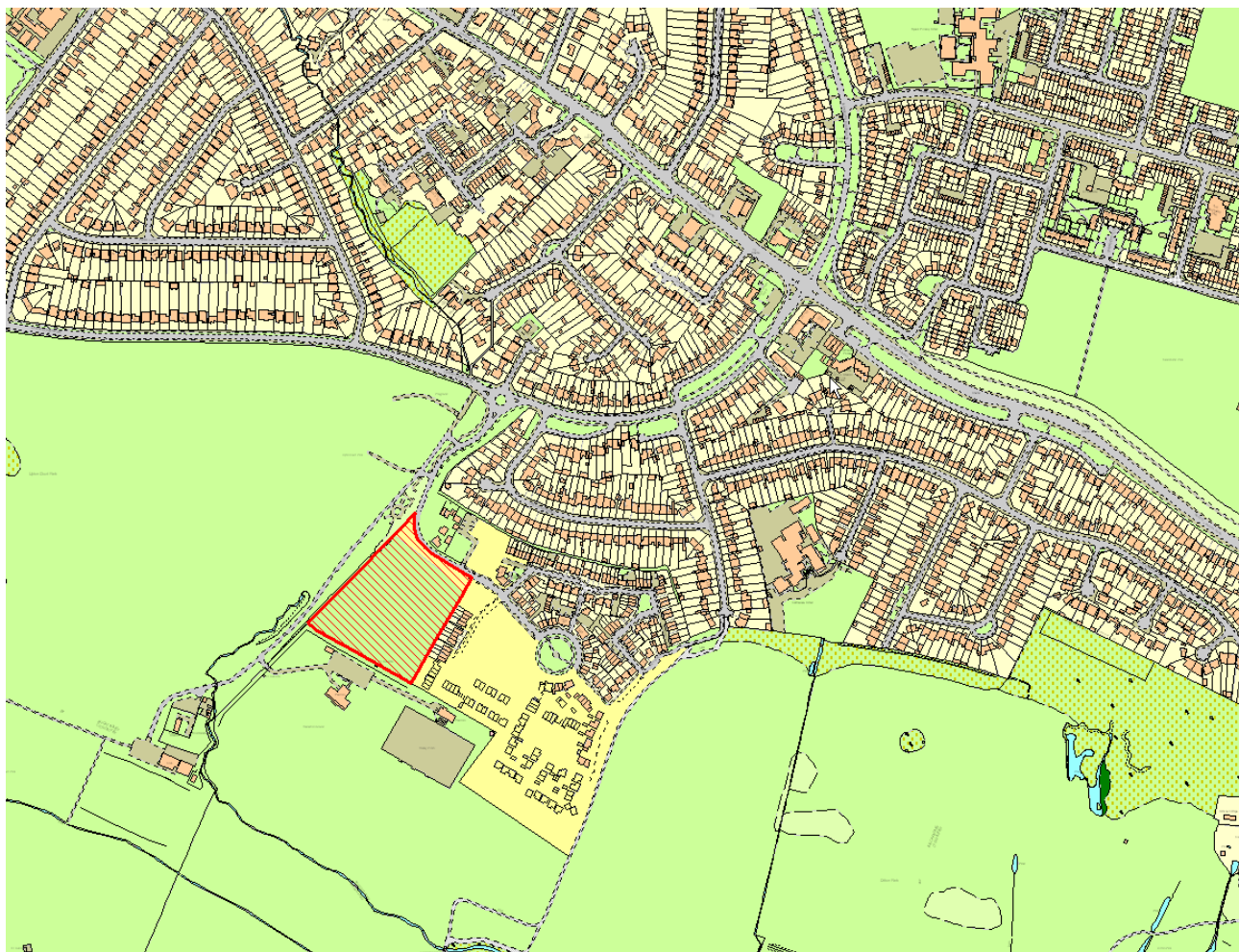


Registration Date:	03-Nov-2015	Applic. No:	P/11425/022
Officer:	Mr. Albertini	Ward:	Upton
		Applic type:	<b>Major</b>
		13 week date:	<b>2nd</b>
Applicant:	Galliford Try Construction		
Agent:	Ms. N Broderick, NMB Planning Ltd 124, Horton Road, Datchet, Slough, SL3 9HE		
Location:	Land South of Kings Reach & adjacent to Upton Court Park, Slough, SL3 7LT		
Proposal:	Construction of a secondary school (Use Class D1) comprising two and three storey teaching buildings, ancilliary sports hall and facilities, playing fields, car parking and landscaping.		

**Recommendation:** Delegate to Planning Manager for approval



## **SUPPLEMENTARY REPORT**

### **1.0 SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for Approval

### **PART A: BACKGROUND**

#### **2.0 Background Information**

- 2.1 In brief this revision of drawings affects the access and car parking arrangement previously agreed and presented to 13<sup>th</sup> January 2016 Planning Committee.
- 2.2 Planning Committee delegated a decision to the Planning Manager 13<sup>th</sup> January to resolve outstanding matters and for a Section 106 Agreement to be signed. The outstanding matters have been resolved and the Section 106 agreed but it has not been signed. The revision to the application is being presented to Committee because of the interest shown in parking at the January Committee.
- 2.3 The reason for the 106 being unsigned is lack of cooperation by Bellway Homes regarding a small triangle of land needed for the western access point and 6 staff car parking spaces. Completion of the 106 needs either Bellway to sign or the land be transferred to the parties involved with the new school - The Education Funding Agency or the Council as current owner of the school land.
- 2.4 Although land owner negotiations with Bellway Homes had been progressing it is understood completion of the matter has been delayed by Bellway Homes using another negotiation between the two parties, for a site in Hertfordshire, as part of the bargaining process and that has stalled completion of the transfer of land.
- 2.5 As the Education Funding Agency and Ditton Park Academy do not wish to delay the planned opening of the school an alternative layout has been submitted that avoids the use of the Bellway land for access and 6 car parking spaces. However the current scheme, involving 2 access points etc. is still their preferred option and they wish to implement that when the opportunity arises.
- 2.6 The Bellway land referred to is a 0.04 ha triangle of land formed by the curve of the access road to Upton Court Road and the north western corner of the school grounds.

#### **3.0 Proposal**

- 3.1 The revised alternative proposal involves not completing the western access point onto Kings Reach (originally proposed as exit only) and making the eastern access point two way. 105 staff and visitor parking spaces are planned compared to 111 on current plans (110 spaces were on the plans presented to Committee). Parking and turning of a coach would be off site rather than within the site. The main pedestrian access would move from the far western corner to a location slightly further east.

#### **4.0 Consultations**

4.1 The neighbours previously consulted have been notified of the revision. Any comments received will be on the meeting amendment sheet. Bellway Homes have also been notified.

4.2 Highways/Transport comments are incorporated in the assessment below.

## 5.0 **Assessment**

5.1 The single access point is acceptable as at school opening and closing it will be used by staff only. Consequently it will not contribute to congestion and it is separate from the main pedestrian entrance to the school.

5.2 The reduction of 6 staff parking places can be accepted as they represent 5% of the previous total. However the applicant will be asked to discuss the option of overflow staff parking at the adjacent Cricket and Hockey club car park. A travel plan will encourage use on non-car modes of travel.

5.3 The agreed separate entry and exit point has the advantage of allowing larger vehicles to come into the site and exit without reversing. The alternative scheme allows for a delivery truck and large mini bus to turn without reversing. A full size coach would have to turn at the circular feature in the centre of the adjacent new housing area. This feature was designed to allow buses to turn. A layby nearly opposite the school entrance can be used for a coach to stand off the carriageway. This is acceptable as school use of a coach is likely to be occasional.

5.4 The arrangements for parent drop off and pick up have not changed.

5.5 The previously agreed arrangement is preferred as it provides more parking and, long term, it allows for various access arrangements to suit changing needs. By planning condition and or Section 106 the School will be required to implement the agreed scheme when they have access to the Bellway land. If, by the time of the school is occupied, use of Bellway land has not been secured the existing bell mouth formed for the western access point should be closed off to prevent it being used by parent drop off cars.

5.6 It should be noted that securing use of the Bellway land is a land owner matter. It is not necessary for it to be transferred for planning permission to be granted. But, at present, the current layout (as present to January Committee) includes a small part of the development (access/parking) on their land such that Bellway need to sign the Section 106 whilst the land is in their ownership. The alternative scheme now presented has no part of development on Bellway land so the Section 106 can be signed without Bellway even though the land is still within the planning application boundary.

## 6.0 **PART C: RECOMMENDATION**

### **Recommendation**

Delegated to the Planning Manager for approval subject to completion of a

satisfactory Section 106 planning obligation and variation of conditions in connection with section 106 matters.

## **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 in List A and List B hereby approved by the Local Planning Authority :

SITE LOCATION PLAN                      GA-(00)-Z100 Rev 6

List A if land in the north west corner of the site is not available for implementation of access, parking and external works and landscaping shown on drawings listed in List B :

PROPOSED SITE PLAN GA-(00)-Z101 Rev 14 Recvd 23/5/16  
GROUND FLOOR PLAN GA-(10)-Z100 Rev 23 Recvd 23/5/16  
FIRST FLOOR PLAN GA-(10)-Z101 Rev 23 Recvd 23/5/16  
SECOND FLOOR PLAN GA-(10)-Z102 Rev 23 Recvd 23/5/16  
ROOF PLAN GA-(10)-Z103 Rev 18 Recvd 23/5/16

SITE ELEVATIONS ELE-(11)-Z105 Rev 9 24/4/16  
ELEVATIONS NORTH & EAST ELE-(11)-Z107 Rev 10 24/4/16  
ELEVATIONS SOUTH & WEST ELE-(11)-Z108 Rev 11 24/4/16

PROPOSED SITE CROSS SECTIONS SEC-(01)-Z101 Rev 8 11/3/16  
EYESIGHT LEVELS SEC-(01)-Z104 Rev 3  
SECTIONS SEC-(12)-Z103 Rev 8 24/4/16  
PLAN INDICATING OBSCURED WINDOWS GA-(10)-Z700 Rev 1

ILLUSTRATIVE MASTER PLAN HED.1187.101 Rev C Recvd 23/5/16  
LANDSCAPE LAYOUT PLAN HED.1187.200 Rev G Recvd 23/5/16  
BOUNDARY TREATMENT HED.1187.201 Rev E Recvd 23/5/16  
EXTERNAL FURNITURE HED.1187.202 Rev E Recvd 23/5/16  
TREES RETAINED AND PROPOSED HED.1187.203 Rev F Recvd 23/5/16  
PLANTING PLAN HED.1187.204 Rev H Recvd 23/5/16  
MATERIALS PALETTE HED.1187 206 Rev B 24/4/16

Excepting that any floodlights shown on the above drawings are not approved.

List B if land in the north west corner of the site is available for implementation of access, parking and external works and landscaping shown on drawings listed in List B :

PROPOSED SITE PLAN GA-(00)-Z101 Rev 13 24/4/16  
GROUND FLOOR PLAN GA-(10)-Z100 Rev 22 24/4/16  
FIRST FLOOR PLAN GA-(10)-Z101 Rev 22 24/4/16  
SECOND FLOOR PLAN GA-(10)-Z102 Rev 22 24/4/16  
ROOF PLAN GA-(10)-Z103 Rev 18 Recvd 23/5/16

SITE ELEVATIONS ELE-(11)-Z105 Rev 9 24/4/16  
ELEVATIONS NORTH & EAST ELE-(11)-Z107 Rev 10 24/4/16  
ELEVATIONS SOUTH & WEST ELE-(11)-Z108 Rev 11 24/4/16

PROPOSED SITE CROSS SECTIONS SEC-(01)-Z101 Rev 8 11/3/16  
EYESIGHT LEVELS SEC-(01)-Z104 Rev 3  
SECTIONS SEC-(12)-Z103 Rev 8 24/4/16  
PLAN INDICATING OBSCURED WINDOWS GA-(10)-Z700 Rev 1

ILLUSTRATIVE MASTER PLAN HED.1187.101 Rev B 24/4/16  
LANDSCAPE LAYOUT PLAN HED.1187.200 Rev F 24/4/16  
BOUNDARY TREATMENT HED.1187.201 Rev D 24/4/16  
EXTERNAL FURNITURE HED.1187.202 Rev D 24/4/16  
TREES RETAINED AND PROPOSED HED.1187.203 Rev E 24/4/16  
PLANTING PLAN HED.1187.204 Rev G 24/4/16  
MATERIALS PALETTE HED.1187 206 Rev B 24/4/16

Excepting that any floodlights shown on the above drawings are not approved.

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 materials

Details of external materials (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 the development 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. Bin and cycle stores

Development shall not commence until details of cycle stands have been

submitted to and approved in writing by the planning authority. The development shall not be occupied until the cycle stores and bin stores have been constructed in accordance with the approved drawings.

REASON In the interest of visual amenity and sustainable travel.

#### 5. Boundary treatment

The development shall not be occupied until the approved boundary treatment has been constructed and it shall be retained at all time in 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.

#### 6. Landscaping Scheme

The approved landscaping and tree planting scheme be implemented 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.

#### 7. Tree protection

No development shall commence until details of tree protection measures during construction of the development for existing retained trees (as identified on the approved layout and landscaping scheme) have been submitted to and been approved in writing by the local planning authority. The tree protection measures shall include details of low impact no dig construction where works overlap root protection areas.

No development shall commence until the approved tree protection measures have been implemented 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 and Core Strategy 2008 policy 9 Natural and built environment.

#### 8. Surface Water Drainage

No development shall commence until details of surface water drainage and its future maintenance have been submitted to and been approved by the local planning authority. No building shall be occupied until the approved surface water

drainage has been constructed. The drainage shall be maintained thereafter in accordance with the approved maintenance scheme.

REASON In the interest of flood prevention.

#### 9. New access

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 Core Strategy 2006-2026 Policy 7 Transport.

#### 10. Off Site Highway Works

The development shall not be occupied until the following off site highway works have been completed :

- Zebra crossing on Upton Court Road east of Quaves Road junction.
- Double height kerbs along grass verge on Upton Court Road between Castleview Road and Blenheim Road including service road.
- Double height kerbs along north side of Upton Court Road from opposite junction of Castleview Road (western end) to junction with Quaves Road.
- 0.75 metre widening at start of Upton Court Road service road (north side) east of its junction with Castleview Road.
- Bollards to protect crossing points on roundabout – 4-8 bollards required
- Minor alterations to existing access points to site
- Cycleway access to site next to west access
- Alterations of existing highway (Kings Reach) in connection with constructing access points (lighting, signage, drainage, reinstatement of footway etc).
- Detailed designs of above works to be agreed with Highways.

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

#### 11. Off Site Park Works

The development shall not be occupied until the following off site works in Upton Court Park (owned by Slough Borough Council) have been completed :

- 2.5 metre wide shared cyclepath within Upton Court Park from opposite 40 Upton Court Road to the Rugby Club access road.
- Path to be fibredec finish and where overlap with park event access to be minor road specification across width of existing access.
- 3 entry points from Upton Court Road south-side cycleway to the new park path.

- Associated kerb works, signage, bollards, markings on path.
- Landscaping alongside path.
- (Informative : Detailed designs of above works to be agreed with Parks Manager via Section 106 agreement obligation)

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

#### 12. Internal access road

Prior to first occupation of the development, the internal access ways foot and cycle paths 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 Core Strategy 2006-2026 Policy 7 Transport.

#### 13. Sustainable Development

The development shall not be occupied until it has been designed and constructed to achieve a rating of BREEAM Very Good.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008.

#### 14. Energy

The development shall not be occupied until it has been constructed to incorporate measures to achieve carbon emissions that will be 10% lower than the Target Emission Rate as calculated in accordance with the Building Regulations 2013 Part L and associated Approved Documents.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008.

#### 15. Thames Water 1

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

#### 16. Thames Water 2



Development should not be commenced until an impact study of the existing water supply infrastructure has been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The study should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

REASON To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

#### 17. Archaeological investigation

No development shall commence until the submitted written scheme of archaeological investigation (CGMS Ref: SD/21247 December 2015) has been implemented.

REASON To ensure that any archaeological remains are properly recorded and to comply with Policy EN20 of The Adopted Local Plan for Slough 2004.

#### 18. Obscure Glazing

The science block building shall not be occupied until obscure glazing has been installed in first and second floor windows in the south east corner of the building as outlined on drawing number 16246 SEC-(01)-Z104 Rev 3 Eyesight Levels and Plan indicating obscured windows GA-(10)-Z700 Rev 1.

Reason In the interest of the living conditions of nearby residential occupiers. .

#### 19. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site, wheel cleaning facilities during the construction period. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users in accordance with policy 7 of the Core Strategy 2008 and in the interest of residential amenity re noise and dust.

#### 20. Flood Risk Mitigation

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (RAB ref. 966B v5, dated March 2016) and the following mitigation measures detailed within the FRA:

- 1 Provision of compensatory flood storage as set out within flood extents

drawing and drawing 5505/P1 dated March 2016.

2. Finished floor levels to the western block set no lower than 21.77m AOD

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reasons

To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, and ensure that the development is appropriately flood resilient.

21. Bellmouth

The development shall not be occupied until the existing western access bellmouth has been closed off and verge/footway reinstated unless the western access on drawing GA-(00)-Z101 Rev 13 24/4/1 has been implemented.

REASON In the interest of highway safety.

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. The park path works obligation is associated with condition 11 in terms of timing of works; the 106 requires details to be submitted based upon the list of works and based upon the Council providing access to the land for the works to be carried out. The indicative plan of the works is Mitigation Measures drawing number N4479 002 T SK-102 P03.

2. Highway Matters

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

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. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment

Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / 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.

3. Hours of Construction.

During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the site.

**13<sup>th</sup> January 2016 COMMITTEE REPORT**

**Reference Number P/11425/022**

**1.0 SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for Approval

**PART A: BACKGROUND**

**2.0 Proposal**

- 2.1 This proposal comprises 3 linked three storey buildings and a fourth sports hall building. The linked buildings form a U shape with a courtyard between and the open end facing south. The sports hall is immediately south of the linked buildings and sits at a slightly lower level (0.5 metres). The total floorspace proposed is 8,124 sqm.
- 2.2 The site is broadly rectangular but the main buildings are not parallel to the site boundary. Space to the north and east of the main buildings is mostly car parking. Space to the south of the group of buildings contains a flood lit all weather sports pitch and an unlit multi use games area. Space to the west contains the cycle store and habitat/landscaping sloping down to the Park boundary. The floodlighting element of the scheme has now been withdrawn.
- 2.3 Access will be across the north boundary from the new Kings Reach road. A separate entry and exit are proposed linked to the cycleway already built along the south and west side of the access road. A zebra crossing is due to be built between the two access points.
- 2.4 110 car parking and 126 cycle parking spaces are proposed and provision for a coach to enter and park in the site. The access will be gated and on site parking will be for staff and visitors only. Students will be encouraged to come to school by non-car modes of travel. A travel plan has been submitted. The applicant's transport assessment concludes that the capacity of the surrounding road network and parking facilities can adequately cater for anticipated demand. School, start and finish times will be staggered. Details of off site works and contributions linked to off site drop off etc. that have been negotiated are outlined below in the assessment.
- 2.5 The buildings will have flat roofs. The roof line will vary a bit as a result of the slightly lower entrance block that will be partly two storey in height, screened plant areas on the roof and variation of the height of cladding. Materials used will be a dark and robust cladding on the lower storeys, vertical timber cladding above or render for the facades of the courtyard area, high level plant room and sports pavilion building. In the courtyard elevations window reveals will be coloured.

- 2.6 One poor quality oak tree will be removed on the site boundary. It overlaps another oak with a wider canopy. 'No dig' construction is proposed where access paths are needed within root protection zones of mature oak trees. Some of the young trees on the edge of the south boundary tree belt will be lost to fit in the MUGA. The landscaping plans indicate some new tree planting in the site plus a front boundary hedge with 1.5m railings. 2 metre high weld mesh is proposed along the boundary with the Park with native shrub planting adjacent. 8 six metre high flood light columns are proposed for the all weather pitch. Drawings show a pedestrian gate on the boundary that is shared with the Cricket Club.
- 2.7 The building will meet a BREEAM rating of 'very good' and incorporate energy efficiency and low carbon technology to ensure carbon emissions from the building will be at least 10 % better than Building Regulations.
- 2.8 Ditton Park Academy has already opened on a temporary basis in former Thames Valley University buildings with an intake of approximately 300 pupils. The new school will provide places for 1,100 students 200 of which will be sixth form students supported by 150 members of staff. August 2017 is the target opening date.
- 2.9 The applicant is a contractor appointed by the Education Funding Agency. This Government agency will fund and build the free school for the Academy. The school will be operated by the Slough Association of Secondary Head Teachers Education Trust (SASH).
- 2.10 The application is supported by a design and access statement, flood risk assessment; drainage strategy, ecology study, tree report, ground investigation, light study, energy statement, statement of community involvement, transport assessment and landscape details. A minor revision to the layout includes moving the site and buildings southwards slightly to accommodate the access road as built rather than as designed.

### 3.0 **Application Site**

- 3.1 This 2.02 ha. site was part of the Castlevew housing development site when first approved in 2006. It has not been farmed for a few years. It slopes from the north to the south/south west by about 2.5 metres. The western boundary that abuts Upton Court Park is formed by a ditch with several mature trees on or near the boundary. There is a thick (10 metre) belt of trees and shrubs along the south boundary next to the Cricket club grounds.
- 3.2 To the west is Upton Court Park, to the south is Slough Cricket Club with the pavilion and groundsman's home near the site boundary behind the tree belt. To the east are the rear gardens of new 2 and 3 storey homes plus, near the entrance, the flank of a block of flats. To the north is Kings Reach the access road leading to Upton Court Road. Opposite will be new homes on land currently used as Bellway Homes show homes and site compound. The site abuts the Green Belt on the Park and Cricket club boundaries.

3.3 The access road includes double height kerbs, a zebra crossing next to the school site (to be put in by Bellway Homes), a cycleway on the west side of the access road up to and joining the existing cycleway alongside Upton Court Road south side.

#### 4.0 **Site History**

4.1 Allocated in the Local Plan 2004 and Proposals Map 2010 as part of a site for residential development and a school (Site 16).

4.2 Outline approval for a residential development, school and access 2006 (Appeal decision) Ref. P/11425/003. Planning obligation to transfer land for a school to the Council. The residential development did not proceed but obligation to transfer land for a school subsequently incorporated into a contract associated with land for access road for residential development. Most of the school site is owned by the Council.

4.3 Full planning permission for residential development (300 homes) and access from Upton Court Road on site adjacent to School proposal. Approved 2012 Ref. P/11425/012 plus subsequent amendments (Bellway Homes). The site access was designed to cope with school traffic.

#### 5.0 **Neighbour Notification**

5.1 Kings Reach 1-7 odd  
Oxlade Drive 2-24 ev  
Blackwell Ct. 8-12 ev 1-9 odd  
Starling Ct. 2-8 ev  
Piggott Place 1-11 incl (1 Spicer Mews)  
Spicer Mews 2-7 incl  
Upton Ct Road - Cricket Club  
Housing Solutions (owner of adjacent housing)  
Bellway Homes

5.2 One petition of 35 names received from residents of the new Kings Reach. The residents welcome a new secondary school in the area and development but are deeply concerned about the layout of the entrance and exit road. They object to the access arrangement and are concerned about the significant increase in traffic, pollution, children's safety.

Some of their specific concerns/points are :

- (i) Access road is narrow and bendy and will be extremely busy.(response para 8.1)
- (ii) Parents will park in the new development.(2.4, 8.4-8.6)
- (iii) Privacy of homes and safety re possible youths hanging around.
- (iv) Light pollution at night. (9.5)

- (v) No secondary means of escape in an emergency.
- (vi) No plans of external highway works/pedestrian access available at public exhibition of plans
- (vii) Insufficient parking spaces. (8.3)
- (viii) Request alternative access to school site from Park (off Rugby Club access road)
- (ix) Ask Council if it considered or will consider alternative access.

5.3 A response to these issues is outlined in the paragraph number quoted above or below. (iii) the site has been planned for a school alongside the residential development and was known about before homes were sold. The risk of some children misbehaving is no worse than for any other area near a school and the extent of any problem would not be significant enough for it to be considered a Planning matter. (v) in the event of an emergency the site has two access points onto the public highway and Blenheim Road provides a secondary emergency escape from the area without using the access road. (vi) the lack of information at the applicants exhibition is not a Planning matter. (viii and ix) the planning permission for the Bellway Homes development included a suitable access for the school so there is no need to consider a further access in the Park.

## 6.0 **Consultation**

### 6.1 Traffic/ Highways

Request layout changes to ensure parking is workable, coach can enter the site from the west, gates set back from road. Revised plans received are still being looked at.

Request off site works to mitigate parent drop off/pick up parking in particular verge protection on parts of Upton Court Road plus minor widening of part of service road; create a crossing point on Upton Court Road near Quaves Road; create path (pedestrian and cycle) within Park to provide safe, alternative route to existing Upton Court Road south side foot/cycleway (which will be affected by drop off/pick up parking).

Request Section 106 agreement to cover a revised Travel Plan; financial contribution to travel plan monitoring; traffic regulation order (for parking controls on Kings Reach and near junctions on Upton Court Road) and park path construction inspection fees.

Request for contribution to Lacselles Rd/Bath Road junction only needed if this is not funded as part of Upton Grammar School expansion proposal. The Sec. 106 for Upton now includes suitable provision.

See section 8 below for background information. Further comments may be made on receipt of revised transport assessment.

- 6.2 Drainage  
Regarding surface water drainage concerned about how well the proposed soakaways will work on this site. Boreholes on the adjacent site continue to be monitored for groundwater levels. A condition will require drainage details to be approved before development commences and the existing drainage strategy may need altering.
- 6.3 Parks Section  
Support additional path that would be routed along north edge of Park. Concern about parents trying to use Rugby Club access for drop off etc. Request that it is made clear to the School that any regular use of Upton Court Park for sport should be by agreement with the Council. Proposed works to and clarity re ownership of boundary trees to be reviewed. Concern about effect of amended layout on oak trees.
- 6.4 Archaeology  
Request a condition requiring a programme of archaeological investigation prior to commencement of development and for the a mitigation strategy be approved before any approval of planning application. An archaeological investigation of the adjoining site in 2012 and 2013 indicates that important archaeological remains are present in the area.
- 6.5 Environment Agency  
Comments yet to be received. At the pre application stage the principle of development was accepted subject to no building or land raising in the flood zone that overlaps the west edge of the site.
- 6.6 Thames Water  
Request conditions to restrict commencement of development until (1) a foul drainage strategy has been approved (2) a water supply impact study has been carried out.

## **PART B: PLANNING APPRAISAL**

- 7.0 **Policy Background**
- 7.1 The site is allocated under saved policy H2 of the Local Plan 2004 and the 2010 Proposals Map for a school as part of the wider residential development site 'LP 16'. The wording of the Local Plan site requirements refers to provision of education facilities to meet the needs of the adjacent new housing development and relocation of of Castlevie school. Since this was approved in 2004 education needs have changed. New primary and secondary school places have increased in the Borough including at Castlevie School and there is a continuing and urgent need for further secondary places. The principle of a secondary school on the site is accepted and supported.
- 7.2 The site had been released from the Green Belt as a result of the previous 2006 planning permission for housing and a school. Issues regarding building next to the Green Belt are addressed below under design considerations.



7.3 Subject to Environment Agency comments flood risk can be satisfactorily addressed to comply with Core Strategy policy 9 by not building in the western fringe of the site identified as flood zone 3. If the main access road becomes flooded there is a dry access route available via Blenheim Road.

## 8.0 **Access and Transport**

8.1 The site access is satisfactory. Its design along with the roundabout took account of the future school use. The separation of vehicle entry and exit is supported as this reduces the need for reversing movements. The separate pedestrian access is also a benefit.

8.2 In terms of the approach to the school the access road to Upton Court Road already includes crossing points at the arms of the roundabout; cycle/footway alongside the access and pedestrian crossing on Kings Reach for those approaching on the east side of the road. In addition the existing link to Blenheim Road provides a quiet route for those approaching from the east of the site. However a crossing point is sought for Upton Court Road near Quaves Road. Furthermore the existing cycleway along the south side of Upton Court Road could be compromised by pick up/drop off parking; this issue is addressed below.

8.3 The on-site car and cycle parking arrangement on the revised plans is broadly satisfactory but details are still being checked.

8.4 Regarding drop off/pick up parking and in line with most other recent school proposals no provision on the site is made for this. Use of the car will be discouraged and for those that do come by car the aim is to disperse pick up parking in the area to limit congestion at the school entrance. The access road has double height kerbs to prevent road parking on the verge or footway. Parking restrictions (including school keep clear markings) will also need to be funded by the development. The road to the Rugby Club is not suitable for use by drop off/pick up traffic because of its width; lack of turning space and condition. However there is a risk that some people might try to use it.

8.5 Whilst the Travel Plan will play an important role in encouraging non-car modes of travel the applicants stated proportion of car use is considered low for this type of school and location. However irrespective of the exact proportion of car use the issue of off site pick up and drop off needs to be addressed although it is recognised this will cause some short term congestion at times on nearby roads.

8.6 The use of Upton Court Park car park for pick up parking would be useful but it is too far away to be relied upon. Consequently it is accepted that parents will use Upton Court Road. To limit the adverse effects of this verge protection is required for the green spaces off Upton Court Road east of the roundabout. Double height kerbs have been requested as they are more robust and attractive than timber knee rails. For the portion of this road west of the roundabout parking restrictions will be put in place near the junctions and crossing points up to the junction with Lascelles Road.

- 8.7 At drop off/pick up time multiple car doors opening on to the south side cycleway could create a safety hazard. So it is proposed to create an alternative path along the edge of the Park, behind the hedge, from about Lascelles Road junction to the new cycleway on Kings Reach near the roundabout.
- 8.8 This alternative route will also mitigate the likely problem of some cars mounting the kerb and parking partly on the footway.
- 8.9 Some further transport related information has been requested and the costings for the proposed off site works is still being investigated. Subject to consideration of this information, conditions and a Section 106 planning obligation to cover the items listed below the proposal complies with core policy 7 transport and Local Plan policy 8 Cycling facilities. .
- 9.0 **Layout and Design**
- 9.1 The school building will be quite prominent being next to the open areas of the adjacent park, Green Belt land to the south and visible from Upton Court Road. A smaller and less bulky building had been envisaged when the site was considered for a primary school. However the proposed building needs to be 3 storey to accommodate a secondary school on a small site. The layout requirements for the school have been carefully considered and are quite particular such that layout options are limited.
- 9.2 To soften the visual impact of the building it is set back within the site and existing boundary trees will help. The timber cladding will also help as it has a softer appearance than render or other cladding.
- 9.3 A corner of one of the teaching blocks will be 22 metres from the rear of existing homes to the east. This is quite close but being a corner rather than a whole façade will result in it not being overbearing for the suburban character of the area. However as it is a three storey building overlooking could be a problem. To address this upper level windows near the corner will be partly obscure glazed.
- 9.4 The sports hall building will be 16 metres from adjacent homes but this will not significantly adversely affect residents as that side of the building will be single storey changing rooms.
- 9.5 Regarding the sports pitch flood lighting the nearest new home will be 78 metres away to the east. It is unlikely to be adversely affected by light spill. The Cricket Club groundsman home will be closer to the lamps at 12 metres from the back of a lamp column and 58 metres from the front of a column. However the 6 to 9 metre high tree belt is 5 metres away from the home which will block much of the light spill. Further information has been sought to clarify the effect of light spill on residential property. However the applicant has now withdrawn the floodlighting element from this planning application.
- 9.6 The loss of some of the southern tree belt is acceptable as at least 3.5 metres width remains and it is substantial enough to still provide a screen between the school buildings and the green belt land to the south. The loss of one oak on the

west boundary is accepted because of its poor condition. Other mature trees on the Park boundary are important landscape features and good for ecology. 2 of the oaks are veteran trees. The applicants recommend a further survey of their condition but at present there is no reason to fell them. However the Academy may want to carry out some works to reduce risk of falling branches and provide space for the proposed path underneath some trees. For the latter path the 'no dig' construction over part of the root zone can be controlled by condition. The amended plan increases the amount of construction work in the root protection area of mature oaks; the impact of this is still being assessed.

- 9.7 New tree planting on the site will be important to help soften the appearance of the large buildings from views across the Park and from homes to the north and east. The fact that the adjacent spaces are in the Green Belt is also a justification for retaining and planting trees. Several east boundary trees are proposed near the rear of adjacent homes. There is regrettably limited space on the frontage for many trees because of the need to fit on parking and access ways. The proposed frontage hedge will therefore be important.
- 9.8 The proposed sustainability features – BREEAM very good and carbon emissions 10% better than Building Regulations are acceptable regarding Core Policy 8 Sustainability.
- 9.9 Overall subject to receipt of satisfactory further information and detailed inspection of the revised drawings the proposal complies with Local Plan policy EN 1 Design EN3 Landscaping OSC 13 floodlighting and Core Strategy policy 8 Sustainability and Environment, 9 Natural and Built Environment 12 Community Safety.

10.0 **Section 106 Planning Obligation**

10.1 The following are required :

- (i) Travel Plan – submit revised plan and implement.
- (ii) Financial contribution for travel plan monitoring.
- (iii) Financial contribution for traffic regulation order (for parking controls on Kings Reach and near junctions on Upton Court Road)
- (iv) Sign a Section 278 highway works agreement to cover off site works relating to school drop off/pick up parking and safe routes to school referred to in Section 8 above.
- (v) Construct an alternative cycle/footway along the edge of the Park
- (vi) Payment of fees for the Council inspecting the Park path works.

## **PART C: RECOMMENDATION**

### 11.0 **Recommendation**

Delegated to the Planning Manager for approval subject to completion of a satisfactory Section 106 planning obligation; receipt of further information requested; consideration of Environment Agency comments; alteration and addition of conditions.