

Registration Date:	20-Oct-2017	Application No:	S/00597/007
Officer:	Joney Ramirez	Ward:	Langley Kedermister
Applicant:	Property Services, Slough Borough Council	Application Type:	Major
		13 Week Date:	19-Jan-2018
Agent:	Lucy Healy, HLM Architects Ground Floor, 46, Loman Street, Southwark, SE1 0EH		
Location:	Marish Primary School, Swabey Road, Slough, SL3 8NZ		
Proposal:	Construction of a single storey extension to the existing primary school to provide a new SEN Unit with associated facilities and landscape for existing pupils.		

**Recommendation:** Application to be approved subject to conditions.



## **S/00597/007 - Marish Primary School**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Under the current constitution this application is being brought forward to the Planning Committee for determination since the proposal has received an objection from a local resident and the Council is the applicant as detailed within the planning application.
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees and residents as well as all other relevant material considerations, it is recommended that the application be approved subject to conditions.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 Full planning permission is sought for the construction of a single storey extension to the existing Year 5 and Year 6 building to provide 4 Special Education Needs (SEN) classrooms and two bulge classrooms for Years 5 and 6.
- 2.2 The current SEN unit at Marish Primary School has grown over time and the accommodation has sometimes had to be reconfigured after pupils have been admitted to the School as growth exceeds capacity. These pupils are currently housed in 2 double modular classroom blocks, one owned by the school and the other being a rental unit that was installed in November 2016 and opened to pupils in January 2017.
- 2.3 Slough Borough Council has taken a decision to decant the current SEN Unit from these existing temporary modular buildings into a purpose built extension to provide permanent accommodation for 40 existing primary pupils with Special Educational Needs (SEN). One of these temporary buildings, located to the north, would be removed following construction of the proposed extension whilst the temporary building to the front (east) of the School would be used for non-teaching purposes.
- 2.4 The new unit would accommodate 40 existing pupils all of whom have complex needs, both physical and emotional and in some cases life limiting conditions. All pupils have serious learning needs including speech and language. About half have an ASC (Autistic Spectrum Condition) as well as other issues. About half have global development delay and have personal care and feeding issues, requiring a calm space and 1-to-1 support. Some need regular small meals with dietary restrictions. All of these children are provided with breakfast and snacks. Currently only eight SEN children eat within the existing school dining hall, the remainder eat within the existing SEN building as they are too traumatised by the noise and bustle of the main dining hall. The proposed extension will include a dining hall specifically for the SEN pupils. Each of the SEN classrooms would

accommodate ten pupils and associated staff.

- 2.5 In addition, the proposed school extension would accommodate 2 mainstream bulge classes for the period 2018/19 and 2019/20. The two bulge classrooms included within the proposed design seeks to ensure that Slough can meet its Basic Need requirements since the Council has a duty to ensure there are sufficient school places within the Borough for every resident child. The two bulge classrooms would accommodate a growth intake of 60 (30 per class) pupils. There would be an increase of 4 members of staff. The total gross internal area to be created would amount circa 895sqm.
- 2.6 The proposal does not make provision for additional car parking spaces. However, it should be noted that an additional 30 cycle parking spaces (20 for pupils and 10 for staff) would be provided as part of this application.
- 2.7 In terms of design and materials, the proposed teaching block will have a flat roof with a height of 4.1m and together with the plant enclosure the block would reach a maximum height of 5.0m. The extension would have a modern design to be finished in matching brick to the existing building with breaks on the elevations provided by a mix of white and multi bricks on recessed bays.
- 2.8 The proposal includes both soft and hard landscape proposals. A total of 13 trees would be removed to allow for the erection of the extension. However, to compensate for the loss of these existing trees, a total of No. 15 replacement trees would be planted to the north, east and south of the site.

3.0 **Application Site**

- 3.1 Marish Primary School is located in a residential area characterised by two storey terraced and semi-detached houses. To the north is Ives Road with Langley Memorial Drive (Public Open Space) further afield. To the east is Swabey Road, a residential street with traffic calming measures; to the south of the School buildings is the School playing fields and residential properties on Morrice Close whereas to the west are residential properties off Romsey Close.
- 3.2 Marish Primary School is predominantly 1 storey height with a two storey element in the middle of the main School building towards the west. The buildings are mainly finished in brown multi-brick with white windows and doors. The areas surrounding the buildings mainly comprise hardstanding and there is a courtyard area with mature trees to the east with soft landscaping.
- 3.3 The site has vehicular access from the west at Romsey Close and from the east at Swabey Road. The main staff car park is accessed from Swabey Road and accommodates 46 car parking spaces. There is also an area of

car parking to the south to the SEN staff car park which accommodates circa 10 spaces.

3.4 The School currently has 832 pupils and 131 members of staff. The proposal would accommodate an addition of 60 pupils for the bulge classes for the period of 2018/2020. There would be no increase in the number of SEN pupils as a result of the extension.

3.5 The site does not fall within a Conservation Area.

4.0 **Site History**

**S/00597/006** Erection of single storey rear extension to existing children's centre with flat roof to facilitate an internal reconfiguration of the building.

**Approved with conditions; informatives 12-May-2010**

**S/00597/005** Installation of four no. External lights on front elevation of school building (retrospective).

**Approved with conditions; informatives 17-Mar-2006**

**S/00597/004** Demolition of existing building and erection of single storey pitched roof building to create a childcare centre, including adult education and associated car parking and landscaping.

**Approved with conditions; informatives 24-Feb-2006**

**S/00597/003** Erection of single storey pitched roof front extension (to east elevation), to provide glazed link, internal alterations to reception rooms including minor elevational changes and alterations to parking/entrance to rationalise existing facilities (Reg 3).

**Approved with conditions; informatives 15-Jun-2005**

**S/00597/002** Erection of canopy with supporting columns to provide covered activities area.

**Approved with conditions; informatives 17-Mar-2004**

**S/00597/001** Erection of an attached single storey extension to provide additional office and informal teaching area.

**Approved with conditions 03-Apr-2003**

**S/00597/000** Erection of additional class base (retrospective).

**Approved with conditions 03-Jul-2002**

## 5.0

### **Neighbour Notification**

76, Swabey Road, Slough, SL3 8NZ, 26, Morrice Close, Slough, SL3 8NS, 60, Swabey Road, Slough, SL3 8NZ, 22, Morrice Close, Slough, SL3 8NS, 20, Morrice Close, Slough, SL3 8NS, 6, Morrice Close, Slough, SL3 8NS, 62, Swabey Road, Slough, SL3 8NZ, 30, Morrice Close, Slough, SL3 8NS, 24, Morrice Close, Slough, SL3 8NS, 31, Verney Road, Slough, SL3 8NY, 64, Swabey Road, Slough, SL3 8NZ, 16, Morrice Close, Slough, SL3 8NS, 18, Morrice Close, Slough, SL3 8NS, 4, Morrice Close, Slough, SL3 8NS, 10, Morrice Close, Slough, SL3 8NS, 8, Morrice Close, Slough, SL3 8NS, 66, Swabey Road, Slough, SL3 8NZ, 28, Morrice Close, Slough, SL3 8NS, 68, Swabey Road, Slough, SL3 8NZ, 54, Swabey Road, Slough, SL3 8NZ, 78, Swabey Road, Slough, SL3 8NZ, 70, Swabey Road, Slough, SL3 8NZ, 1, Verney Road, Slough, SL3 8NY, 2, Morrice Close, Slough, SL3 8NS, 14, Morrice Close, Slough, SL3 8NS, 12, Morrice Close, Slough, SL3 8NS, 56, Verney Road, Slough, SL3 8NX, 72, Swabey Road, Slough, SL3 8NZ, 56, Swabey Road, Slough, SL3 8NZ, 80, Swabey Road, Slough, SL3 8NZ, 74, Swabey Road, Slough, SL3 8NZ, 58, Swabey Road, Slough, SL3 8NZ, 37, Swabey Road, Slough, SL3 8NR, 39, Swabey Road, Slough, SL3 8NR, 41, Swabey Road, Slough, SL3 8NR, Langley Free Church, 100, Trelawney Avenue, Slough, SL3 8RW, 40a, Ives Road, Slough, SL3 8PA, 82, Swabey Road, Slough, SL3 8NZ

5.1 Two letters of representation have been received in respect of the application, one of which is a letter of support and the other is a letter of objection. The letter of support indicated no objection to the proposal and requested the bollards to the front of No. 68 Swabey Road be removed to allow the property to have a crossover. This request falls outside the scope of the planning application and does not represent a material planning consideration. As such this point is not addressed further.

5.2 The main issues raised in the objection letter are summarised below:

5.3	Issue	Response
	Building located to the front of the school and in direct eye line of property.	See assessment below under impact on the appearance of the street (Paragraph 9.0) and impact on neighbours (Paragraph 10.0) below.
	Works to take approximately 1 year causing disruption to neighbours.	Although building works can be disruptive, this is not a valid planning objection to resist the application. An informative is recommended regarding compliance with standard construction hours and a condition is recommended to provide with a

	Construction Method Statement
School has extended immensely over past years resulting on increased noise disturbance.	The assessment can only be made regarding to the current proposal and the impacts are assessed throughout the report.
Inconsiderate parking from parents and staff in neighbouring streets causing pedestrian hazards and blocking driveways. There is no sufficient parking for staff within the School.	The parking issue can only be considered in respect of the current proposal, see assessment under Paragraph 11.0.
Rubbish resulting from School, bad language from staff and pupils and constant shouting are disruptive.	Not a material planning consideration which can be afforded any weight.
Additional noise to result from use of current SEN building to the east of the School to be used as a Music Room.	<p>A condition is recommended to ensure that noise levels are preserved to an acceptable standard.</p> <p>In addition, conditions are recommended to ensure that the current SEN temporary building is not used for teaching activities. Please see Paragraph 10.5 of this report.</p>

## 6.0 **Consultations**

### 6.1 **Berkshire Archaeology**

**No objection, subject to imposition of conditions, detailed comments provided below.**

*“The proposed new School extension is modest in size (c. 0.1ha) but lies on a previously undeveloped part of the School grounds. The desk-based assessment demonstrates that the site has a moderate archaeological potential based on known data from around the School. It can be noted that the current known archaeological sites and finds spots are almost certainly un-representative as most of suburban Slough and Langley was constructed without any archaeological investigation or monitoring.*

*In the last few decades investigations in open space on the fringes of Slough have demonstrated the area’s wider archaeological potential. These investigations include Iron Age and Saxon remains at Kings Reach, Castleview Road; medieval industrial remains in the grounds of the former Arbour Vale School; and an extraordinarily rich array of prehistoric remains at Riding Court Farm, near Ditton Park.*

**Further information was provided by the agent and the following**

**comments were received from Berkshire Archaeology:**

*'I can confirm that I have previously been in receipt, via the applicant's archaeological consultant CgMs Consulting, of Thames Valley Archaeological Services' written scheme of investigation (dated January 2018) for an archaeological watching brief for the new extension to Marish Primary School, Langley. I can confirm that the WSI sets out an appropriate programme of archaeological work.'*

*On this basis, Berkshire Archaeology is content that this meets the pre-commencement requirements of the archaeological condition but I recommend that the condition is not fully discharged until the full programme of archaeological work has been completed as evidenced by the submission of a report on the results.'*

**6.2 Slough Education Service**

No comments received.

**6.3 Sports England**

**No objection**

*"The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case".*

**6.4 Highways and Transport**

**No objection**

*"I've reviewed the Technical Note submitted by Stuart Michael Associates in response to SBC's latest correspondence regarding Marish School.*

*Addressing the outstanding points we highlighted in the 1st week of January in turn:*

*Parking survey*

*The parking beat survey undertaken by SMA states a residual capacity of 58 car parking spaces within a 200-300m walk of the site. Whilst a parking beat survey undertaken by one individual is not as accurate as, and has the potential for a greater margin of error than, a survey company deploying multiple staff, the residual capacity figure should be sufficient to accommodate demand. Assuming a worst case, comprising: 26 additional pupil-related cars (no reduction factors, no modal shift), the 6 staff currently parking on-street (assuming not captured by SMA's survey) and the 2 additional / new staff members (assuming both drive, unlikely based on mode share information supplied) a total of 34 vehicles need to be accommodated during peak periods.*

*Isochrone distance band numbers*

*Information has now been supplied on the number, and proportion, of pupils*

*residing within the following bands: 0-500m, 500-1000m, 1000-1500m, and 2000m +. Based on the data supplied 57.5% are within 0-1500m, and 42.5% are 2000m+ distance from the school (this latter figure is closely aligned with the current 43% mode share for pupils arriving by car).*

*For context purposes, the Chartered Institute for Highways and Transport provides the following guidance for walking for commuting/school travel purposes: 0-500m is desirable, 1000m is acceptable and 2000m is the maximum considered.*

*The Travel Plan outlines the following pupil travel targets over 5 years: increase walking from 45% to 48%, increase cycling / scooting from 6% to 8%, increase bus from 5% to 6%, and decrease car from 43% to 37%.*

*Based on the proportions provided (11.1% within 500m, 30.5% 500-1000m, 15.9% 1000-1500m, 14.1% 1500-2000m and 28.4% 2000m+), to meet the active travel mode target (walking and cycling) of 56%, almost all pupils within 1500m would need to utilise these modes (57.5% of pupils are within 1500m of the school) – this is aspirational but may be achievable with effective implementation and management of the Travel Plan.*

*Pupil sibling reduction factor*

*The Technical Note states that Marish School have provided data requested – 225 families have more than 1 pupil attending the school. Whilst this does not appear to correlate with the 40% of pupils proportion SMA assert within the Technical Note, it does provide some confidence that a reasonable proportion of pupils have siblings also attending Marish.*

*In summary, in light of the cumulative information now supplied to SBC, it is unlikely that the development proposed at the school will have a severe impact upon the surrounding transport and highway network if: 1) the Travel Plan delivers the modal shift targets proposed, 2) pupil numbers do not further increase, and 3) pupil home distances from the school remain broadly as they are currently.*

*On this basis SBC Highways and Transport would raise no objection to the current development proposals at Marish School.”*

6.5

#### **Land Contamination**

**No objection, detailed comments provided below.**

- *“Initial Ground Investigation and ground gas/volatiles monitoring and risk assessment recorder elevated concentrations of volatile vapours in the deeper monitoring wells ranged between 30ppm and 296ppm. Further assessment was warranted in order to identify any special protection measures may be required.*
- *The additional Risk Assessment of Volatile Vapours was carried out,*



*and while no actual source of contamination was encountered under the site, the results indicated that no special precautions are deemed necessary within the proposed development design to specifically mitigate against potential risk from VOCs in groundwater. I agree with these findings, and in accordance with current best practice guidance, the site appears to be suitable for the proposed use.*

*Based on the above, I recommend that a Watching Brief is sufficient to address any issues arising from unexpected contamination likely to be encountered on site during development.”*

6.6

**Tree Officer**

**Initial objection**

*“The application proposes the removal of many of the most prominent trees near the Swabey Road boundary of the site. The loss of these trees is regrettable, however we are informed that the use of the proposed extension will be unacceptably compromised if it does not join the existing building as shown. Assuming that the placement of the building is necessary, I would promote securing some prominent tree planting in the landscape proposal to mitigate the loss of these trees. Unfortunately there is little space between the building and Swabey Road and any trees established here will have an effect on the light into the class rooms. I would recommend that the best area in the school for new tree planting to mitigate the roadside tree loss would be along the Ives Road boundary of the site.*

*It will also important to protect the retained trees from the processes of development which can be damaging to trees if allowed to be undertaken within the RPA of the trees. Accordingly I would recommend that a site specific arboricultural method statement is required to be approved prior to commencement of any work. This must include a tree protection plan and be compliant with BS 5837:2012.”*

6.7

**Officer note:** Amendments were sought to provide replacement trees in prominent parts of the site to offset the loss of trees. The following are comments from the Tree Officer regarding the amended proposal:

6.8

**No objection to the revisions**

*“As discussed today, my objection to the above planning proposal because of the removal of prominent trees has been addressed by the proposed replacement planting (15 trees), and landscaping. Accordingly, I would recommend that this application is approved. I would also confirm that the tree protection measures shown are suitable to protect the trees to be retained on the site.”*

7.0

**Policy Background**

7.1

**National Planning Policy Framework**

Core Policies - Achieving sustainable development

Chapter 4: Promoting sustainable transport  
Chapter 1: Building a strong, competitive economy  
Chapter 7: Requiring good design  
Chapter 8: Promoting healthy communities  
Chapter 11: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026

Development Plan Document policies:

- Core Policy 1 – Spatial Strategy
- 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

Local Plan for Slough March 2004 policies:

- Policy EN1 – Standard of Design
- Policy EN3 – Landscaping Requirements
- Policy EN5 – Crime Prevention
- Policy T2 – Parking Restraint
- Policy T8 – Cycling Network and Facilities

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.

7.2 The planning considerations for this proposal are:

- Principle of development
- Visual Impact and design
- Impact on neighbour amenity
- Highways and traffic
- Archaeology
- Land contamination

## 8.0 **Principle of development**

8.1 The National Planning Policy Framework states at paragraph 72 that "*local planning authorities should take a proactive, positive and collaborative approach to development that will widen choice in education*". It further goes on to require great weight to be given to the need to expand or alter Schools.

8.2 Core Policies 1 and 6 of Slough Core Strategy 2006 – 2026 seek development proposals to follow the established Spatial Strategy which give priority to the development of existing or previously developed (Brownfield) sites and supports the provision of community facilities including education uses. 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.

8.3 The proposal would support the ongoing and established use of the site as a School and provide with a widened choice in education and improved facilities for existing pupils to their benefit and the wider community. The provision of 2 classrooms within the proposed extension seeks to comply with the Council's duty to provide adequate school places to every resident child of the Borough.

8.4 Slough's current pupil projections indicate that by the time these classrooms become available again, the need for further primary bulge classes will be unlikely. As such, it is proposed that once the bulge classes have left the School, these classrooms can be used to split year groups into smaller classes, particularly around Key Stage gateways.

8.5 Based on the assessment above, it is considered that the intensification of educational use on site is considered acceptable in land use terms subject to considerations regarding design, traffic and highways, neighbouring amenity and sustainability issues which are considered below.

8.6 As such, the principle of the development is considered to be acceptable and line with the provisions contained within the National Planning Policy

## **9.0 Visual Impact and Design**

- 9.1 The thrust of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, and Policy EN1 and EN5 of The Adopted Local Plan for Slough 2004, is that the design of proposed development should be of a high standard that reflects the character and appearance of surrounding properties.
- 9.2 The proposal has been designed to provide a seamless transition between the existing Year 5 and 6 building and the new SEN classrooms through the use of similar massing, fenestration and materials with a modern interpretation. The use of recessed bays adds interest to the elevations and complements the character and appearance of the streetscene. An objection from a local resident has been received on the basis that the new teaching block would be located forward of the existing building and in a position that would be closer to neighbouring residential properties. However, the proposed development would follow the same building line as the adjacent school building and a gap of 5.65metres would be maintained between the front elevation and to the back edge of the pavement. In the context of the character of the surroundings, it is not considered that an objection could be sustained for the forward projection of this single storey structure.
- 9.3 It is acknowledged that the proposed building would result in the removal of a number of high quality, mature trees to the east of the site in prominent views from Swabey Road however the development would provide No. 15 replacement trees to be planted towards the north, east and south in prominent locations as to offset the loss of visual amenity resulting from the loss of trees.
- 9.4 Following the receipt of revisions, the size, location and specimens proposed have been found to be acceptable by the Council's Tree Officer. Furthermore, the proposal would also provide with soft and hard landscaping to improve the visual amenity of the area. The existing temporary building to the north will be removed following completion of the extension and the area would be re-landscaped to provide a small play area, which would improve the quality of accommodation as well as the visual appearance of the area.
- 9.5 Conditions are recommended to ensure that materials are of high standard and that tree replacement and landscaping are provided as per the submitted drawings.
- 9.6 Based upon 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.

## **10.0 Impact on Neighbouring Properties**

- 10.1 Core Policy 8 of Slough Core Strategy states that development proposals shall respect and respond to their surroundings and avoid and mitigate potential impact onto neighbouring properties.
- 10.2 An objection has been received from a local resident indicating that the proposed development would result in increased noise disturbance to neighbouring properties by bringing the School closer to nearby residential buildings.
- 10.3 The proposed building would be located more than 20m from the residential properties situated to the east side of Swabey Road. Such a distance as well as the relationship between buildings is considered to be acceptable in terms of any impact on residential amenity grounds.
- 10.4 Regarding noise, it is accepted that due to the increase in number of pupils by 60 there would be some increase in additional activity to and from the School, in particular during drop off and pick up times where activity in the near roads will increase, however, the increase on activity is not regarded as so significant when compared with the existing school numbers to warrant refusal of planning permission. In addition, the distance between the proposed extension and neighbouring residential properties opposite Swabey Road is considered to be sufficient as not to be able to substantiate an objection on noise grounds arising from the use of the new teaching block. As far as any noise generated during building work is concerned, a condition is recommended requiring the submission for approval of a Working Method Statement which includes details of construction hours.
- 10.5 The objection received also raised concerns about the potential use of an existing modular building to the front of the site as a music room with associated noise disturbance. Negotiations with the applicant resolved that the music room will not be located within this modular building and conditions are recommended to ensure it would not be used as teaching accommodation.
- 10.6 By reason of its siting, height and design, the proposed extension would not result in any significant loss of outlook, loss of light or increased sense of enclosure. A distance of more than 20m between the extension and neighbouring properties to the east on Swabey Road is considered sufficient as not to result in the loss of privacy from overlooking.
- 10.7 The proposal would be located towards the east of the site and would be

more than 75m from neighbours to the west at Romsey Close and Morrice Close. The extension would not change the relationship between the School and the neighbouring properties to the north and therefore there would not be any unacceptable impact on living conditions.

- 10.8 Based on the assessment above and subject to appropriate conditions, the proposal is considered acceptable regarding potential impact onto neighbouring amenities.

## **11.0 Highways and Transport**

- 11.1 Core Policy 7 of Slough Core Strategy 2006 – 2026 sets out the 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.

- 11.2 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.

- 11.3 The proposal would result in an increase of 60 pupils and the relocation of 40 SEN pupils from existing modular temporary accommodation to a purpose-built extension. There would be an increase of 4 members of staff for the proposed bulge classes.

- 11.4 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.

- 11.5 An objection has been received from a local resident indicating that the operation of the School has resulted in traffic congestion and inconsiderate parking on neighbouring streets, issues which would be worsened by the proposed development.

- 11.6 The Highway Authority has reviewed the information provided with the proposal and no objections have been raised subject to the submission of a Travel Plan in order to achieve the goals set by the School regarding modal travel shift. A Travel Plan condition has been recommended.

- 11.7 The level of car parking provision to be required under this application can only relate to the increase in pupils and staff resulting from the extension itself, and not the natural growth of the School or any current shortfall in car parking that may exist on site. The proposal would result in 17 additional parent movements by car and the need of 2 car parking spaces for staff.

- 11.8 In this particular case, the proposal does not make any provision for

additional car parking within the site. The submitted Transport Statement and Parking Survey in neighbouring streets have identified sufficient capacity in neighbouring roads to absorb the proposed increase. These findings have been found acceptable by the Highway Authority. The proposal makes provision for 30 cycle parking spaces (20 for pupils and 10 for staff) which would be provided in accessible areas within the site. A condition is recommended to ensure that these are provided to a good standard.

- 11.9 An assessment made by the Council's Highways and Transport team has identified that the proposal would not result in significant harm to the Highway as a result of the shortfall of 2 No. car parking spaces for members of staff and prospective increase in car movements made by parents during drop off and pick up times given the capacity of available on-street parking spaces in the surrounding streets. A Travel Plan must be secured and implemented in order to mitigate any potential harm to the Highway and in order to achieve the aspirational modal shift from driving to more sustainable modes of transport.
- 11.10 Based on the assessment provided by the Highway Authority and taking all material considerations into account, the proposal is not considered to result in significant harm upon the local public highway subject to appropriate conditions to promote modal travel shift, in line with the goals of Core Policy 7 of Slough Core Strategy 2006-2026.

## **12.0 Archaeology**

- 12.1 The proposal has provided with an archaeological desk-based report which concluded that the site has potential for archaeological remains. Comments received from Berkshire Archaeology agree with the conclusions in the report and therefore has recommended the imposition of a condition for archaeological investigation prior to commencement of development.
- 12.2 Such a condition is considered to be necessary, proportionate and relevant for the development in accordance with Core Policy 8 of Slough Core Strategy 2006-2026 and therefore has been carried out into the list of drafting conditions.

## **13.0 Land Contamination**

- 13.1 Core Policy 8 of Slough Core Strategy Document states that development shall not "cause contamination or deterioration in land, soil or water quality" nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 13.2 The Council's Land Contamination Officer has been consulted and no objections were received subject to a watching brief during construction. As such, the proposal is considered acceptable on Land Contamination grounds.

## **14.0 Ecology**

14.1 An extended Phase 1 Habitat Survey was undertaken in June 2017 at Marish Primary School. The Survey identified no protected habitats or species within the site. However it was recommended that all vegetation clearance is carried out of birds' breeding season.

14.2 Based on the findings of the Phase 1 Habitat Survey, there are no significant ecological constraints other than timing of clearance work to avoid birds' nesting season. There will be a loss of vegetation on the site. New planting can potentially create new habitat particularly for birds and local tree species have been identified which can support the breeding of local birds.

## **15.0 Process**

15.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner by requesting amendments. The development is considered to be sustainable and is considered to accord with the requirements of the National Planning Policy Framework.

## **16.0 Planning Conclusion**

16.1 The proposal seeks to provide with a purpose-built extension to accommodate the existing SEN pupils of the School which are currently located within temporary buildings. In addition, the extension would have 2 classrooms for bulge classes to address the demand for school places for intake years 2018/2019. As such, great weight is given to the improvement and provision of a wider choice of school places in line with the aims of Paragraph 72 of the NPPF.

16.2 The assessment above has identified that, subject to appropriate conditions, neighbour living conditions would not be significantly harmed. The design of the extension along with the planting of replacement trees in prominent locations would not harm the character and appearance of the streetscene.

16.3 An assessment has been made regarding the proposal and its potential impact onto the public highway. It has been concluded that the proposal would not result in significant impact onto the public highway given the identified car parking capacity on street along with the expected modal shift. As such, the proposal has been found acceptable on Highways grounds.

16.4 Having taking into account all material planning considerations, the proposal is considered acceptable subject to appropriately worded planning conditions.



**17.0        PART C: RECOMMENDATION**

- 17.1        Having considered the relevant policies set out above, and comments from consultees and all other relevant material considerations it is recommended the application be approved subject to conditions.

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

**1. Time limit**

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. Drawings**

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing No. MAR-HLM-01-00-DR-A-0061 Rev. PA2, Dated 11/12/17, Recd On 11/12/17
- (b) Drawing No. MAR-HLM-01-XX-DR-A-0062 Rev. PA1, Dated 03/10/17, Recd On 04/10/2017
- (c) Drawing No. MAR-HLM-01-GF-DR-A-0066 Rev. PA1, Dated 03/10/17, Recd On 04/10/2017
- (d) Drawing No. MAR-HLM-01-GF-DR-A-0067 Rev. PA1, Dated 03/10/17, Recd On 04/10/2017
- (e) Drawing No. MAR-HLM-01-RF-DR-A-0068 Rev. PA1, Dated 03/10/17, Recd On 04/10/2017
- (f) Drawing No. MAR-HLM-01-ZZ-DR-A-0070 Rev. PA1, Dated 03/10/17, Recd On 04/10/2017
- (g) Drawing No. MAR-HLM-01-ZZ-DR-A-0072 Rev. PA1, Dated 03/10/17, Recd On 04/10/2017
- (h) Drawing No. MAR-HLM-01-GF-DR-L-0074 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017
- (i) Drawing No. MAR-HLM-01-GF-DR-L-0075 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017
- (j) Drawing No. MAR-HLM-01-00-DR-L-0076 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017
- (k) Drawing No. MAR-HLM-01-00-DR-L-0077 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017
- (l) Drawing No. MAR-HLM-01-00-DR-L-0080 Rev. PA1, Dated 08/12/17, Recd On 11/12/2017

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. Materials**

The development hereby approved shall be carried out in accordance with the following materials as indicated in Drawing No. MAR-HLM-01-ZZ-DR-A-0069, Rev. PA2, Dated 23/01/18, Recd On 25/01/2018:

- (a) Walls: Brown Multi Brick - Mischelmersh Brick Holdings PLC
- (b) Walls: Off-white Brick - Chablis White Stock
- (c) Aluminium Windows and External Doors: Aluminium – Shuco AWS 75SI+/AWS 70.HI in RAL 1036
- (d) Lettering: PPC Aluminium Powder Coated composite Flat Cut Letter Sign fixed to external wall in RAL 1036
- (e) Canopy soffit: PPC Aluminium powder coated canopy. Fascia to be in RAL 1036, Soffit to be in staggered aluminium planks in 30% RAL colour 1036 and 70% RAL 1019
- (f) Paving Setts: Texture granite aggregate block paving setts, Tobermore, Fusion
- (g) Tarmac: Tobermore Fusion in either of the following colours: Graphite, Mid-Grey and Silver
- (h) Plant screening: Solid Aluminium Plant Screen with louvred external skin in RAL 8022.

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. Archaeological Works**

No development shall take place until the applicant or their agents or successors in title have completed and evidenced a programme of archaeological work in accordance with the written scheme of investigation as submitted on: “*Written Scheme of Investigation for an Archaeological Watching Brief*” prepared by CgMS, Dated January 2018 and Recd On 29/01/2018 .

REASON The site lies within an area of prehistoric archaeological potential. A programme of works is required to mitigate the impact of development and to record any surviving remains so as to advance our understanding of their significance in accordance with Paragraph 141 of the NPPF and local plan policy.

### **5. Working Method Statement**

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) Considerate construction certification
- (ix) Phasing / Timings plan

The development shall be carried out in accordance with the approved scheme for the duration of the construction works 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.

## **6. Tree Protection**

All tree protection measures included in the 'Arboricultural Survey Report' prepared by Ecology Link dated June 2017, Recd on 04/10/2017 and Drawing No. MAR-HLM-01-GF-DR-L-0075 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017 shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Adopted Local Plan for Slough 2004.

## **7. Tree Replacement**

The replacement tree(s) shown on Drawings:

- (a) Drawing No. MAR-HLM-01-XX-DR-A-0062 Rev. PA2, Dated 11/12/17, Recd On 11/12/2017
- (b) Drawing No. MAR-HLM-01-GF-DR-L-0075 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017
- (c) Drawing No. MAR-HLM-01-00-DR-L-0080 Rev. PA1, Dated 08/12/17, Recd On 11/12/2017

Shall be planted no later than the first planting following completion of the development. Within a five period following the implementation of the scheme, if any of the new tree(s) 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 tree replacement details by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 and Policy EN4 of The Local Plan for Slough 2004.

### **8. Plant and Noise**

Prior to commencement of development, details for any air conditioning or other plant, machinery and their enclosures shall be submitted to and approved in writing by the Local Planning Authority. The approved plant shall be installed in accordance with the approved details and the scheme shall be enclosed and/or attenuated to ensure that noise from the installed plant does not, at any time, increase the ambient equivalent noise level by 5DbA measured from any adjoining or nearby properties in separate occupation.

### **9. Contaminated Land – Watching Brief**

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

### **10. Cycle Parking**

No development shall be occupied until No.30 cycle parking spaces are provided in accordance with the following details:

- (a) Drawing No. MAR-HLM-01-00-DR-L-0076 Rev. PA2, Dated 08/12/17,  
Recd On 16/11/2018
- (b) Drawing No. MAR-HLM-00-GF-DR-L-0030 Rev. T2, Dated 07/12/2017,  
Recd On 16/01/2018

The cycle parking shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

### **11. Travel Plan**

Within three months of first occupation of the development an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall operate in accordance with the approved Travel Plan. The Travel Plan shall specify initiatives to be adopted by the operators of the site to encourage access to the site by a variety of non-car means. It shall set targets and shall specify a monitoring mechanism to ensure compliance with the Travel Plan objectives. The Plan shall identify the travel plan coordinator and outline their responsibilities in pursuing the objectives of the Travel Plan; it should also state who the Travel Plan Co-ordinator will report to. Should the targets within the Travel Plan not be met, the operator should undertake whatsoever measures, as may first have been agreed in writing by the Local Planning Authority, as are necessary to cause a reduction in the number of car borne trips to ensure the targets are achieved. The Plan shall set out a five year plan with measures introduced within three months of receiving approval from the Local Planning Authority. The Plan shall be under constant review with further surveys every two years thereafter. An Annual Report providing a review of progress towards targets and of the implementation of the Travel Plan shall be sent to the Local Planning Authority.

REASON To reduce travel by car in the interests of highway safety and convenience in accordance with Policy T15 of the Slough Local Plan 2004 and to meet the objectives of the Slough Integrated Transport Strategy.

### **12. Noise**

The development hereby approved shall be carried out in accordance with the Ambient Noise Assessment prepared by 24 Acoustics Ltd, Dated 12<sup>th</sup> July 2017, Recd On 04 October 2017.

REASON To protect local future occupiers of the development from nuisance 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.

### **13. Number of Pupils**

Between 01 September 2018 and 31<sup>st</sup> July 2020, the School intake shall be limited to a maximum of 892 pupils. After 31<sup>st</sup> July 2020 pupil numbers at the school shall revert back to no more than 832 pupils.

REASON To accord with the details of the application. Relevant policies - Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

#### **14. Landscaping**

Landscaping of the development hereby approved shall be carried out in accordance with the following approved documents and drawings:

- (a) Drawing No. MAR-HLM-01-GF-DR-L-0074 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017
- (b) Drawing No. MAR-HLM-01-00-DR-L-0076 Rev. PA2, Dated 08/12/17, Recd On 16/11/2018
- (c) Drawing No. MAR-HLM-01-00-DR-L-0077 Rev. PA2, Dated 08/12/17, Recd On 11/12/2017
- (d) Drawing No. MAR-HLM-01-00-DR-L-0080 Rev. PA1, Dated 08/12/17, Recd On 11/12/2017

All soft landscaping shall be planted no later than the first planting season following completion of the development. Within a five period following the implementation of the scheme, if any of the new planting 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 planting replacement details by the Local Planning Authority.

REASON To protect the visual amenity of the locality in accordance with Policy EN1 and EN3 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.

#### **15. Removal of Modular Building**

The existing modular building to the north of the School shall be removed within 1 month of occupation of the development hereby approved and the site formerly occupied by the modular building shall be landscaped as a playing area for the School.

REASON In order improve the appearance of the streetscene and avoid using of this space for further teaching accommodation which could result in harm to the Highway, in line with the requirements contained within Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

#### **16. No additional machinery**

No additional external plant or equipment shall be installed or used other than those approved under Condition 8 of this planning permission without the prior written consent of the Local Planning Authority. Any external plant designed for use in connection with the building must provide with sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring properties is protected.

REASON To protect local residents from nuisance caused by odours and/or 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, 2012.

**17. Use of existing modular building**

The existing modular building to the east of the site shall only be used as non-teaching space and in connection with the operation of the School.

REASON To protect local residents from 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, 2012.

**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. The Applicant is advised 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.
3. 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.
4. All vegetation clearance to take place outside bird breeding/nesting season.