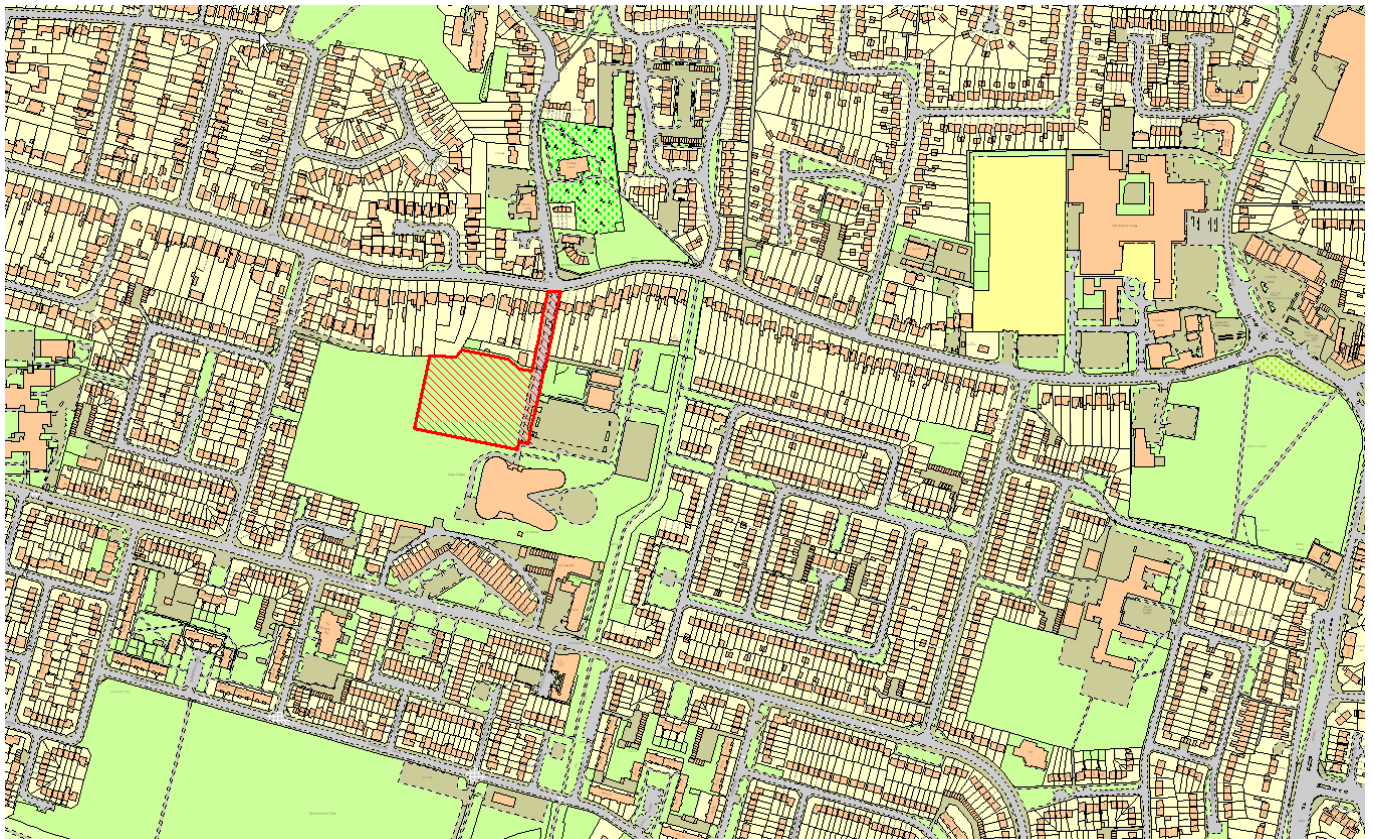


Registration Date:	10-Feb-2015	Applic. No:	P/02631/018
Officer:	Mr. Albertini	Ward:	Langley Kedermister
		Applic type:	Major
		13 week date:	12 th May 2015
Applicant:	The Langley Academy Trust		
Agent:	Mr. Chris Maltby, Edgeplan Barnett House, 53, Fountain Street, Manchester, M2 2AN		
Location:	The Langley Academy, Langley Road, Slough, SL3 7EF		
Proposal:	ERECTION OF TWO STOREY PRIMARY SCHOOL WITH NURSERY AND ASSOCIATED ACCESS, CAR AND CYCLE PARKING, PLAY AND AMENITY SPACE.		

Recommendation: Delegate to the Planning Manager



Supplementary Report

1.0 SUMMARY OF RECOMMENDATION

Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, variation and addition of planning conditions.

PART A: BACKGROUND

2.0 Update

- 2.1 This application was presented to the 29th April 2015 Planning Committee with a recommendation to delegate a decision to the Planning Manager. The Planning Committee deferred a decision to allow for further information to be gathered regarding the implications of a pedestrian/cycle access from Cockett Road and to investigate an alternative access from the south. The April report is at Appendix 1 and in particular section 8 addresses access issues and is referred to on the April amendment sheet.
- 2.2 The further information about the implications of the Cockett Road access will be reported on the Committee amendment sheet. A car parking survey is being undertaken for streets near the 3 pedestrian access points proposed or under investigation – Cockett Road; Trelwaney Ave; Green Drive.
- 2.3 Details of a possible access from the south, behind Trelawney Ave. shops and flats, are presented and residents and shops adjacent have been consulted.
- 2.4 The Trelawney Ave access would involve construction of a 3 metre wide path, for pedestrians and cyclists, alongside the Holy Family Church site with a gate into the Langley Academy school site in the north east corner of the garage court behind Trelwaney Ave. shops and flats. This involves the loss of 4 garages; narrowing of part of the service road to create a suitable width path and consequent rearranging of parking spaces and bins stores south of the garage court affected by the path. The narrowing of the eastern entry to the service road results in a width suitable only for one way working. The rest of the service road would be two way as now.
- 2.5 In addition; to discourage drop off/pick up parent car traffic using the service road the proposal involves an extension of the shops car park. The existing car park has 27 spaces and would be expanded by 20 spaces. This involves the loss of part of the grass area and two trees. One tree is in poor condition. The large tree will be retained and new tree planting is proposed.
- 2.6 The Trelawney Ave access proposal is now the preferred option as this provides additional parking that could be used by the school during drop off and collection times. This means that there will be less pressure on the existing roads around the school at the beginning and end of the school day. The Trelawney Ave alternative is not perfect because of the possibility of parents using the service road for drop off and pick up; gating the service road has been considered but is impractical in terms of who would control it. School Keep Clear markings and double height

kerbs are proposed for the eastern entry to the service road to keep it clear of parked vehicles.

- 2.7 The extended car park has the added benefit of providing more parking for shop customers, which will provide mitigation towards the inconvenience of the new access path. It would have been preferable to locate the access path to the school along the western boundary of the shops site, but this was not considered deliverable for reasons of cost, programme and would have meant the relocation of businesses based in the industrial yard in the north west corner of the site.
- 2.8 The Cockett Road access proposal is still considered a possible option as this is convenient and attractive for pupils coming from the west. But it is acknowledged that it will increase pressure on Cockett Road, Gosling Road and Gosling Green which already experience parking pressure at school drop off and collection times.
- 2.9 The gate into the Academy site would be used only at primary school opening and closing times. The intention is that it would be used by primary pupils only and not secondary pupils. Control of this would be reliant upon the gate being staffed and instructions to pupils. A new path within the school ground would be needed to link the gate to the primary school building.
- 2.10 As part of the primary school proposal a new pedestrian access to the secondary school is proposed at the bottom end of Green Drive which is not far from the Trelwaney Ave. shops.
- 2.11 If the Trelawney Avenue access is approved the necessary works can be secured through a Section 106 planning obligation either by the school building contractor doing the work, which is the likely option, or the Council receiving a sum of money to do the work itself. However some of the work will require a separate planning approval before work can go ahead.

3.0 **Neighbour Notification**

- 3.1 Trelawney Ave; Holy Family Church
Trelawney Ave. 226 – 322 (shops and flats above)
- 3.2 Any observations received will be reported on the meeting amendment sheet.
- 3.3 Regarding the Cockett Road access proposal 31 additional objections were received after the date of the Committee. 9 of the additional observations have not identified their address. Issues raised are similar to those outlined in the amendment sheet. An 18 signature petition against the Cockett Rd proposal was also received at the meeting together with photos of parking in the road at school closing/opening time.

4.0 **Consultation**

- 4.1 **Traffic /Highways**
Comments incorporated into para 3.6 to 3.9; parking survey information will be reported on the meeting amendment sheet.

4.2 Housing
Agree the Trelawney Ave access proposal in principle.

5.0 Sport England

5.1 In response to Sport England's objection to the application it has been referred to the Secretary of State (see para 7.6 of April report). He has confirmed that the Council can determine the application.

6.0 Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework (NPPF) advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the Planning Advisory Service (PAS) NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development

7.0 **Planning Obligations**

7.1 The following need to be secured to make the proposal acceptable :

A Travel Plan
Travel Plan monitoring costs
Cost of implementing waiting restrictions in Langley Rd (Talbot Road to Cockett Road).

Either :

Contribution for school markings in Cockett Road and towards a new zebra crossing or other crossing improvement in the vicinity of the school.

Or

Carry out off site works or provide a financial contribution for Trelawney Avenue pedestrian/cycleway access (form path and extend car park and

associated accommodation works). Subject to planning permission being granted and the Council (Housing) agreeing the details of the works.

PART C: RECOMMENDATION

8 Recommendation

- 8.1 Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, variation and addition of planning conditions.

PART D: LIST OF CONDITIONS.

9.0 Conditions

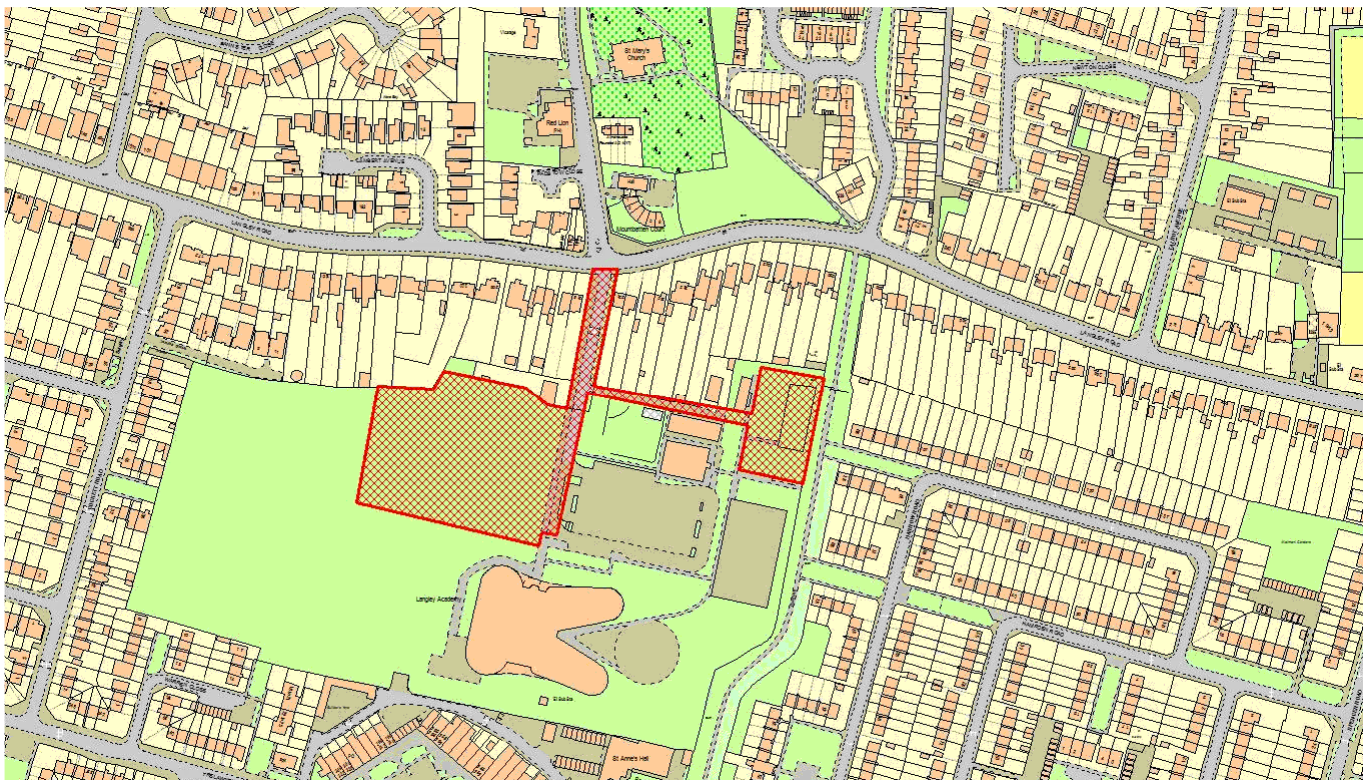
- 9.1 Conditions are as listed in section D of the appended April report. Condition 2 (drawings approved) will be updated to include revised car park layout and whichever pedestrian access option is agreed. Condition 8 will be altered if the Trelawney Ave. access is agreed and added to, to include reference to timing of opening (school start/finish) and staffing of gate.

Appendix

29th April 2015 Committee report and amendment sheet.

Registration Date:	10-Feb-2015	Applic. No:	P/02631/018
Officer:	Mr. Albertini	Ward:	Kedermister
		Applic type:	Major
		13 week date:	12 th May 2015
Applicant:	The Langley Academy Trust		
Agent:	Mr. Chris Maltby, Edgeplan Barnett House, 53, Fountain Street, Manchester, M2 2AN		
Location:	The Langley Academy, Langley Road, Slough, SL3 7EF		
Proposal:	ERECTION OF TWO STOREY PRIMARY SCHOOL WITH NURSERY AND ASSOCIATED ACCESS, CAR AND CYCLE PARKING, PLAY AND AMENITY SPACE.		

Recommendation: Delegated to Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for Communities and Local Government.

PART A: BACKGROUND

2.0 **Proposal**

2.1 The proposal comprises a two storey building for 630 pupils incorporating a 40 pupil nursery. The primary school will be run as a Free School. To the south a 40 space car park is proposed with outdoor recreation areas to the west and alongside the north elevation. The total floorspace will be 3425 sqm (gross internal area).

2.2 The building is orientated west – east with entrance at the north east corner next to the existing Langley Academy access road.

2.3 Vehicular access will be from the existing site access road off Langley Road. However pupil access will be split between two pedestrian access points – one will be the existing Langley Academy gate on Green Drive, to the east. The other will be a new pedestrian gate on the west boundary on to Cockett Road – the latter is a revision of the original scheme. This will disperse the inevitable concentration of pupils and in particular disperse parent drop off/pick up car traffic. Langley Academy pupils, who currently use Green Drive, will be directed to another side gate on Green Drive but nearer to the Academy building.

2.4 A travel plan is also proposed to encourage use of non car modes of travel.

2.5 In terms of sustainability at least 10% of the projected energy demand will be from renewable technologies – probably photovoltaic panels and a small combined heat and power plant. The school will also be built to BREEAM very good standard.

2.6 The main building will 8 metres high rising to 10 metres for the central portion of the building to accommodate a plant area set back from the edge of the building.

2.7 The materials for the elevations will be timber and render. Some windows will feature coloured glazing.

3.0 **Application Site**

3.1 The 1.047 hectare site is on the north side of the Langley Academy site. It is near but does not abut, apart from one, the large gardens of homes in Langley Road. Between the 2 is the site controllers house and garden. The site contains a grass sports pitch at present. To the east is the existing car park and the main Academy building is to the south/south east about 45 metres away.

3.2 The site is located 1.4km from Langley station. Trelawney Ave shops etc. lie immediately south of the Academy secondary school building.

3.3 To the west are sports pitches and to the south/south west a grass pitch that has planning permission for an all weather floodlit pitch. That new pitch is intended to provide a replacement for the grass pitch lost.

4.0 **Site History**

4.1 P/02631/019 Application for temporary classrooms in north east corner of the Langley Academy site.

P/02631/017 Artificial pitch and flood lights and changing rooms. Approved Jan 2015 (on site to south of proposed primary school)

P/02631/015 single storey building. Approved Oct 2011.

P/2631/011 Langley Academy new secondary School building. Approved 2005

5.0 **Neighbour Notification**

5.1 Langley Rd 166 – 250 even
Harrow Rd 87 and 89
Cockett Road 40, 48 – 62 even
Forsythia Gardens 1-11 odd.

5.2 1 letter received from a resident of Langley Road. Concerned about traffic, poor appearance of building compared to the main academy building, concerned about size of building; loss of sports facilities. Response – traffic matters are discussed in Section 8; the size of the building is appropriate for the extent of the site and surroundings; the design of the building is reasonable but it is unlikely to be of the same quality of the main Academy building. Loss of pitch is referred to in Section 7 below.

6.0 **Consultation**

6.1 Traffic /Highways

Full comments to be on amendment sheet. Key issue is limiting use of cars and dispersing pupil traffic. No highway comments as no new access proposed.

6.2 Berkshire Archaeology
No objection.

6.3 Sport England
Object to loss of grass sports pitch. See Section 7 below.

6.4 Environment Agency
No response. No flood issues known of.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

- 7.1 Local Plan policy OSC2 (protection of School, Playing Field) restricts development of playing fields unless a specified exception applies. In this case one of the stated exceptions is applicable by way of new sports provision that will be comparable in terms of size, facilities and amenity and is located adjacent. Planning permission has already been granted for an artificial flood lit pitch on an adjacent site. Construction work is due to start soon.
- 7.2 National Planning Policy Framework para 74 also seeks protection of playing fields unless replacement provision is equivalent or better in terms of quality and quantity.
- 7.3 Both the Framework and Local Plan policy OSC2 can be considered as complied with by way of the proposed artificial pitch etc. In addition Langley Academy will allow community use of the new pitch which will further enhance the replacement provision by allowing wider use of the pitch than just schools.
- 7.4 Sport England are a statutory consultee under the Town and Country Planning Development Management Procedure Order 2010 in particular the primary school proposal will involve the loss of a sports pitch.
- 7.5 Sports England have considered the application in the light of National Planning Policy Framework and its own policy to protect playing fields 'A sporting Future for Playing Fields of England'. Sport England identify various exceptions where by sports fields can be lost. The two relevant to this case are :
- E4 Playing field lost would be replaced with equivalent or better playing field in terms of quality, quantity and accessibility.
- Or
- E5 The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field.
- 7.6 Although the applicant has made a case for one of the exceptions to apply Sport England have raised an objection. Discussions continue with Sport England but if the objection is not withdrawn the Council, under the 2010 Order, cannot approve the application unless it has first notified the planning application to the Secretary of State and he has subsequently confirmed that the application will not be called in for him to determine.
- 7.7 The provision of the artificial pitch, with flood lights and changing rooms is considered a reasonable replacement for the loss of 2 grass pitches. The 3G pitch and lighting will allow more intensive use than a grass pitch. The changing rooms will allow community use of the pitch. Furthermore, the loss of the second grass pitch, is for a much needed school which has a local benefit that can be considered to outweigh the loss of a grass pitch. The remainder of the Langley Academy playing field contains one full size and one small grass pitch.

7.8 By planning condition provision of the replacement pitch and a community use agreement can be secured.

8.0 **Transport, Access and Parking**

8.1 The 40 car parking spaces proposed are sufficient for the school and there is space for adequate cycle parking.

8.2 The existing access is sufficient for staff access

8.3 In line with arrangements at other new schools drop off/pick up space is not encouraged within the school site. Drop off will take place in surrounding streets near to pedestrian access points. To limit congestion at the Langley Road entrance pupils will not be allowed through that access. They will be directed to Green Drive and Cockett Road. Roads connected with Green Drive do already get well used by secondary school drop off/pick up car traffic. However, there are no other opportunities to further spread the load of pupils arriving etc. other than Cockett Rd.

8.4 As the Cockett Road entrance was not part of the planning application when first submitted adjacent residents have been re-notified of the application so that they have the chance to comment on the addition pedestrian access. However the flow of pupils is not expected to be so great that it will adversely affect the amenity of the area. Any comments received will be reported on the meeting amendment sheet.

8.5 Implementation of the Travel Plan will encourage non-car modes of travel.

8.6 Overall subject to the completion of a Section 106 planning obligation the proposal is considered to comply with Core Strategy policy 7 Transport. Any further transport related considerations will be reported on the meeting amendment sheet.

9.0 **Design, Layout and Environment Matters**

9.1 The size of the building is appropriate for the surroundings. It is not close to existing homes other than the site controllers house.

9.2 In terms of quality of the design and materials the proposal is adequate. It may not be to the same standard as the Langley Academy secondary school but the timber and render finish will tie in with existing buildings. The primary school will be funded by the Governments Education Funding Agency; they have a modular design used across the Country for the current wave of new schools.

9.3 The applicants proposal to achieve a standard of BREEAM very good is supported.

10.0 **Planning Obligations**

10.1 The following need to be secured to make the proposal acceptable :

- A Travel Plan

- Travel plan monitoring costs

- Cost of implementing parking restrictions and school markings in Langley Rd and Cockett Rd.

PART C: RECOMMENDATION

11.0 **Recommendation**

- 11.1 Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for Communities and Local Government.

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. Approved plans

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. LRF2 ADP XX ZZ DR A 906 Site Plan
- (b) Drawing No. LRF2 ADP XX ZZ DR L 1900 Hard Landscape Plan
- (c) Drawing No. LRF2 ADP 00 GF DR A 1025 Rev 1 ground floor
- (d) Drawing No. LRF2 ADP 01 FF DR A 1026 Rev 1 first floor
- (e) Drawing No. LRF2 ADP 03 RF DR A 1028 Rev 1 overall roof plan
- (f) Drawing No. LRF2 ADP 02 SF DR A 1027 Rev 1 roof level
- (g) Drawing No. LRF2 ADP XX ZZ DR A 1200 Rev 1 elevations
- (h) Drawing No. LRF2 ADP XX ZZ DR A 1201 Rev 1 elevations in context
- (j) Drawing No. LRF2 ADP XX ZZ DR A 1300 Rev 1 Sections

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. Details of materials

Details of external materials and samples of cladding to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before development commences 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. Landscaping Scheme

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. Cycle parking

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.

6. Internal access roads

Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

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

7. Surface Water drainage

No construction work shall commence until details of surface water drainage have been submitted to and approved in writing by the local planning authority. The building shall not be occupied until the approved drainage scheme has been implemented.

REASON In the interests of flood prevention.

8. Access to Cockett Road

The building shall not be occupied until a pedestrian access route has been constructed from Cockett Road across the western site boundary to the new building in accordance with gate and path details that shall have first been submitted to and been approved in writing by the local planning authority.

REASON In the interest of encouraging non car modes of travel and in the interest of dispersing school traffic around the local highway network to reduce congestion.

9. Green Drive

The building shall not be occupied until a second pedestrian access gate on Green Drive has been opened up for Langley Academy secondary school pupils.

REASON In the interest of encouraging non car modes of travel and in the interest of dispersing school traffic around the local highway network to reduce congestion.

10. Pitch reprovision

The primary school building shall not be occupied until a artificial surface sports pitch has been laid out, provided with flood lighting and changing rooms on a site south of the application site in accordance with planning permission reference P/02631/017.

REASON In the interest of retaining and enhancing outdoor sports provision in the Borough and in particular to ensure that the grass pitch lost is replaced with equivalent facilities.

11. Community Use Agreement - to be completed

INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.