

PLANNING COMMITTEE **1st JULY 2015**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS PRESENTED TO MEMBERS

P/00348/008 – 672 Galvin Road

Consultation

A consultation response has been received from the Civil Aviation Authority stating that they have no comments to make on this planning application.

NO CHANGE TO RECOMMENDATION

P/00218/027 - Observatory House, Windsor Road, Slough

Condition 5 shall be amended so that the floor area is 11,512 sqm as per the application.

Details of the pre commencement conditions pursuant to the previous application has been submitted and if acceptable this information could be used to change the working of the conditions attached to the current application to avoid the need to use pre commencement conditions.

Highways and Transport

The Councils Highway Engineers have recommended conditions with regards to the following

- Cycle Parking
- Bin store
- Materials
- Surface Water
- Alterations to existing access

Furthermore the following has been requested to be secured via section 106 Agreement:

- Transport contribution to Windsor Road widening scheme £62,000;
- Travel Plan.

Subject to these items being secured no highway objections area raised.

NO CHANGE TO OFFICER RECOMMENDATION.

Langley Academy, Langley Road, Slough

Observations received

Regarding the southern access proposal two responses have been received :

1. A 27 name petition has been received objecting to the proposal from residents of Trelwaney Ave flats above the shops and occupiers of the industrial/business units behind. They raise the following concerns :

Safety – delivery lorries in service road and young children

Disruption and noise – drop off traffic may block and disrupt area

Traffic – area will come to a stand still

Entrances – Already 4 entrances to school including proposed Cockett Road. Southern access would be used by primary and secondary pupils.

Further Loss of Green Space – extended car park would mean loss of green space and trees.

Noise - from drop off traffic etc.

2. The Langley Academy do not support the southern access proposal. They have serious concerns about safeguarding students if access is from the south as well as operational and staffing concerns. Their letter is attached. They prefer the Cockett Road pedestrian access as the second access point. They would be prepared to liaise with Ryvers School to stagger start and finish times and agree to a car park extension at Trelwaney Avenue to allow children to be walked round to a Cockett Rd access.

The Academy have also highlighted their need for a prompt approval to allow the new school to open without the problems of finding temporary accommodation for 180 pupils plus nursery children in September 2016.

Transport Officer comments

The local highway authority has met Langley Academy to discuss the proposed access arrangements. At that meeting it was discussed whether the start times of Langley Academy and the new Primary School could change so that the academy was start at 08.15 and the new Primary School at 08.30. This would mean that both schools start times would be brought forward so that they did not coincide with Ryvers School which starts at 08.50.

At that meeting, the school raised a number of concerns about the proposed use of the southern access via Trelawney Avenue and therefore the proposed access options have changed since the planning report was prepared.

In addition to the two accesses from Green Drive, with the northern access to be used for the Primary School and the southern access to be used for the secondary school the following options are now available:

- Cockett Road access for use by pedestrians and cyclists to Primary School with the extension to the car park at the Trelawney Avenue shops; and
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- Trelawney avenue access for pedestrian and cycle use to Langley Academy secondary school with the extension to the car park at the Trelawney Avenue shops.

The extension to the car park in front of the shops will provide an increase of circa 20 spaces.

There are two main changes to the planning report are that in consideration of the:

- **Cockett Road option**, this option now includes the car park extension in front of the Trelawney Road shops. This will provide additional parking for use by both the primary and secondary school pupils;
- **Trelawney Avenue option**, this option is now proposed for secondary school pupils. This is a result of representation made by Langley academy that has advised that for safeguarding reasons that would not be able to operate this access for primary school pupils and their parents.

A parking survey has been undertaken by the developer's consultant of available on-street parking in the vicinity of the Cockett Road access and the Trelawney Avenue access points. The surveys were undertaken on 23 June 2015 between the hours of 08.15-09.15 and 14.00-16.00.

Surveys were undertaken around the Cockett Road access on the following streets: Cockett Road, Gosling Road, Gosling Green, Warren Close and the section of Trelawney avenue between junction of Fox Road and Meadow Road.

The surveys found that there were 210 unrestricted parking spaces on these roads and that between the hour of 08.15-09.15 and 14.30-15.30 that circa 50% of these spaces would be available for use. Looking at each road individually between the peak periods of 08.15-09.15 and 14.30-15.30:

- Cockett Road – a min. of 35 spaces were available;
- Gosling Road – a min. of 26 spaces would be available;
- Gosling Green – a min. of 8 spaces would be available;
- Warren Close – a min. of 7 spaces would be available;
- Trelawney Avenue – a min. of 15 spaces would be available.

Surveys were undertaken around the Trelawney avenue access on the following streets: Trelawney avenue shops car park, Trelawney avenue between Paget Road and Fox Road, Jackson Close, Meadow Road and Wilford Close.

The surveys found that there were 226 unrestricted parking spaces on these roads and that between the hours of 08.15-09.15 and 14.30-15.30 that circa 55% of these spaces would be available for use. Looking at each road individually between the peak periods of 08.15-09.15 and 14.30-15.30:

- Trelawney avenue shops car park – no spaces available
- Trelawney avenue between Paget Road and Fox Road – min. of 47 spaces available
- Jackson Close – min. of 18 spaces available
- Meadow Road – min. of 29 spaces available
- Wilford Close – min. of 22 spaces available

Additional surveys were also undertaken on roads around the Green drive access: Harrow Road, Ryvers Road and Hampden Road. These surveys found that of 199 unrestricted spaces, 123 spaces were available during the periods 08.15-09.15 and 14.30-15.30.

Additional Parking Demand

I have assumed that additional on-street parking demand will be 126 vehicles in the AM and PM peak hours. The consultant in their technical note has assumed a slightly higher proportion because they include the parking demand on-site as well, but I have discounted that number from this assessment. I have assumed that 20% of children will arrive by car, which equates to 126 vehicle movements. It has also been assumed that each on-street space would turn over once every 20 minutes.

Parking Survey Conclusions

Around the Cockett Road access there will be a minimum of 98 spaces available on-street and a further 20 spaces available at the Trelawney Avenue car park extension; a total of 118 spaces. There will also be a further 123 spaces available around the Green Drive access. Therefore in total there will be 241 spaces available for additional 126 parked vehicles.

Around the Trelawney Avenue access there will be a minimum of 127 spaces available on-street, with a further 20 spaces available in the Trelawney avenue car park and 123 spaces around the Green drive access. Therefore in total there will be a total of 270 spaces available for additional 126 parked vehicles.

For both options there will more than sufficient parking available. However it is pertinent to note that if only the Green Drive access was available the nearest parking available would that be on Harrow Road, Ryvers Road and Hampden Road which only has availability of 123 spaces, which for 126 vehicles would be tight taking account of the turnover of spaces. Therefore the results justify that a second access to the site is required. Whilst more spaces will be available around the Trelawney Avenue access this does not necessarily mean that it is a better option it just means that parents may need to walk further to find available spaces.

Consideration of Options

The Cockett Road access would be easier to manage in terms of there being no risk to parking occurring on land outside of the adopted highway. All of the parking around Cockett Road is on the adopted highway.

However in respect of the Trelawney Avenue option there is no way to prevent vehicles from accessing the parking and loading area to the rear of the shops and therefore it will be harder to manage this option going forward.

The change in the proposed hours of operation of the school help to support the use of the Cockett Road access as they would mean that the new Langley Academy Primary School would start and finish 20 minutes before the neighbouring Ryvers School meaning that would be less conflict between parents collecting and dropping off for the two nearby schools.

Other Matters

It should be noted that the Trelawney Avenue car park extension and access works are beyond the planning application site boundary which encompasses the primary school site only. As the

works are not on the public highway implementation will be dependent upon a separate planning application being submitted and approved. To secure the works or funding of the works The Langley Academy will need to sign a Sec 106 planning obligation. The list of Sec 106 items in the report may need altering depending upon the access option decided.

Letter from The Langley Academy

Howard Albertini,
Planning Department
Slough Borough Council
St Martins Place
51 Bath Road
Slough, SL1 3UF

23rd June 2015

Dear Howard,

Planning application Ref: P/02631/018

Thank you to you and Viv for attending the Langley Academy Primary proposed site last week. We found the meeting very helpful and, like you both, we are keen to find a solution to the access issues for our new Primary.

As we explained, for various reasons to do with the way the Free Schools process is run, The Langley Academy Trust did not see the proposed path to the south of our site until it had gone to public consultation. This was unfortunate because we have very serious concerns about the safeguarding of our students if access was to be given from the south of our site, as well as many operational and staffing concerns.

Safeguarding concerns with proposed southern access:

We currently have a very safe site. The location of the proposed Langley Academy Primary (TLAP) building was based on the premise that our access points would lead directly to the Primary either from the north or from the Green Drive gate currently used by Langley Academy (TLA) students. The TLA students would then enter the site via the 2nd gate from Green Drive to the southern end of Green Drive, which is currently unused. This strategy meant that Primary and Secondary students would have separate access points and their safety could be guaranteed.

The proposed entrance to the south would create a problem as both Primary and Secondary students would be moving amongst each other. We would have Primary children with parents arriving during period 1 of The Langley Academy day (starting at 8.20am), walking past lessons in the TLA building and past a PE lesson on the new 3G pitch – both an issue for safeguarding and for levels of student concentration.

If the new access is, as suggested, to the South of the site we would have to staff that gate as well as the Green Drive gate and then place staff along site lines as the parents walk their children from the south east corner of the site, around the TLA building, next to lessons on the 3G pitch and the sports pitches to the Primary building. This is not operationally manageable,

especially in our first few years whilst the school grows and we have fewer staff, but it will be essential to support student safety.

Currently we have deliveries that drive past the 3G pitch on the service route to the west of the TLA building, so having young primary aged children crossing this area will cause disruption to our deliveries process or put children at risk.

We could consider using the proposed south entrance for Secondary and the Green Drive gate for Primary children but this would potentially add more traffic and certainly some parents and many students would have to change their routes, walk further and potentially cause more traffic not less.

We are also concerned that Parents and students arriving through the proposed southern entrance are likely to have a fairly negative perspective on the academy as the garages and backs of shops are not well presented and the service road is dangerous with large delivery lorries having to negotiate it several times a day to service the shops. This would all need to be addressed as part of the works.

Preferred solution:

We would like to suggest that the pedestrian entrances consulted on in April/May to be sited on Cockett Road and at the northern end of Green Drive are the best access routes for TLAP. They would ensure that traffic is distributed between both sides of the Academy site and would provide safe access for children and their parents.

If the Council and our neighbours are concerned at the potential increase in traffic and parking issues on Cockett Road we would propose that the improvements and extension to the parking in front of the parade of shops on Trelawney Avenue (currently included in the consultation for the south entrance) is included in the plans, so that parents have somewhere to park and then walk their children up to the Cockett Road entrance without disturbing the Cockett Road residents.

We explained to you that we would also consider liaising with Ryvers School to try to stagger the start and finish times of our school day at TLAP to prevent an influx to Trelawney Avenue of parents to both schools at the same time. We could do this by starting our day earlier and finishing earlier than Ryvers.

I do apologise for this late communication, which is a result of the Free Schools process not allowing us to make the application directly but instead to leave the Contractor to deal with it on our behalf, but we do need the Council to have an understanding of the implications of the proposed access to the South on safeguarding, which ultimately is the most important thing a school has to achieve.

Urgency:

I hope this gives some clarity to the concerns that we have. We have very little time left to start building The Langley Academy Primary without risking having to spend a second year in temporary accommodation. Delaying a decision again would throw up numerous problems because the Academy site does not have the capacity to house 180 Primary children plus Nursery children in temporary accommodation from next September.

We would respectfully ask the members of the Planning Committee to come to a decision in

their meeting on 1st July which will allow us to go ahead and build this urgently needed school with the access points from the west and east as proposed.

Many thanks,

Annabel Nicoll

Chair, The Langley Academy Trust.
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NO CHANGE TO RECOMMENDATION