight of their home.
- No objection to principle of school expanding.

5.4 248 name petition received objecting to the use of Weekes Drive as access to the school extension on the following grounds :

- Road too narrow for increase in traffic.
- Increasing the danger to residents/elderly/young children.
- Increased pollution.
- Increased congestion
- Access for emergency vehicles.
- Weekes Drive is a cul de sac.
- Residents would like a traffic management scheme for the Cippenham Lane/Weekes Drive junction and parking bays made available for whole length of Weekes Drive.

5.5 Any comments on the revised plan will be reported on the Committee meeting amendment sheet.

6.0 **Consultation**

6.1 Highways & Transport.

Overall no objection subject to a new school travel plan to discourage car use; cycle parking, and opening up the Jellicoe Close pedestrian access on the west boundary of the playing field. (See below for more detail on transport matters)

6.2 Environmental Protection

No objection. Request condition re any unexpected contamination found and request gas protection measures under the building (due to a low risk of methane being given off by the former landraising).

6.3 Environment Agency

No objection subject to a condition regarding groundwater protection if any contamination found.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The development is on green field land and involves the loss of some playing field. The Core Strategy and Local Plan OSC 2 seek to limit such developments however exceptions can be made. Regarding Core Strategy policy the space lost is modest and the development is for essential public infrastructure which is location specific such that there is no conflict with the broad aim of the strategy. Regarding Local Plan policy the proposal complies with the 'no loss of pitch' requirement. No replacement space or enhancement is proposed but this is acceptable in this case because of the size of the remaining playing fields. The main playing field to the south is not affected and two thirds of the additional north field will remain.

8.0 Transport Matters

8.1 The proposal is likely to result in a small increase in staff and parent trips to the school site. The extra 16 staff parking places are needed to serve the new building.

8.2 Having a northern pedestrian/cycle access to the entire school site is beneficial as it will encourage pupils living north of the school to walk rather than be taken by car to the more distant Chalvey Grove entrance. Reducing car trips to the existing entrance will reduce congestion and improve road safety there.

8.3 Opening up the Jellicoe Close pedestrian access on the west boundary of the southern school site will also encourage walking to school from the west. A condition requires this access to be open at school opening and closing times.

8.4 The proportion of pupils arriving by car to the existing school is quite low compared to other schools. However a new Travel Plan is required to continue to encourage greater use of travel other than the car. Whilst it is Council policy to discourage school trips by car some such journeys will be made. A balanced view is needed allowing some additional parking to mitigate the impact of the development whilst not encouraging parents to drive to school. The proposed 14 parking space car park and the separate drop off loop road at the access provide for some car borne trips but with the formal drop off etc. located off the public highway.

8.5 Regarding the affect of the access on parking for existing residents the new exit will result in the loss of 4 existing parking places. As the revised layout provides alterations to the existing garage/parking court yard 1 extra space will be provided plus the 6 former garage spaces will be available to all residents. 2 new

general parking spaces will be created off the turning area. Existing residents will therefore have access to extra spaces particularly at peak parking demand times of evening and weekend.

- 8.6 At school opening and closing times some parents may use the residents parking courtyard areas. This may affect residents who return home at these times but any disruption will not last long and will not affect the evening and weekend times when residential parking demand is greatest.
- 8.7 The proposed 15 cycle stands should be increased to encourage cycling to school so a condition requesting 40 (for the whole school site) is proposed.
- 8.8 Regarding other concerns raised by residents the extra traffic in Weekes Drive will not be so great as to make a significant difference to emergency or service vehicle access, road safety, pollution or Cippenham Lane junction capacity.
- 8.9 Regarding alternative car access points the Chalvey Grove entrance is already very congested at school opening/closing time. Use of the former garage court south of Weekes Drive beyond the western playing field boundary would involve a long access road across the field and is too quite hidden to be a satisfactory drop off area.
- 9.0 **Other Matters**
- 9.1 The site is not in the flood plain the level having been raised in the past. The proposed drainage of surface water is to soakaway so the nearby stream will not take extra flow.
- 9.2 Tree loss is small compared to the number of trees on the boundaries. Weekes Drive verge trees lost for the parking alterations are small and the 2 replacements are acceptable.
- 9.3 There are no significant ecological implications.
- 9.4 The design of the building is acceptable
- 9.5 An internal Council Section 106 Planning Obligation is needed to cover the Travel Plan monitoring fee. If this obligation has not been signed by the date of Planning Committee the recommendation will change to 'delegate' to the Head of Planning for the completion of the obligation.

PART C: RECOMMENDATION

Recommendation:
Approve, with conditions.

PART D: LIST OF CONDITIONS.

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 by the Local Planning Authority:

(a) Drawing No. A605 OS A Application site Received 30 April 2012

(b) Drawing No. A 605 01 Rev E Layout Received On 5th July 2012

(c) Drawing No. 7926 - 2 001 Rev C Floor Plan Received 30 April 2012

(d) Drawing No. 7926-2-005 B Elevations Received 30th April 2012

(e) Schedule of External Materials dated 25th April Ref 605 AJT Received 30th April 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.

3. The building shall not be occupied until the new car parking and turning areas shown on the approved layout plan have been laid out on site.

REASON In the interest of the free flow of traffic on the neighbouring highway.

4. The building shall not be occupied until cycle storage for 40 bikes has been provided on the school site (inclusive of both south and north site) in accordance with details that shall have first been submitted to and been approved in writing by the local planning authority.

REASON In the interest of promoting non-car modes of travel.

5. No more than three months shall pass from the date of the first occupation of the building before a Travel Plan has been submitted to the Local Planning Authority. The development

shall operate in accordance with the Travel Plan approved by the local planning authority. The Travel Plan shall specify initiatives to be adopted by the school and its governors 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 school and its governors 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 Policy 7 of the Local Development Framework Core Strategy 2006-2016 and to meet the objectives of the Slough Integrated Transport Strategy.

6. The building shall not be occupied until a landscape scheme has been submitted to and been approved by the local planning authority. The approved landscaping shall be implemented in the first available planting season following completion of the building. The scheme shall include details of special construction where the parking area (spaces 4 & 5 and the 2 new resident spaces) encroaches upon the area under the crown spread of existing trees.

REASON In the interest of visual amenity.

7. The building shall not be occupied until a surface water drainage scheme for the new development has been implemented in accordance with details that shall have first been submitted to and been approved in writing by the Local Planning Authority.

REASON In the interest of public safety and protection of property from flood damage.

8. If, during development, contamination not previously identified is found to be present at the site then no further development

(unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON In the interest of protection groundwater from pollution. This site is on a flood plain and the groundwater is likely to be shallow. The geology that underlies the site is alluvium over gravels (both Secondary A Aquifers) over the Lambeth Group (Secondary A Aquifer). Should any visual or olfactory contamination be encountered during the excavation of soils for foundation construction, then it should be dealt with in an appropriate manner.

9. The building shall not be occupied until the gas protection measures identified in the GRM Site Appraisal dated April 2012 have been implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator has been submitted to the Local Planning Authority.

REASON In the interest of protection of Public Health.

10. No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved layout) have been submitted to and been 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 EN4 of The Adopted Local Plan for Slough 2004.

11. The building shall not be occupied until the new access, drop off area, on site parking, off site parking spaces and alterations to the highway shown on the approved layout have been implemented. The access from the public highway and works in the public highway shall be implemented in accordance with details that shall have first been submitted to and been approved in writing by the local planning authority.

REASON In the interest of the free flow of traffic and conditions of general safety on the public highway.

12. The building shall not be occupied until the Jellicoe Close pedestrian access to the site has been made available for use

at school opening and closing times. The access shall remain available for use at school opening and closing times thereafter.

REASON In the interest of encouraging modes of travel other than the car.

Informatives:

1. This decision has been taken having regard to (i) 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 (ii) Supplementary Planning Guidance and (iii) all relevant material considerations.

Policies:- EN1 EN3 OSC2 T2 of The Adopted Local Plan for Slough 2004 and Core Policy 2, 8, 9 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

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.

2. Prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

Highways works schedule

- Temporary access point
- Installation of crossover / junction
- Reconstruct the footway fronting the application site
- Installation of street lighting modifications
- Bollards as and where necessary in vicinity of new access / off-site parking
- Drainage connections
- Kerb alterations including double height kerbs to prevent hazardous parking on footways and verges
- Informal pedestrian crossing point with tactile paving.