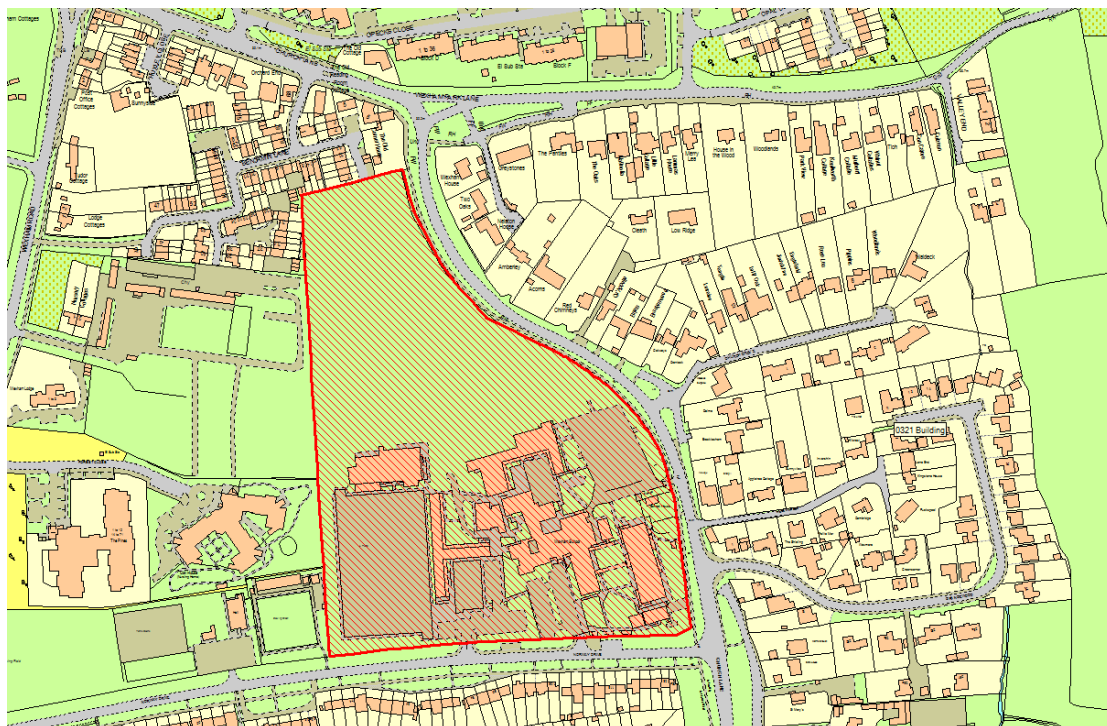


Registration Date:	09-Jan-2017	Application No:	S/00343/010
Officer:	Joney Ramirez	Ward:	Wexham Lea
Applicant:	Mr. Richard Atkinson, Slough Borough Council	Application Type:	Major
		13 Week Date:	10 April 2017
Agent:	Mr. Gavin Hensman RE-Format LLP, Buckmore Studios, Beckham Lane, Petersfield, Hampshire, GU32 3BU		
Location:	Wexham School, Norway Drive, Slough, SL2 5QP		
Proposal:	Demolition of existing Pre-fabricated building and library. Construction of one three-storey block, erection of a 4m height fence to the north of the site, provision of additional parking, associated landscaping and pedestrian access.		

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



## **1.0. SUMMARY OF RECOMMENDATION**

- 1.1. Having considered the relevant policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out. As such, the recommendation is to delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions and final determination. This recommendation is subject to a referral to the Secretary of State as the proposed development falls within designated Green Belt.
- 1.2. This application has been referred to the Planning Committee for consideration as the application is for a major development and departure from the local planning policies.

### **PART A: BACKGROUND**

#### **1.0 Proposal**

- 1.1. Full planning permission is sought for the demolition of two buildings (Library block and Fowler block) and the construction of a 3 storey new building to allow the School to provide with a 8 Form Entry secondary school. Additional car parking, new pedestrian entrance and landscaping will be provided as part of the proposal. A 4m high fence is also proposed to the north of the site.
- 1.2. Wexham School is a 6 Form Entry Secondary School which currently has 757 pupils aged 11 – 16 and 143 post-16 pupils. The proposal will increase the capacity of the school to provide with 1200 school places covering the 11 – 16 age group which will increase the number of pupils by 443. A total of 75 teachers and 66 supporting staff will be required.
- 1.3. The total gross internal floor area to be lost by demolition is 1326 sqm and the total gross internal area to be created will amount 2933sqm over three floors. The new teaching block will provide with a total of 28 new classrooms, Learning Resource Centre (LRC), Special Education Needs (SEN) resource room, 4 group rooms, 3 staff work rooms, WC facilities for students and reception area including sick bay, isolation room and accessible WC.
- 1.4. The proposed new teaching block will be located towards the south east of the site over an existing hardstanding area. It will have a north – south orientation and will be divided into two main elements: (a) teaching block towards the north and (b) new LRC including sixth form study mezzanine towards the south. These two elements will be linked at second floor providing with a covered courtyard with double height at ground floor.

- 1.5. The existing buildings on site are 1 – 3 storeys height with the highest building reaching a height of 10.10m. The proposed 3 storey new teaching block will reach a height of 11.6m as measured from the ground level of the playing fields as a result of the sloping nature of the ground.
- 1.6. In terms of design and materials, the proposed teaching block will have a flat roof with the courtyard providing with a clear pedestrian entrance from Church Lane and opening towards the Main Building. The LRC space will be finished with a glass curtain wall and will provide with a modern appearance to the new teaching block. The finishing materials include profiled metal cladding in grey and flat panel metal cladding with a contrasting colour.
- 1.7. 24 additional car parking spaces will be provided towards the east boundary of the proposed building. These will be exclusive for staff and will have controlled entrance via a hinged gate. The new car parking area will be accessed via Church Lane as a result of the proposed enlargement of an existing pedestrian access. In total, the School will provide with a total of 102 car parking spaces.
- 1.8. Employee numbers will increase to provide 13 Full time teachers (replacing existing 7 part-time teachers), 3 full time support staff (replacing 5 part-time staff) and 2 additional sport teachers. A reduction of 3 to 2 library staff is also proposed. Overall, the proposal will result on 10 new net employees.
- 1.9. 60 covered cycle parking spaces (30 cycle parking stands) will be provided towards the south of the site which will be accessed via the existing pupil entrance on Norway Drive.
- 1.10. An additional element of the proposal includes the erection of a 4.0m high fence to the north of the site, to be located towards the south of the rear gardens of 12, 14 and 15 Benjamin Lane and to the side of 7 Benjamin Lane. It will span for a width of 4.0m and will be twin wire mesh fencing with a green finish in order to prevent balls falling into the gardens of adjoining dwellings.
- 1.11. The proposal includes a landscape strategy to ensure that appropriate visual amenity for pupils, staff and neighbouring properties is achieved.

## **2.0 Application Site**

- 1.12. Wexham School grounds cover 6.46 hectares and comprise 9 buildings of varying dates, heights and designs which are largely located towards the south of the site. Playing fields are located to the north.
- 1.13. The site is bounded by Norway Drive and residential properties to the south; Norway Drive Recreation Park and residential properties (some with an

element of care) to the west; residential properties and The Old Corner House (Grade II Listed Building) to the north and Church Lane to the east. Church Lane and the residential properties located to the east fall under South Bucks District Council administrative boundary.

1.14. The whole of the site falls within designated Green Belt land and Flood Risk Zone 1.

### **3.0 Site History**

1.15. Recent applications for the site are presented below:

**S/00343/009** Erection of sports hall and approval of master plan for the site.

**Approved with Conditions; Informatives 27-Feb-2008**

**S/00343/008** Redevelopment comprising demolition of three buildings, erection of a new sports hall, teaching block, adhd unit, extension to main building (dining room and music hall), installation of a mezzanine floor, link corridor, external alterations to art block and internal alteration to facilitate reorganisation of school accommodation

**Approved with Conditions; Informatives 27-Mar-2009**

**S/00343/007** Construction of a single storey pitched roof modular building as extension to existing autism unit (REG3).

**Approved with Conditions; Informatives 07-Oct-2005**

**S/00343/006** Variation to condition no.18 of planning permission reference s/00343/005 dated 25/08/04, to permit an increase in lighting levels (regulation 3)

**Approved with Conditions; Informatives 20-Apr-2005**

**S/00343/005** Proposed resurfacing of existing synthetic pitch, upgrading of 6 no. Existing floodlights and adding 2 no. Floodlights to pitch, new multi-use games area, resurfacing of car park and reform access to car park and adding 4no. Floodlights to multi-use games area.

**Approved with Conditions; Informatives 25-Aug-2004**

**S/00343/004** Extension to existing building to increase size of classroom

**Approved with Conditions 27-Nov-2003**

**S/00343/003** Erection of a demountable building for use as classroom, offices and changing room (regulation 3)

**Approved with Conditions 21-May-2003**

**S/00343/002** Provision of classbase unit for pupils with autistic spectrum disorder

**Approved with Conditions 19-Nov-2001**

**S/00343/001** Erection of a single storey complex of classrooms and ancillary accommodation for provision of post aged 16 facilities2

**Approved with Conditions 27-Jun-2001**

**S/00343/000** Installation of a floodlit artificial pitch (reg. 4)

**Approved with Conditions 12-Feb-1990**

### **4.0 Neighbour consultation**

1.16. 68 & 68a to 128 & 128a (odds) Norway Drive, Slough, SL2,  
7 – 36 Benjamin Lane, Slough, SL2,

Safa House, Church Lane, Wexham, Slough, SL3 6LH,  
Quapelle, Church Lane, Wexham, Slough, SL3 6LE,  
2, Grangewood, Wexham, Slough, SL3 6LP,  
Amberley, Church Lane, Wexham, Slough, SL3 6LE,  
Nelaton House, Wexham Park Lane, Wexham, Slough, SL3 6LX,  
Wexham Parish Hall, Norway Drive, Slough, SL2 5QP,  
Woodside Bungalow, Church Lane, Wexham, Slough, SL3 6LG,  
Two Oaks, Wexham Park Lane, Wexham, Slough, SL3 6LX,  
Acorns, Church Lane, Wexham, Slough, SL3 6LE,  
Crantock, Church Lane, Wexham, Slough, SL3 6LE,  
Oakways, Church Lane, Wexham, Slough, SL3 6LE,  
Delmo, Church Lane, Wexham, Slough, SL3 6LG,  
Wexham House, Wexham Park Lane, Wexham, Slough, SL3 6LX,  
1, Grangewood, Wexham, Slough, SL3 6LP,  
Caretakers Cottage, Woodside School, Church Lane, Wexham, Slough, SL3  
6LJ,  
Bracklesham, Church Lane, Wexham, Slough, SL3 6LG,  
31, Grangewood, Wexham, Slough, SL3 6LP,  
Wexham Bowls Club, Norway Drive, Slough, SL2 5QP,  
Mamta Bhavan, Church Lane, Wexham, Slough, SL3 6LH,  
29, Grangewood, Wexham, Slough, SL3 6LP,  
Green Pickets, Wexham Woods, Wexham, Slough, SL3 6LQ,  
The Briars, Church Lane, Wexham, Slough, SL3 6LE,  
Appletree Cottage, Wexham Woods, Wexham, Slough, SL3 6LQ,  
Red Chimneys, Church Lane, Wexham, Slough, SL3 6LE,  
Oak House, Forest Close, Wexham, Slough, SL2 4FA,  
Shergill, Wexham Woods, Wexham, Slough, SL3 6LQ.

1.17. The application was also publicised via site notice on 10 January 2017 and press notice on 13 January 2017.

#### 1.18. Representations

1.19. Two letters from neighbours at Benjamin Lane were received indicating that the high fence to the north of the site might result in loss of light and outlook and that more detail was required. In particular the comments indicated:

1.20. *“Whilst I’m broadly supportive of the proposed construction of the fence in principal, I would like to request a specific description of the type of fence which is planned”*

1.21. Response: More information was requested to the agent of the application which submitted a photo of the proposed type of fence indicating that it will be a twin wire security fence finished in green. These details were published online

and the neighbour to which the comment above relates indicated that based on these details no objection is raised.

1.22. *"I am horrified and totally against the building of a 4 metre height fence to the north of the site. This will have a direct effect not only on my property but also on my outward prospect and my well-being...Such a high fence will effect my view and light into my property, and my health."*

1.23. Response: The proposed fence will have an open appearance and quality finish which would not result in significant loss of light or outlook to neighbouring properties. For more detail see paragraph 12.4.

## **5.0 Internal and Statutory consultees:**

### 1.24. Wexham Parish Council

No comments have been received; any comments will be on the meeting amendment sheet.

### 1.25. Crime Prevention Design Advisor

No comments received.

### 1.26. Thames Water

No comments received.

### 1.27. Environment Agency

No comments received.

### 1.28. Contaminated Land Officer

No comments have been received; any comments will be on the meeting amendment sheet.

### 1.29. Tree Officer

*"No objection in principle however in order to ensure that landscaping is provided appropriately, a condition requiring detailed landscaping plan will be required."*

### 1.30. Transport and Highways Development

*"The main issues resulting from the application are:*

*On-site car parking for staff is increasing by 24 spaces and it is recommended that this increased by a further 10 spaces to a total of 112 spaces on-site;*

*There is no space on-street for parent parking at the current time as hospital workers are known to park on Norway Drive. However the local highway*

*authority has funding to implement a mixed use parking scheme allowing long stay for residents and short stay parking for parents to drop off and collect children from the school;*

*Measures to improve pedestrian and cycle facilities to the school are proposed and these need to be enhanced to comply with the appropriate national standards;*

*An extension to the 30mph speed limit is required on Church Lane;*

*The majority of the highway works fall within the administrative area of BCC and therefore there may need to be S278 agreements for the implementation of the highway works;*

*A Travel Plan is being implemented to help encourage modal shift away from the car for pupil and staff travel to school;*

#### *Recommendation*

*No highway subject to the following changes being incorporated and the S106 commitments including S278 highway works and planning conditions being incorporated.*

#### *Required Changes:*

*Increase the number of parking spaces by circa 10 spaces in the car parks off Norway Drive;*

*Make changes to the proposed highway works as set out in these comments;*

*Make changes to the Travel Plan;*

*Make changes to the highway works as set out above*

#### *S106 / S278 works*

*The applicant will need to enter into a formal commitment by way of signed letter from the Head of Asset Management and Property Service committing the Council to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and transfer the financial contributions as set out in the transport schedule. Where the works are to be carried on highway maintained by BCC either a second S106 will need to be agreed with BCC or a separate agreement between the two local highway authorities put in place.*

#### *The highways schedule includes:*

*Temporary access point (as necessary);*

*Implementation of amendments to Church Lane vehicular access;*

*Implementation of a 30mph zone on Church Lane – the zone should start at the junction of Wexham Park Lane (as this is where it is currently agreed that the Wexham Park Hospital scheme will extend the 30mph speed limit to) to the*

*eastern boundary of Wexham Court Primary School where footpath number 3 emerges onto Church Lane from Knolton Way. The detail of 30mph zone is to be agreed with BCC and SBC LHAs but is likely to include lining, signing, speed roundels and any necessary changes to street lighting;  
Removal of 40 mph signs at the east end of Norway Drive;  
Construct a 2.5m wide footway/cycleway on north-side of Norway Drive between the school pedestrian access and Church Lane including all necessary signs;  
Widen the existing footway on Church Lane to 3m in width to create a footway/cycleway from the Church Lane vehicle access to Wexham Court Primary School;  
Widen the carriageway at the bellmouth junction to Norway Drive to enable the construction of pedestrian/cycle refuge of 2.5m in width;  
All necessary signing for the conversion of existing footways to unsegregated shared use as footway/cycleways;  
Installation of street lighting modifications (as necessary);  
Drainage connections (as necessary);*

*The transport schedule includes:*

*Sum to be agreed with BCC to fund the change to Traffic Regulation Orders to reduce the speed limit of Church Lane between the junction of Wexham Park Lane and the eastern Wexham Court Primary School to 30mph;  
Travel Plan monitoring contribution;  
Travel Plan;  
Electronic gates on school access”*

#### 1.31. Environmental Protection

*“No objection to the application subject to conditions”.*

#### 1.32. South Bucks District Council

*“No objection to the application provided that the potential impact on the open and undeveloped character of the adjoining Green Belt within South Bucks District is appropriately assessed to prevent harm and erosion of the Green Belt. Furthermore, Transport for Buckinghamshire, should be consulted regarding the proposal. Subject to their comments, South Bucks District Council raises no objection to the proposal”.*

#### 1.33. Transport for Buckinghamshire

No comments have been received; any comments will be on the meeting amendment sheet.



## **PART B: PLANNING APPRAISAL**

### **6.0 Policy Background**

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

National Planning Policy Framework, 2012 and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, Adopted December 2008

Core Policy 1 – Spatial Strategy

Core Policy 2 – Green Belt and Open Spaces

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

Slough Local Development Framework Proposals Map

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

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 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 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. It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough.

The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

The main issues to be considered in the assessment of this proposal are considered to be as follows:

- Principle of development
- Visual Impact and design
- Highways and traffic
- Impact on neighbour amenity
- Trees, landscaping, sustainability and ecology

## **7.0 Principle of Development**

1.34. An initial issue for this application relates to the location of the site within designated Green Belt land.

1.35. Core Policies 1 and 2 of Slough Core Strategy 2006 -2026 require development proposals to take place within the built up area, predominantly on previously developed land, unless there are very special circumstances that would justify the use of Green Belt land. Proposals within Green Belt land will be assessed under National Policy legislation.

1.36. Paragraph 80 of the National Planning Policy Framework (NPPF) indicates that Green Belt has the following purposes:

*“to check the unrestricted sprawl of large built-up areas  
to prevent neighbouring towns merging into one another  
to assist in safeguarding the countryside from encroachment  
to preserve the setting and special character of historic towns  
to assist in urban regeneration, by encouraging the recycling of derelict and other urban land”*

1.37. The proposal would make use of a previously developed site on the Green Belt. It would not result in increased sprawl of the current built up area and would safeguard the current openness of the existing playing fields to the north of the site. The demolition of the Fowler Block would furthermore improve the visual gap between the existing buildings and the open grounds hence improving the appearance of the Green Belt site.

- 1.38. Paragraph 89 of the National Planning Policy Framework indicate that new buildings on Green Belt land are considered to be “inappropriate” and such proposals should not be approved except in “Very Special Circumstances”. Exceptions to the consideration of “inappropriate development” on Green Belt include:
- 1.39. *“Limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within the existing development ”. (NPPF, Para 89).*
- 1.40. The above exception is substantially applicable for the current application on the basis that the building proposed will be located on previously developed land which has been paved. Furthermore, the proposed building will have a footprint similar to the buildings to be demolished and will be located within the overall envelope of the existing school.
- 1.41. Although the proposed new building will have a height that slightly exceeds the buildings on site, it is considered that in balance, given the demolition of the Fowler Block and the location of the new block within the overall envelope of the built up area of the school grounds in a more compact form, there will be minimal effect on the openness of the site.
- 1.42. As such, the proposed building is not considered to be inappropriate development in the Green Belt and an assessment of ‘Very Special Circumstances’ is not considered to be relevant for this case.
- 1.43. Even if this exception did not apply, Very Special Circumstances do exist for development in the Green Belt to take place for this particular case.
- 1.44. Paragraph 72 of the National Planning Policy Framework states that *“local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”*
- 1.45. Core Policy 6 of Slough Core Strategy 2006 – 2026 similarly supports the provision of community facilities including education uses and the supplementary text to Core Policy 5 (Employment) identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force.
- 1.46. The Design & Access Statement submitted with the application and Slough Borough Council’s ‘School Places Update’ presented to the Education and Children's Services Scrutiny Panel on July 2016 shows that Slough’s birth rate has increased by almost 50% from 2001 to 2012 which alongside inward

migration resulting from new housing means that the Borough has required to increase up to 50% capacity to the primary school estate. Such increase on primary school places will result in increasing pressures to provide with secondary school places in the near future.

- 1.47. Latest projections show that from 2013-14 to 2024-25 Slough will need to expand its secondary school places by 60% to accommodate pupils coming through. From 2019-20 further new places will be required.
- 1.48. Slough Borough Council's 'School Places Update' presented to the Education and Children's Services Scrutiny Panel on July 2016 further indicates that:
- 1.49. *"...several measures were being explored, including bulge classes, a temporary increase in class sizes from 30 to 32, the use of empty classes in new free schools and the use of freed up space in schools that reduce their admission numbers."*
- 1.50. As part of the Council's project to ensure that every pupils gets a school place in the Borough, Wexham School has been identified as a suitable project to cater for a maximum of 1200 pupils (8 Form of Entry) aged from 11 to 16 years in order to appropriately respond to the increasing demand of Secondary and Post-16 school places.
- 1.51. Furthermore, it is considered that the proposal would support the ongoing and established use of the site as a school and will provide with additional floor space required to meet the demand to increase pupil intake from the local community.
- 1.52. Based on the assessment above, it is considered that, in balance, the harm to the Green Belt will be modest and not particularly significant because of the nature of the site. In addition the benefits of the proposal outweigh the modest harm likely to be caused. As such, the principle of the development is considered to be acceptable and Very Special Circumstances have been demonstrated, in line with the provisions contained within the National Planning Policy Framework and Core Policies 1, 2, 5, 6, 10 and 11 of Slough Core Strategy 2006 – 2026.

## **8.0 Visual Impact and design**

- 1.53. The submitted Design and Access Statement presents the design considerations and constraints of the site taken into account when designing the current proposal. The design approach and concept is considered to make appropriate use of the strengths of the site and addresses the constraints of the site. In particular, the location of the new building in previously developed land

which is currently paved is considered to make better use of the school grounds and resulted in a coherent and well designed proposal.

- 1.54. The proposed new building will have three storeys and reach a height of 11.6m. It will have a contemporary design with a flat roof and compact footprint which encompasses a new, two storey LRC with mezzanine area for sixth form students.
- 1.55. It will have a regular fenestration with windows of two different sizes to add movement and rhythm to the elevations. Materials will largely comprise metal cladding in contrasting colours. A condition requesting samples of materials is recommended in order to ensure that the quality and finishes of the materials are of high standard.
- 1.56. The ground floor of the new building has been designed to allow for better pedestrian flows from Church Lane towards the Main Building and the sport pitched to the north, whilst creating a covered courtyard which would allow for a better socialisation space.
- 1.57. The distinctive design of the proposed building will contrast with the other buildings on site however, such contrast is considered to be appropriate due to the community use of the site and the varying designs of the existing buildings. The use of high quality materials and the highlight of the LRC within the design will result in a distinctive building which would complement the overall appearance of the site.
- 1.58. Relative to its context, the proposed three storey teaching block and LRC will be located more than 20m from the east boundary of the site; and over 40m from the boundary of residential properties to the north, and therefore will not appear overbearing when compared to the two storey residential buildings on Church Lane. There will be limited to no views of the new teaching block from Norway Drive resulting from the massing of the existing buildings.
- 1.59. The Old House (Grade II Listed Building and grounds) is located towards the north boundary of the site. Although the proposed 4m high fence will be located 4m from the boundary with the setting of The Old House, due to the design, materials and location of this fence, no harmful visual impact will be caused to the setting of this Listed Building. Furthermore, given the distance of over 220m between the proposed building, the setting of the aforementioned Listed Building and the residential properties at Benjamin Lane, the proposal would have limited to no impact on the setting of the Listed Building or the character and appearance of the streetscene at Benjamin Lane.

1.60. Based on the assessment above, it is considered that the proposal will be in line with the provisions of the National Planning Policy Framework, Core Policies 8 and 9 of Slough Core Strategy 2006 -2026 and Policies EN1 and EN3 of Slough Local Plan 2004.

## **9.0 Highways and traffic**

1.61. Core Policy 7 of Slough Core Strategy 2006 – 2026 sets out the Planning Authority’s approach to the consideration of transport matters and seeks to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

1.62. Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

1.63. The proposal will result in an increase in capacity for the School from 757 pupils (aged 11-16) to 1200 pupils (aged 11-16). The operation of the enlarged School will require a maximum of 75 teachers and 66 supporting staff.

1.64. 24 car parking spaces will be provided towards the east boundary of the proposed building. These will be exclusive for staff and will have controlled entrance via a hinged gate. The new car parking area will be accessed via Church Lane as a result of the proposed enlargement of an existing pedestrian access. In total, the School will provide with a total of 102 car parking spaces.

1.65. 60 covered cycle parking spaces will be provided towards the south of the site which will be accessed via the existing pupil entrance on Norway Drive.

1.66. The main issues in relation to highway and traffic matters are considered to relate to trip generation, parking provision and overspill parking on surrounding streets, improving pedestrian and cycle accessibility as well as encouraging a change of travel mode for staff and students to more sustainable modes of transportation.

1.67. The following comments have been supplied by the Council’s Highways and Transport team:

### **1.68. “Trip Generation and Modal Split”**

*There are currently 950 pupils on site and it is proposed to provide for a maximum of 1,400 (1,200 age 11-16 years and 200 post-16 years) including expansion of the sixth form. Current modal split of pupils and staff has been determined using surveys and this found that*

89% arrive by car, 3% car passenger

38% of pupils arrive by car as a passenger, 45% walk, 8% cycle, 7% bus, 2% taxi

#### 1.69. Pedestrian Access

*Pedestrian access to the site is proposed from both Norway drive (the existing access) and from the improved Church Lane access, which is acceptable to improvements to the Church Lane access and footway being widened.*

#### 1.70. Vehicle Access

*There are two existing vehicle accesses on Norway Drive and one vehicle access is off Church Lane. Church Lane is within the administrative area of South Bucks DC of which is BB is the local highway authority (LHA).*

*The use of the existing Church Lane access will be intensified with this proposal. Improvements are being made to widen the Church Lane access, which I envisage will also form the Construction access to the site. The proposed access measures 4.8m wide with a 2m wide footway this is considered acceptable and will need to be constructed under a S278 agreement.*

#### 1.71. Car Parking

##### Staff Car Parking

*Under the Slough Local Plan parking standards (as set out in Developers Guide Part 3) the standards require 1 space per member of staff plus 8 per school for a Secondary School. The proposed level of parking on the site is 102 spaces, which provides an additional 1 space for each additional member of staff (10) and a further 12 spaces to address the existing shortfall. Whilst this is considered to be acceptable and consistent with the existing standards on the information that has been submitted, I am of the view that the proposed number of staff has been under-estimated and therefore I would like the applicant's consultant to increase on-site parking provision for staff by 10 spaces. There is space to deliver this just to the north of the western access to the site adjacent to the astro-turf pitch.*

#### 1.72. Drop-off and Collection Parking for Parents

*Parents currently park and drop off on Norway Drive, with a few parents also dropping off in the vehicle access on Church Lane. Based on the trip generation there would be 102 parent drop-offs in the morning peak hour and 90 parent collections in the afternoon peak hour. As it currently stands there is no available parking space on Norway Drive. However it is known that a large proportion of the vehicles parked on Norway Drive are staff from the hospital.*

*The local highway authority has already secured contributions from the Hospital as part of an earlier application to implement residents parking on Norway Drive so assuming that this scheme is implemented then there should be sufficient space for parents to drop off and collect children from the expanded school. Measures in the travel plan are also designed to encourage modal shift away from the car onto non-car modes.*

#### 1.73. Car Parking Layout

*The layout of the two car parks, accessed from Norway Drive, are both awkward and inefficient in their use of space. This results most likely from the piecemeal way that the site has been developed. It would appear feasible to increase the capacity of the car parks by at least 10 spaces providing some additional parking space for teaching staff should they materialise resulting from the expansion. These spaces can be accommodated to the north of the western access to the school.*

#### 1.74. Cycle Parking

*There are currently 66 cycle spaces on site.*

*It is proposed to provide an additional 30 stands for 60 bicycles, therefore a total of 126 spaces.*

*These would be covered and located adjacent to the southern boundary of the school (at the existing location). This is acceptable and welcomed.*

#### 1.75. Refuse and Servicing

*The vehicle access for deliveries / servicing will all be from Church Lane, shared with the staff parking.*

*Tracking of a large refuse vehicle and skip lorry has been undertaken and this has been shown to work;*

#### 1.76. Construction

*A Construction Management Plan is to be submitted and it is recommended that this is secured by way of a planning condition;*

*It is feasible for construction vehicles to access the existing access on Church Lane;*

#### 1.77. Travel Plan

*A Travel Plan has been prepared and submitted with the application. Overall the Travel Plan is of a good standard, although some points for improvement are provided. Detailed comments are provided separately.*

*Measures:*

*It is encouraging that the wider measures engage with the school community as support from these people are key for achieving targets;*



*A reduced version of the Travel Plan i.e. the Development Plan should be presented on the website highlighting the relationship between the school ethos and Travel Plan;*

*In addition, the school should consider encouraging sustainable travel by:  
Establishing a nearby drop off/pick up site. This will help offset congestion on surrounding roads following banning parents from the car park during arrival and departure times. Discussion should be held with Wexham Parish Hall;  
Provision of travel maps, leaflets and road safety leaflets for new students, staff and visitors. This information should also be available on the school website;  
Cycle to work scheme for staff;*

*Inclusion of Slough car sharing website*

*(<https://slough.liftshare.com/default.asp>). Consider a guaranteed ride home policy;*

*Road safety / sustainable travel assemblies.”*

1.78. Based on the assessment above, it is considered that subject to conditions and suggested changes regarding parking, travel plan and highway access, there would be no detrimental highway impact resulting from the proposal.

## **10.0 Impact on neighbour amenity**

1.79. The proposed new building will be located circa 20m from the east boundary at Church Lane and over 40m from the boundary with residential properties to the north of the site. Given the distance from the residential properties at Church Lane and Benjamin Lane, along with the limited three storey height of the proposed building, no harmful loss of outlook, privacy or increased sense of enclosure will result to these neighbours.

1.80. Due to the location of the proposed new building, there will be no change on the current relationship between the School buildings and the residential properties at Norway Drive or to the properties west of the site.

1.81. The proposed erection of a 4m high fence towards the north of the site has resulted in objections from neighbouring properties based in loss of outlook and light.

1.82. Details submitted regarding the proposed fence evidence that the nature of this boundary will remain largely open and therefore will not cause significant loss of light and outlook. In addition, the proposed height (at 4m) will be mitigated by the location of the fence, 4m from the north boundary.

## **11.0 Trees, landscaping, sustainability and ecology**

### Landscaping and trees

1.83. The proposal will result in the removal of three small trees currently located towards the rear of the Library building which will be demolished. Replacement trees will be provided on the proposed open space area leading onto the courtyard of the new building. The replacement trees are considered appropriate.

1.84. A Landscape plan, planting schedule and density and type of plants have been included as part of this application. The proposed tree, shrubs and planting species are considered to be appropriate for the site and future use. Hard landscaping details have also been provided.

1.85. In order to ensure that appropriate landscaping is provided, a condition requiring the submission and approval of a detailed landscaping plan is recommended.

Sustainability:

(a) Drainage

1.86. Core Policy 8 of Slough Core Strategy 2006 – 2026 states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. The application site according to the Environment Agency's places the site in Flood Risk Zone 1.

1.87. Changes in government legislation from April 2015 require major developments to provide measures which will form a Sustainable Drainage System. Sustainable Drainage Systems (SUDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way.

1.88. The applicant has submitted a Flood Risk Assessment and Drainage Proposals report which indicates on Chapter 10.0 (Mitigation) that surface water drainage issues can be satisfactorily resolved and that water run-off from the site will be reduced as a result of the demolition of the Fowler Block. Based on this information, the proposal would comply with these policies and is thus considered to be acceptable in flood risk and drainage terms.

(b) Construction

1.89. Core Policy 8 of Slough Core Strategy 2006 -2026 contains the principle under which all development proposals should provide with adequate sustainability measures such as energy consumption reduction, recycle waste, reduction of water consumption and use of sustainable construction techniques.

- 1.90. The proposal has been designed to provide with an air-tight and super-insulated building envelope; high performance windows, doors and roof lights; provision of excellent levels of day lighting to all teaching areas to reduce energy use; acoustically treated ventilation strategy; energy efficient lighting and heating controls and low water-consumption sanitary installations.
- 1.91. A site waste management plan will be developed to ensure that during construction the principles of minimising waste are maintained whilst the day lighting design has been carefully considered with good levels of day-lighting to each habitable space which will ensure minimum reliance on artificial lighting.
- 1.92. The external lighting will consist of low energy emergency compact fluorescent luminaires. The specified luminaires will be direct illumination causing minimal light pollution given the position they will be mounted. The new external lighting will be designed to provide lighting levels to meet requirements of current regulations and comprises fittings mounted adjacent exit points to provide the required emergency lighting.

#### Ecology

- 1.93. A Preliminary Ecological Appraisal was undertaken in August 2016 at Wexham School. During the Preliminary Ecological Appraisal, the site was assessed as having medium potential for supporting roosting bats and breeding birds and low potential for foraging and commuting bats. A Phase 2 bat survey was undertaken to determine the presence/likely absence of bats roosting within the buildings on site. During the Phase 2 survey no bats were recorded emerging or re-entering the buildings.
- 1.94. Based on the findings of the Preliminary Ecological Appraisal, there are no significant ecological constraints other than timing of clearance work to avoid nesting season. There will be a loss of vegetation on the site. New planting can, potentially create new habitat particularly for birds if appropriate plant species are chosen.

## **12.0 Summary**

- 1.95. The proposal has been considered against relevant development plan policies, and regard has been had to the comments received from consultees and other interested parties, and all other relevant material considerations.
- 1.96. It is recommended that the application be delegated to the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions and final determination.

## **PART C: RECOMMENDATION**

- 1.97. Based on the assessment above, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out. As such, the recommendation is to delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions and final determination.
- 1.98. This recommendation is subject to a referral to the Secretary of State as the proposed development falls within designated Green Belt.

## **PART D: DRAFT LIST OF CONDITIONS**

### 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:

Drawing No. WEEX-RFT-01-XX-DR-0001 Rev. P02, Dated 18.11.2016, Recd On 9 January 2017.

Drawing No. WEEX-RFT-00-ZZ-DR-0104 Rev. 02, Dated 01.12.2016, Recd On 05 January 2017.

Drawing No. WEEX-RFT-00-ZZ-DR-0105 Rev. 02, Dated 01.12.2016, Recd On 05 January 2017. Drawing No. WEEX-RFT-00-ZZ-DR-0401 Rev. 02, Dated 02.12.2016, Recd On 05 January 2017.

Drawing No. WEEX-RFT-00-ZZ-DR-0402 Rev. 02, Dated 02.12.2016, Recd On 05 January 2017.

Drawing No. WEEX-RFT-00-ZZ-DR-0501 Rev. 02, Dated 02.12.2016, Recd On 05 January 2017.

Drawing No. WEEX-RFT-00-XX-VS-0601 Rev. 02, Dated 02.12.2016, Recd On 05 January 2017.

Drawing No. WEEX-RFT-00-XX-VS-0602 Rev. 02, Dated 02.12.2016, Recd On 05 January 2017.

Drawing No. WEEX-RFT-00-XX-VS-0603 Rev. 02, Dated 02.12.2016, Recd On 05 January 2017.

Drawing No. WEEX-RFT-00-XX-SD-8601 Rev. P02, Dated 18.11.2016, Recd On 05 January 2017.

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. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used on the development have been submitted to and approved in writing by the Local Planning Authority 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, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used in the construction of the access road, footpath and communal areas have been submitted to and approved in writing by the Local Planning Authority 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, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

5. No development shall take place above ground floor slab level of any part of the development hereby approved until a scheme for external site lighting including details of the lighting units, levels of illumination and hours of use have been submitted to and approved in writing by the Local Planning Authority. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. The development hereby approved shall be carried out in accordance with the following drainage documents:

(a) Flood Risk Assessment and Drainage Proposals, ref WEX-AKSW-XX-ZZ-RP-C-00002-Flood Risk Assessment, Prepared by AKSWard, Dated December 2016, Recd On 05 January 2017.

(b) Drawing No. WEX-AKSW-XX-XX-DR-C-92003-Rev P02, Dated 13/12/16, recd On 05 January 2017.

(c) Consolidated Ground Investigation Report, ref GWPR1913/GIR/December 2016, Prepared by Ground & Water Ltd, Dated December 2016, Recd On 05 January 2017.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

7. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- (vii) the route of construction traffic to the development
- (viii) measures to minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (ix) measures to minimise the pollution potential of unavoidable waste and dispose of unavoidable waste in an environmentally acceptable manner;

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

8. The development hereby approved shall be carried out in accordance with the Ambient Noise Assessment prepared by 24 Acoustics Ltd, Dated 12th September 2016, Recd On 05 January 2017.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

9. No development shall take place above ground floor slab level of any part of the development hereby approved 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..

10. No part of the development shall be occupied until the improved means of access on Church Lane has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

11. No part of the development shall be occupied until the highway works set out in Drawing (to be agreed) has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON In order to provide safe footways and cycleways and a reduced speed limit for children travelling to the expanded school

12. No doors or gates to open over the highway and the Church Lane vehicle access gates shall be set at least 6m back from the rear edge of the footway.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

13. No part of the development shall be occupied until the pedestrian visibility splays of 2.4 x 2.4 metres (measured from the back of footway) have been provided on both sides of the Church Lane access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

14. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres (to be finalised in discussion with BCC in relation to speed limit reduction) along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the

splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

15. No part of the development shall commence until details of a scheme for car parking across the site for a minimum of 102 spaces has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and that area shall not be used for any other purpose.

REASON To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

16. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Ecological Assessment produced by ECOSA Ltd, Dated October 2016.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

#### INFORMATIVES:

1. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
2. 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.