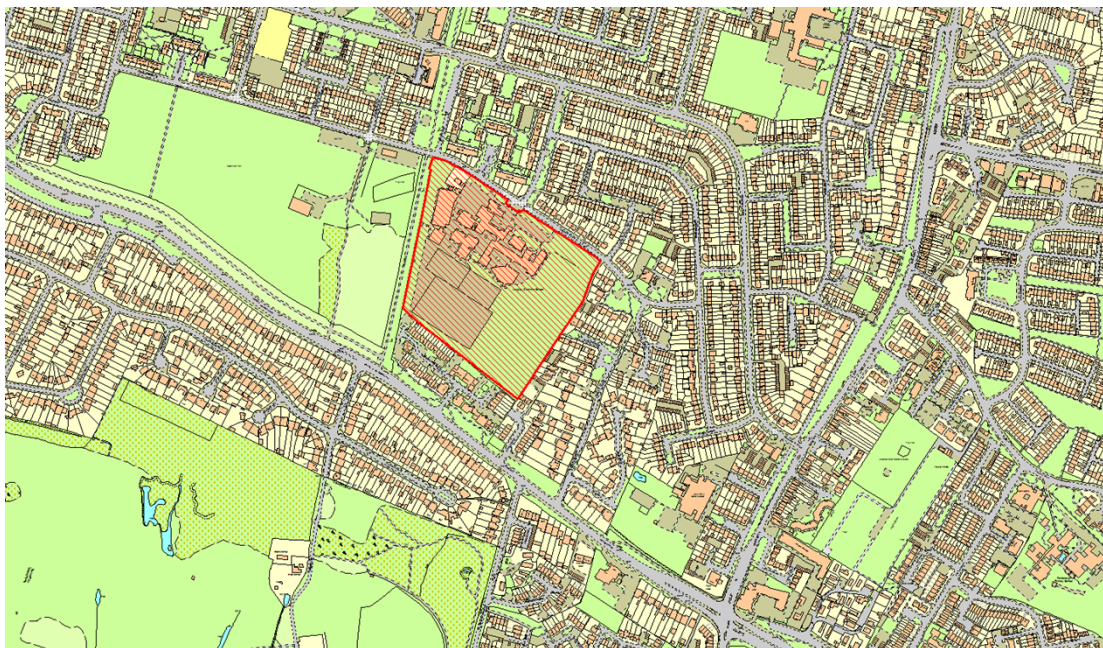


Registration Date:	01-Aug-2018	Application No:	P/01223/036
Officer:	Hannah Weston	Ward:	Langley Kedermister
Applicant:	Nigel Armstrong, Wates Construction	Application Type:	Major
		13 Week Date:	31 October 2018
Agent:	Rochelle Fleming, WYG 11th Floor, 1 Angel Court, London, EC2R 7HJ		
Location:	Langley Grammar School, Reddington Drive, Slough, Slough, SL3 7QS		
Proposal:	Demolition of existing school block, phased construction of a replacement two-storey block and three storey block, with amended parking and landscaping. Temporary construction of 1x2 storey admin block, 1x single storey dining/teaching block and site offices during construction.		

Recommendation: Approve or defer as per the Officer's recommendation at paragraph 1.2



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application forms a Regulation 3 application, being an application submitted by a School.

1.2 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be:

- a) Approved with conditions if the objections from Highways have been overcome and no substantive concerns are raised by the Council's Environmental Protection Officer, Thames Valley Police Architectural Liaison Officer, or Thames Water.
- b) Deferred if the Highways Department maintain their objections to the scheme and/or if substantive concerns are raised by the Council's Environmental Protection Officer, Thames Valley Police Architectural Liaison Officer, or Thames Water.

1.3 Under the current constitution this application is being brought to Committee for decision because this is a 'Major' application.

2.0 **PART A: BACKGROUND**

2.1 **Proposal**

2.2 The application is a full planning permission for 'Demolition of existing school block, phased construction of a replacement two-storey block and three storey block, with amended parking and landscaping. Temporary construction of 1x2 storey admin block, 1x single storey dining/teaching block and site offices during construction.'

2.3 It is proposed to demolish one existing building and erect two replacement buildings, a new teaching block to the rear (south) of the site, and a new front of house block to the front (north) of the site.

2.4 The proposed teaching block would be three stories with a height of 12.2 metres, and would have a length of 67.5 metres and a depth of 19 metres. The ground floor would provide 7 classrooms alongside offices, the first floor would provide 11 classrooms alongside offices, and the second floor would provide 10 classrooms alongside preparation (science) rooms.

2.5 The proposed front of house block would be two stories with a height between 9.6 metres and 10.4 metres. The higher part of the building is set back on the western side of the building to provide height to a proposed hall and dance studio. The building would have a length of 62 metres and a depth of 23.2 metres. The ground floor would comprise a dining hall with kitchens, main hall, dance studio, music room and offices, and the first floor would

provide a library, 6th form study, staff rooms, offices and ICT and Seminar rooms.

2.6 The site as current has 6 netball courts to the rear (south) of the existing built form of the school. The proposed teaching block would be position over four of these courts, with only two being retained. Two replacement courts are proposed on the eastern side of the school's built form.

2.7 The proposed development is to be undertaken in a phased form.

2.8 Phase 1

At phase 1, weeks 1-43, construction works will commence on the teaching block (resulting in the loss of four courts), with this area sectioned off from the remainder of the school and up to the eastern entrance. A temporary site office and parking will occur on the north-eastern corner of the site by Reddington Drive.

2.9 Phase 1a

At phase 1a, weeks 44-56, construction works continue on the teaching block, and a temporary dining room, kitchens and library are erected on the two remaining courts to the south of the site, and a temporary admin block on the north-western corner to the front of the site.

The temporary dining/kitchen/library building would be 21.784 metres by 24.732 metres, with four additional portable buildings on the southern side forming the kitchens. The building would be single storey with a height of approximately 3.4 metres.

To the front (north-western) corner a temporary admin block is placed on the car park. This building is two stories in height at 9.3 metres, and is 12.06 metres by 10.06 metres in footprint. The building provides admin and office areas at first floor, and further staff facilities and reception and ground floor.

2.10 Phase 2

At phase 2, weeks 57-90, the teaching block is complete and in use. The temporary building remain and in use. Works commence on the demolition of school blocks EFAB and EFAB.

2.11 Phase 3

At phase 3, weeks 91-123, the demolition works are complete alongside the provision of two new courts and landscaping of the site. The temporary buildings remain in use. Works commence on the construction of the front of house block.

2.12 Finished scheme

Following the completion of phase 3 the temporary buildings are removed from the site and both of the proposed new buildings are complete and in use.

3.0 Application Site

3.1 Langley Grammar School is located on the southern side of Reddington Drive and comprises seven school buildings with playing courts and fields. The site is bordered by Kedermister Park to the west, two and three storey residential developments to the north on Reddington Drive, three storey residential developments to the south on Tobermory Close and Haynes Close, and two storey residential developments to the east on Oakview Gardens, Langley Broom, and Reddington Drive.

4.0 Site History

P/01223/035 EXTENSION TO EXISTING CAR PARK TO FORM AN ADDITIONAL 28 PARKING SPACES

Approved with Conditions; Informatives 22-Mar-2011

P/01223/034 ERECTION OF TWO-STOREY ENTRANCE LOBBY WITH FLAT ROOF.

Approved with Conditions; Informatives 28-Jan-2010

P/01223/033 VARIATION TO CONDITION 9 OF PLANNING PERMISSION REFERENCE P/01223/028 DATED 17TH JANUARY 2006 FOR RETENTION OF A TEMPORARY CONSTRUCTION ACCESS TO SERVE AS AN EMERGENCY ACCESS TO THE NEW SIXTH FORM CENTRE

Approved with Conditions; Informatives 06-Jul-2007

P/01223/032 VARIATION OF CONDITION 3 OF PLANNING PERMISSION REF: P/01223/030 DATED 18/04/2006 FOR THE INSTALLATION OF REPLACEMENT VEHICULAR AND PEDESTRIAN ENTRANCE GATES IN NORTHERN SITE BOUNDARY

Approved with Conditions; Informatives 27-Jun-2006

P/01223/031 ERECTION OF A FRONT ENTRANCE LOBBY WITH A FLAT ROOF

Approved with Conditions; Informatives 27-Jun-2006

P/01223/030 INSTALLATION OF REPLACEMENT PEDESTRIAN AND VEHICULAR ACCESS GATES IN NORTHERN SITE BOUNDARY

Approved with Conditions; Informatives 18-Apr-2006

P/01223/029 INSTALLATION OF 2 NO., 6 METRE HIGH LIGHTING COLUMNS AND 1 NO. WALL MOUNTED LANTERN

Approved with Conditions; Informatives 13-Feb-2006

P/01223/028 ERECTION OF TWO STOREY BLOCK WITH FLAT ROOF TO PROVIDE NEW SIXTH FORM CENTRE

Approved with Conditions; Informatives 17-Jan-2006

P/01223/027 PROPOSALS FOR RESIDENTIAL DEVELOPMENT IN THE FORM OF 4 NO. THREE BEDROOM APARTMENTS, 36 NO. TWO BEDROOM APARTMENTS, 1 NO. ONE BEDROOM APARTMENT AND 4 NO. TWO BEDROOM CLUSTER HOUSES ON PART OF THE SITE (PLOTS 77-104 AND 7-23, 45 UNITS IN TOTAL). (AMENDMENT TO PLANNING PERMISSION P/01223/025, INVOLVING THE PROVISION OF 12 ADDITIONAL UNITS ON THE SITE AS A WHOLE).

Refused 17-Jan-2006

P/01223/026 ERECTION OF A REPLACEMENT FENCE ON EAST AND WEST BOUNDARIES AND REPLACEMENT GATE ON WEST BOUNDARY.

Approved with Conditions; Informatives 05-Apr-2005

P/01223/025 RESIDENTIAL DEVELOPMENT (92 DWELLINGS, INCLUDING AFFORDABLE HOUSING) TOGETHER WITH PROVISION OF LANDSCAPING, PLAY AREA, PARKING AND ACCESS (RESERVED MATTERS AND NON-COMPLIANCE WITH CONDITION 7 OF PLANNING PERMISSION REFERENCE P/01223/022 - AMENDED POSITION OF ACCESS FROM LONDON ROAD).

Approved with Conditions; Informatives 16-Jun-2005

P/01223/024 RETENTION OF SINGLE STOREY TEMPORARY DOUBLE CLASSROOM FOR A FURTHER TEMPORARY PERIOD OF THREE YEARS

	Approved with Conditions; Informatives	01-Jun-2004
P/01223/023	ERECTION OF SINGLE STOREY TEMPORARY CLASSROOM (133m2) FOR A PERIOD OF THREE YEARS	
	Approved with Conditions; Informatives	01-Jun-2004
P/01223/022	RESIDENTIAL DEVELOPMENT; ACCESS FROM LONDON ROAD (OUTLINE PLANNING APPLICATION)	
	Approved with Conditions; Informatives	05-Apr-2004
P/01223/021	SPORT HALL; ARTIFICIAL TURF PITCH;TEACHING BLOCK;EXTENSION TO SCIENCE BLOCK & RELATED WORKS INCLUDING SUB STATION & SWITCH GEAR CABINET.	
	Approved with Conditions; Informatives	05-Apr-2004
P/01223/020	FLOODLIGHTS FOR PROPOSED ARTIFICIAL TURF PITCH	
	Approved with Conditions; Informatives	07-Oct-2003
P/01223/019	ERECTION OF A SINGLE STOREY DOUBLE TEMPORARY CLASSROOM UNIT FOR A PERIOD OF THREE YEARS	
	Approved with Conditions	10-Apr-2002
P/01223/018	ERECTION OF A SINGLE STOREY FLAT ROOF TEMPORARY DOUBLE CLASSROOM FOR A PERIOD OF THREE YEARS (AMENDED PLANS 02/02/01)	
	Approved with Conditions	16-Mar-2001
P/01223/017	ERECTION OF A NEW SINGLE STOREY PITCHED ROOF BUILDING TO FORM NEW FOOD TECHNOLOGY BLOCK	
	Approved with Conditions	30-Nov-1999
P/01223/016	FORMATION OF 10 FLOOD LIT SYNTHETIC FIVE A SIDE FOOTBALL PITCHES, 1NO. FLOOD LIT SYNTHETIC HOCKEY PITCH INCLUDING CLUBHOUSE AND CAR PARKING WITH NEW ACCESS	
	Withdrawn (Treated As)	05-Nov-1998

- P/01223/015 ERECTION OF NEW DETACHED TEACHING BLOCK PLUS SINGLE STOREY EXTENSION TO SCIENCE BLOCK CONSTRUCTION OF VEHICULAR ACCESS AND PARKING SPACES & DEMOLITION OF TEMPORARY BUILDINGS. (AMENDED PLANS RECEIVED 30.11.95)
- Approved with Conditions; Informatives 05-Dec-1995
- P/01223/014 CONSTRUCTION OF EXTENSION TO EXISTING CAR PARK (AS AMENDED 24.7.95).
- Approved with Conditions 25-Jul-1995
- P/01223/013 CONSTRUCTION OF NEW VEHICULAR ACCESS FROM REDDINGTON DRIVE AND NEW CAR PARK (AS AMENDED 23.11.94 AND 25.11.94)
- Approved with Conditions 07-Dec-1994
- P/01223/012 ERECTION OF A SINGLE STOREY STORAGE BUILDING
- Approved with Conditions 14-Apr-1994
- P/01223/011 ERECTION OF SINGLE STOREY EXTENSION TO SCIENCE WING LINK CORRIDOR AND NEW CLADDING PANELS.
- Approved with Conditions 08-Apr-1993
- P/01223/010 RETENTION OF ILLUMINATED CONJOINED SCHOOL SIGN AT ENTRANCE.
- Approved with Conditions 07-Aug-1992
- P/01223/009 ERECTION OF SINGLE STOREY EXTENSION TO ADMINISTRATION BLOCK.
- Approved with Conditions 08-Jul-1992
- P/01223/008 RETENTION OF 13 TEMPORARY CLASSROOMS IN 6 BLOCKS. (BCC: REG 4)
- Approved (Limited Period Permission) 11-May-1992
- P/01223/007 ERECTION OF TEMPORARY CLASSROOMS.
- Approved (Limited Period Permission) 31-Oct-1988

P/01223/006 ERECTION OF A SINGLE STOREY EXTENSION AND PARKING SPACE

Approved with Conditions 11-Aug-1988

P/01223/005 ERECTION OF TEMPORARY CLASSROOMS. (630 SQ M).

Approved with Conditions 29-Jun-1983

P/01223/004 TEMPORARY CLASSROOMS

Approved with Conditions 29-Jun-1983

P/01223/003 ERECTION OF TEMPORARY CLASSROOMS

Approved with Conditions 06-Aug-1982

P/01223/002 ERECTION OF TEMPORARY CLASSROOM.

Approved with Conditions 04-Aug-1981

5.0 **Neighbour Notification**

5.1 Consultation letters were sent to the following addresses on the 8th August 2018;

45, Langley Broom, Slough, SL3 8NB, 70, Reddington Drive, Slough, SL3 7QL, 86, Reddington Drive, Slough, SL3 7QL, 108, Reddington Drive, Slough, SL3 7QL, 126, Reddington Drive, Slough, SL3 7QL, 96, Reddington Drive, Slough, SL3 7QL, 142, Reddington Drive, Slough, SL3 7QL, 1, Stanley Green East, Slough, SL3 7RF, 136, Reddington Drive, Slough, SL3 7QL, 138, Reddington Drive, Slough, SL3 7QL, 104, Reddington Drive, Slough, SL3 7QL, 88, Reddington Drive, Slough, SL3 7QL, 146, Reddington Drive, Slough, SL3 7QL, 118, Reddington Drive, Slough, SL3 7QL, 31, Tobermory Close, Slough, SL3 7JG, 21, Haynes Close, Slough, SL3 8NA, 27, Haynes Close, Slough, SL3 8NA, 15, Haynes Close, Slough, SL3 8NA, 54, Reddington Drive, Slough, SL3 7QU, 61, Tobermory Close, Slough, SL3 7JG, 25, Reddington Drive, Slough, SL3 7QT, 44, Reddington Drive, Slough, SL3 7QU, 17, Tobermory Close, Slough, SL3 7JG, 18, Tobermory Close, Slough, SL3 7JG, 19, Tobermory Close, Slough, SL3 7JG, 20, Tobermory Close, Slough, SL3 7JG, 21, Tobermory Close, Slough, SL3 7JG, 22, Tobermory Close, Slough, SL3 7JG, 23, Tobermory Close, Slough, SL3 7JG, 24, Tobermory Close, Slough, SL3 7JG, 25, Tobermory Close, Slough, SL3 7JG, 26, Tobermory Close, Slough, SL3 7JG, 27, Tobermory Close, Slough, SL3 7JG, 28, Tobermory Close, Slough, SL3 7JG, 29, Tobermory Close, Slough, SL3 7JG, 30, Tobermory Close, Slough, SL3 7JG, 32, Tobermory Close, Slough, SL3

7JG, 43, Tobermory Close, Slough, SL3 7JG, 36, Tobermory Close, Slough, SL3 7JG, 39, Tobermory Close, Slough, SL3 7JG, 42, Tobermory Close, Slough, SL3 7JG, 46, Tobermory Close, Slough, SL3 7JG, 45, Tobermory Close, Slough, SL3 7JG, 33, Tobermory Close, Slough, SL3 7JG, 37, Tobermory Close, Slough, SL3 7JG, 38, Tobermory Close, Slough, SL3 7JG, 44, Tobermory Close, Slough, SL3 7JG, 35, Tobermory Close, Slough, SL3 7JG, 40, Tobermory Close, Slough, SL3 7JG, 41, Tobermory Close, Slough, SL3 7JG, 34, Tobermory Close, Slough, SL3 7JG, 52, Tobermory Close, Slough, SL3 7JG, 57, Tobermory Close, Slough, SL3 7JG, 51, Tobermory Close, Slough, SL3 7JG, 60, Tobermory Close, Slough, SL3 7JG, 47, Tobermory Close, Slough, SL3 7JG, 48, Tobermory Close, Slough, SL3 7JG, 54, Tobermory Close, Slough, SL3 7JG, 59, Tobermory Close, Slough, SL3 7JG, 49, Tobermory Close, Slough, SL3 7JG, 55, Tobermory Close, Slough, SL3 7JG, 58, Tobermory Close, Slough, SL3 7JG, 53, Tobermory Close, Slough, SL3 7JG, 56, Tobermory Close, Slough, SL3 7JG, 50, Tobermory Close, Slough, SL3 7JG, 23, Haynes Close, Slough, SL3 8NA, 11, Haynes Close, Slough, SL3 8NA, 17, Haynes Close, Slough, SL3 8NA, 25, Haynes Close, Slough, SL3 8NA, 13, Haynes Close, Slough, SL3 8NA, 19, Haynes Close, Slough, SL3 8NA, 2, Oak View Gardens, Slough, SL3 8PL, 3, Oak View Gardens, Slough, SL3 8PL, 4, Oak View Gardens, Slough, SL3 8PL, 43, Langley Broom, Slough, SL3 8NB, 21, Reddington Drive, Slough, SL3 7QT, 23, Reddington Drive, Slough, SL3 7QT, 33, Reddington Drive, Slough, SL3 7QT, 2, Stanley Green East, Slough, SL3 7RF, 36, Reddington Drive, Slough, SL3 7QU, 38, Reddington Drive, Slough, SL3 7QU, 40, Reddington Drive, Slough, SL3 7QU, 42, Reddington Drive, Slough, SL3 7QU, 46, Reddington Drive, Slough, SL3 7QU, 48, Reddington Drive, Slough, SL3 7QU, 50, Reddington Drive, Slough, SL3 7QU, 52, Reddington Drive, Slough, SL3 7QU, 56, Reddington Drive, Slough, SL3 7QU, 58, Reddington Drive, Slough, SL3 7QU, 60, Reddington Drive, Slough, SL3 7QU, 62, Reddington Drive, Slough, SL3 7QU, 31, Paget Road, Slough, SL3 7QP, 82, Reddington Drive, Slough, SL3 7QL, 100, Reddington Drive, Slough, SL3 7QL, 68, Reddington Drive, Slough, SL3 7QL, 94, Reddington Drive, Slough, SL3 7QL, 66, Reddington Drive, Slough, SL3 7QL, 80, Reddington Drive, Slough, SL3 7QL, 64, Reddington Drive, Slough, SL3 7QL, 84, Reddington Drive, Slough, SL3 7QL, 90, Reddington Drive, Slough, SL3 7QL, 102, Reddington Drive, Slough, SL3 7QL, 72, Reddington Drive, Slough, SL3 7QL, 76, Reddington Drive, Slough, SL3 7QL, 98, Reddington Drive, Slough, SL3 7QL, 74, Reddington Drive, Slough, SL3 7QL, 78, Reddington Drive, Slough, SL3 7QL, 92, Reddington Drive, Slough, SL3 7QL, 106, Reddington Drive, Slough, SL3 7QL, 120, Reddington Drive, Slough, SL3 7QL, 132, Reddington Drive, Slough, SL3 7QL, 140, Reddington Drive, Slough, SL3 7QL, 128, Reddington Drive, Slough, SL3 7QL, 116, Reddington Drive, Slough, SL3 7QL, 124, Reddington Drive, Slough, SL3 7QL, 110, Reddington Drive, Slough, SL3 7QL, 114, Reddington Drive, Slough, SL3 7QL, 134, Reddington Drive, Slough, SL3 7QL, 122, Reddington Drive, Slough, SL3 7QL, 112, Reddington Drive, Slough, SL3 7QL, 144, Reddington Drive, Slough, SL3 7QL, 130, Reddington Drive, Slough, SL3 7QL, Kedermister Park, Kedermister Hall,

Reddington Drive, Slough, SL3 7QE, Langley Grammar School, School House, Reddington Drive, Slough, SL3 7QR.

5.2 8 site notices were displayed on the 8th August 2018 – 1 on Tobermory Close, 1 on Haynes Close, 1 on Oakview Gardens, 1 on Langley Broom, and 4 on Reddington Drive. A press notice was also displayed on the 17th August 2018.

5.3 One letter has been received outlining the support for the redevelopment of the school, however raising concerns with the current proposal. The concerns raised can be summarised as follows:

- Travel plan is out of date and does not include the changes to bus routes and timetables.
- Parking needs of increased pupil and staff numbers not adequately provided by small increase in parking proposed.
- Lack of detailed road transport assessment(s), and no study of traffic upon local roads.
- Current parking by school users include double parking, that make Reddington Drive no go area for local residents.
- Redevelopment offers an opportunity to relieve road traffic congestion that occurs on school days. Current proposed waiting/drop-off/pick-up bays insufficient to cope with current level never mind expanded school – increasing drop-off/pick-up bays inside school grounds would reduce traffic congestion and increase road safety.
- Proposals for community use of all sports facilities unclear.
- Unclear what impact fencing, noise and light on MUGAs to east of food tech block would have upon neighbouring properties.

[Case Officer Response: the above issues are taken into consideration further below within the relevant parts of this report].

6.0 **Consultations**

6.1 **Transport and Highways Development, Resources, Housing and Regeneration**

Proposal

Demolition of existing school block, construction of a replacement two-storey block and a three-storey block over existing footprint and installation of temporary school blocks, amended staff parking, removal of trees, landscaping including new hardstanding and drainage infrastructure.

Vehicle Access

- Transport Note 2 (November 2018) states that the internal drop-off bay would be for the operational requirements of the school, as well as providing direct access to the school reception for pupils with disabilities. As per the existing arrangement, parents would not be permitted vehicular access to the school campus. This arrangement does not reflect SBC's understanding of

how this drop-off facility is to be used, therefore clarification is requested..

- It was understood that the new clockwise gyratory would encourage parents/carers to use this facility to drop-off/pick-up pupils, and it is repeatedly referenced in the Transport Statement (June 2018) as a drop-off/pick-up bay or area that can accommodate up to 5no. cars. In addition, Ares illustrative masterplan drawing no. 136521-ALA-00-XX-DR-L-9001-S2-P05 denotes this area as a dual-use facility in the key as 'G – New parent drop-off and service pull-in'. Initial comments provided by the Highways Officer in September 2017 stated that the application should include a drop-off/pick-up area within the site, with the understanding being that a drop-off facility would encourage the drop-off of pupils of the expanding school to be within the site. This would reduce the number of pupils being dropped-off in the local area on local residential streets during the AM operational peak and therefore reduce the impact of the development upon the local highway network.
- Therefore, if the proposed use of the drop-off facility is not for pupils but for operational requirements, further information concerning the existing off-site drop-off locations is requested. It is noted in Transport Note 2 that students are currently dropped-off on Reddington Drive, Trelawney Avenue, Churchill Road, Paget Road, Wilford Road and Meadow Road. Observational surveys should be conducted during midweek morning peak hours, noting the number of students who are dropped off along each of these roads.
- Equally, if the applicant wishes to retain the drop-off facility for use by operational vehicles only it should be reduced in size as the drop-off area as currently shown is too large for its intended use and reduces the amount of space available within the site for vehicle parking.

Pedestrian Access

- Previous comments from the Highways Officer requested that the applicant provide flow diagrams which clearly show the turning movements and crossing points for pedestrians. In the absence of a formal crossing point outside the school on Reddington Drive or Paget Road, the purpose of this was to understand the existing pedestrian desire lines and informal crossing points currently used by pupils to access the school. This would then inform SBC whether a pedestrian crossing is required on Reddington Drive or Paget Road, since the majority of pupils use these roads to walk to school.
- The existing and proposed pedestrian flow diagrams provided by the applicant do not sufficiently demonstrate how pedestrians are crossing these roads to access the Main Langley Grammar School Access. For example, it is not clear whether pedestrians arriving from the west on Reddington Drive are on the northern or southern sides of Reddington Drive before they enter the main school entrance. Equally it is unclear whether southbound pedestrians on Paget Road are crossing from the east to the west side of the road before they get to the junction, or whether they are crossing Reddington Drive first before turning west. In both cases, the exact location at which pedestrians cross the road has not been demonstrated.
- The applicant must provide pedestrian flow diagrams which clearly demonstrate the existing crossing points on Reddington Drive and Paget Road.

Vehicle Parking

- The proposal previously provided an increase of 4no. car parking spaces to give the site a total of 90no. spaces. In response to SBC's previous comments, the applicant has proposed that an additional 6no. spaces are to be provided on-site. This therefore brings the total number of car parking spaces up to 96no. Whilst this still represents a shortfall of 4no. spaces

according to SBC's standards, the 10no. additional spaces will cater for all of the new full-time equivalent members of staff which is considered acceptable. The additional 6no. spaces are to be provided in the south-western corner of the western car parking area.

- Upon review, Ares drawing number 136521-ALA-00-XX-DR-L-9001 contains only 94no. vehicle parking spaces. This is less than the 96no. which has been proposed, and therefore the applicant must correct this.
- The aisle width between vehicle parking bays in the western area of the car park is less than the 6.0 metre minimum in some places. This is not considered to be acceptable.
- The applicant has confirmed that the 2no. disabled parking bays to the west of the site are to serve the school as well as the sports centre. The disabled parking bays closest to the sports centre are more than the minimum 50 metre distance from the FoH building Main Access, which is unacceptable. If the intention is indeed for these disabled bays to serve both buildings, the 2no. disabled parking bays must be relocated so that they are within 50 metres of both the entrance to the sports centre and the FoH building Main Access.
- The applicant must also confirm whether the 3no. disabled parking bays closest to the Main Langley Grammar School Access are to serve both the FoH building and the sports centre.

Cycle Parking

- The school currently has 60no. cycle parking spaces (30 sheffield stands) adjacent to the sports centre, with the previous proposal seeking to retain this provision of cycle parking for the site. However, as per SBC standards, 140no. spaces would be required to serve the school.
- An additional 20no. spaces (10 sheffield stands) have been provided to cater for the demand generated by the additional 174 pupils and 14 staff, as well as a further 20no. spaces (10 sheffield stands). The school has also committed to monitor future cycle use and accommodate additional stands if the demand requires it. This is considered acceptable.
- The additional cycle spaces are to be located adjacent to the north-western edge of the Front of House (FoH) building. Whilst this location is acceptable, the applicant should ensure that bicycles are stored in a secure, sheltered facility. Cyclists should be able to safely access the cycle store from all main access points, therefore dropped kerbs are recommended where appropriate.

Refuse Storage and Collection

- The applicant must demonstrate via swept-path diagrams that there is sufficient space for a 9.8m-long three-axle refuse vehicle to enter, collect waste via the waste collection area, turn and exit the site in forward gear without conflicting with parked vehicles.

Travel Plan:

- The applicant must resubmit the School Travel Plan with the requested changes for review by the SBC Travel Plan Officer.

Recommendation

This application has been found to be failing on highways and transport grounds. The drawings supplied to the Local Highway Authority do not contain the correct number of vehicle parking spaces, nor the minimum aisle width required for vehicles to safely manoeuvre into and out of the parking spaces. The proposed disabled parking spaces adjacent to the sports centre are

considered to be too far away from the FoH building Main Access, as per minimum standards.

The applicant has also failed to provide swept-path diagrams for the updated parking layout which are required to demonstrate that refuse collection vehicles can safely enter, turn and exit the site in forward gear. Furthermore, the proposed location of the additional 20no. Sheffield stands has not been supported by the provision of a secure, sheltered storage facility.

Further information from the applicant is requested in the form of pedestrian crossing flow diagrams for Reddington Drive and Paget Road, a survey of the existing remote drop-off locations outlined in Transport Note 2, and an amended Travel Plan. The applicant is also requested to re-evaluate the operation of the drop-off/pick-up facility, including whether the intention is for this facility to be dual-use and whether the current design is too large for its intended use.

Due to these reasons, the Local Highway Authority cannot support this proposal as it fails to supply an adequate provision of vehicle, disabled and cycle parking, and has not demonstrated that refuse collection vehicles can safely operate within the site. Further information and survey results are also required to support the application.

Reasons for Refusal

The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2.

The development fails to provide cycle parking in accordance with adopted Slough Borough Council standards and if permitted would be contrary to Policies T1 and T8 of the Local Plan for Slough.

The applicant has not included adequate provision for a satisfactory turning space between parking rows in the western area of the site. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

The applicant has failed to provide swept path analysis for refuse collection vehicles for the updated parking layout. Swept paths diagrams based on this vehicle is required to show ingress/egress and on-site turning where proposed. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

6.2

Sports England

Summary: Sport England objects to the above application as it is not considered to meet our adopted playing fields policy or NPPF Para. 97 for the following reasons: the proposals will result in the loss of 2 of the school's outdoor courts. Sport England will remove its objection to this application if the proposals are amended to; improve the quality of the re-provided courts with surfacing and floodlighting, address the impact on the playing field from the proposed parking and agree a community use agreement for all sports

facilities on the site.

Sport England –Statutory Role and Policy

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (in particular Para. 97), and against its own playing fields policy, which states:

‘Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.’

Sport England’s Playing Fields Policy and Guidance document can be viewed via the below link:

www.sportengland.org/playingfieldspolicy

Playing Fields Policy - Sport England

www.sportengland.org

New guidance on playing fields planning applications will help protect the spaces where people get active

The Proposal and Impact on Playing Field

The proposed development will not result in any loss of grass pitches, with the exception of the proposed new area of permanent parking on the edge of playing field. The school has a number of built sports facilities these include a full size artificial pitch and 6 outdoor courts (surface is assumed to be tarmacadam). The courts are located in one block at the rear of the school. All 6 courts are fenced.

Assessment

This application relates to the loss of existing playing fields and/or the provision of replacement playing fields. It therefore needs to be considered against exception 4 of the above policy, which states:

‘The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and

- subject to equivalent or better accessibility and management arrangements.’

I have therefore assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet exception 4.

Sport England notes from aerial photographs that the grass playing field is already used informally for car parking. However, the proposed permanent car parking will result in a permanent loss of playing field. It is further proposed to use a larger area of the playing field for car parking during the construction.

As highlighted above the proposals will also result in the loss of 4 of the 6 outdoor courts. It is proposed to replace 2 of the lost courts on an area of hard standing. This is welcome but it is not clear whether or not these courts will be an improvement on the existing facilities. For example, all new courts should meet Sport England’s design guidance standards, details of the surfacing should be provided and the courts should be fenced.

It is still not clear from discussions with the applicant whether or not there is any community use of the ball courts and whether or not this activity will be displaced from the site through the loss of the courts?

Paragraph 97 provides protection from development for playing field and other sports facilities including ball courts. Sport England considers that the current proposals include a quantitative loss of facilities (through the loss of 2 ball courts and a less preferable arrangement of the courts) combined with the impact on the playing field. The proposed development impacts upon the School’s sports facilities but does not seek to provide a full replacement for the facilities lost or any benefits to sport.

Conclusions and Recommendation

Having assessed the proposals against exception 4, Sport England is of the view that the proposals do not currently meet exception 4. However, if the following amendments were made we may be in a position to not object to the proposals:

- Floodlighting of the remaining ball courts to extend their use after hours and further details regarding the dimensions of the courts, surfacing and fencing.
- A community use agreement for all of the school sports facilities.
- Remove car parking from the playing field in its entirety, as there are additional areas of being provided with the new development. As a minimum, fencing around the proposed car parking to prevent any further encroachment onto the playing field. This should also be supported by a condition to ensure that the fencing is retained and properly maintained. If there is no option but to use part of the playing field to provide an area for parking during construction, the applicant should be required to explain how long this is likely to be for, explain why there are no alternative solutions and propose a solution for mitigating any damage caused by this proposed use.

If you wish to amend the wording of the recommended condition(s), or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

Should the local planning authority be minded to approve this application against the recommendation of Sport England; in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 the application

should be referred to the Secretary of State via the National Planning Casework Unit

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

If you or the applicant would like any further information or advice please contact me on the number below.

Following these comments additional information was provided and Sports England re-consulted:

Key issues still remaining:

- Floodlighting of the remaining courts closest to the artificial pitch.
- Resurfacing of the courts closest to the artificial pitch.
- Phasing plans that ensure no damage will occur to the retained sports facilities during construction

I confirm that I am satisfied with the information provided relating to floodlighting, the layout and dimensions of the courts, fencing and the surfacing of the 2 new courts.

However, I am not satisfied with the phasing plan. The plans I've seen do not clarify how long the affected courts will be out of use or specify when the floodlit replacement courts will be made available. It looks like this will come right at the end of the process. Can the phasing be adjusted to ensure that the 2 courts next to the agp and sports hall, which are most likely to be used by the community (and the school) are bought further forward in the phasing and therefore available to the community and school sooner?

I would also like more to be done to improve the surface of the 2 replacement courts (next to the sports hall). The surfacing details are provided on Plan AKSW-XX-XX-DD-C-9001_P03. Please see page 21 of Artificial Surfaces for Outdoor Sport page 21. This states that '*macadam surfaces may take the form of dense or porous macadam. Whilst the former may provide a more durable surface and is typically laid for school playgrounds it usually provides limited benefits for sports use.*' This section includes a sectional diagram of macadam construction (porous macadam). An improved surface for these 2 macadam courts would provide improved mitigation for the loss of the 2 courts and for the relocated courts.

The applicant has also said that they will prepare a community use plan for all of the school sports facilities. Has this been provided? If not then I can also provide a draft condition which requires this to be provided before the new school buildings are occupied. This should have been in one of my earlier emails, but guidance on how to write a community use agreement is available from our website;

<https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/community-use-agreements/>

Following this further amendments were made and Sports England re-

consulted:

I write further to my emails of 16/10/2018 and 15/11/2018. As you will be aware I have spoken further to the planning applicant and their email to me of 22/11/2018. The applicant has revised the following drawings;

136521-ALA-OO-XX-DR-L-9004 Rev 7

136521-ALA-00-XX-DR-L-9006 Rev 9

136521-AKSW-XX-XX-DD-C-9001-Rev 4 – Road and Footpath construction details (which includes the details for the construction of the MUGA)

The applicant has also confirmed in writing that;

‘The existing Tennis Courts become unavailable for the school and local community use on 11th November 2019 and become re-available 16th August 2021. The courts are unavailable for a period 92 weeks. The 2 new courts become available on 19th October 2020.’

Subject to the Council’s acceptance of these revised plans and additional written statement, Sport England withdraws its objection subject to the following planning condition (or similar) being attached to the planning permission to ensure that the works are completed in a timely manner and help ensure that the replacement courts are delivered;

‘The 2 replacement games courts closest to the artificial pitch and sports hall shall be provided in accordance with the details set out in the planning application (drawing no. 136521-AKSW-XX-XX-DD-C-9001-Rev 4 and 136521-ALA-00-XX-DR-L-9004 Rev 7) and be made available for use within 92 weeks of the implementation of this planning consent.

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision and to accord with Development Plan Policy **.

6.3

Lead Local Flood Authority

Surface Water Drainage

We have reviewed the following information in relation to the planning application:

- AKSWARD Flood Risk Assessment (136521-AKSW-XX-XX-RP-C-0002)
- AKSWARD Drainage Strategy and Water Quality Management (136521-AKSW-XX-XX-RP-C-0003) P04
- Letter from Noelia Jara dated 31st October 2018, reference X171159

In order for us to provide a substantive response, the following information is required:

- The infiltration rate used for the permeable tarmac pitches is from a test undertaken 1.55m below ground level. The formation of the pitches will be higher than this and therefore, in a different strata and rates may differ. Further infiltration testing is required in order for us to verify that the drainage strategy is feasible.
- Half drain down times need to be reviewed as they do not meet the requirement for half drain in 24 hours.

We recommend that these issues are addressed before planning permission is granted.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Following these comments the LLFA clarified:

Looking at the scheme, if the infiltration is poor then there is the potential for surface water to be discharged off site, therefore we are happy that this is conditioned and the infiltration is carried out prior to commencement on site.

We would recommend the following wording:

‘No above ground development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall be based upon the principles within the agreed Drainage Strategy and Water Quality Management Report (136521-AKSW-XX-XX-RP-C-0003 P04) and the Flood Risk Assessment (136521-AKSW-XX-XX-RP-C-0002) both prepared by AKS Ward and shall also include:

- a. Full results of the proposed drainage system modelling for the 1 in 1, 1 in 30 and 1 in 100 storm events plus climate change , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep (if applicable);
- b. Further infiltration testing in the MUGA area at formation level;
- c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers;
- d. Full details of the proposed SuDS features and any flow control measures;
- e. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development.’

6.4

Contaminated Land Officer

I have reviewed the Intrusive Geo-Environmental and Geotechnical Site Investigation - Factual and Interpretative Report (Ref. J-M3950.03) dated May 2017, and prepared by Opus International Consultants (UK) Ltd, as well as our database of potential contaminative land uses at the property and within the immediately surrounding area.

Please see my comments below:

- Section 3.1 Sources of Information: Please can the applicant provide the report mentioned in this section, for future reference and review. Mott MacDonald Geo-environmental Desk Study Report Ref: PSBP2/MID/136521/002/A June 2015

- Section 6.1: A single exceedance of Dibenz(ah)anthracene was identified in BH2 at 0.25m bgl, thus it is considered an outlier. However, it is anticipated that the area where this was recorded will be covered by hardstanding. In the case the design will change, all the precautions mentioned in this section should be undertaken to address the issue.

- Section 6.4 Ground Gas: The calculated GSV indicates that the site gas regime is a 'Characteristic Situation 2', thus gas protection measures might be required. However, it is advised that additional ground gas monitoring sessions are undertaken, in order to confirm this gas regime.

- Section 6.7 Disposal and Re-use of Soil: Records should be kept for any soils due to be re-used or removed off site, together with any soil sample analysis and transfer notes, which should be included in a Final Validation Report.

- Section 8 Recommendations: I concur with the findings of the report and the recommended additional work summarised in this section.

Based on the above, I recommend the following conditions are placed on the Decision Notice:

1. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy (APAS code: NEN18)

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

2. Remediation Validation (APAS code: NEN19)

No development within or adjacent to any area(s) subject to remediation

works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

6.5

Environment Agency

Thank you for consulting us on this planning application.

Due to increased workload prioritisation we are unable to make a detailed assessment of this application. We have checked the environmental constraints for the location and have the following guidance.

The proposal is for educational development and the environmental risks in this area relate to foul drainage/ waste water.

Foul Drainage

The submission documents indicate that foul water from building 2 will discharge via existing private pumping chamber into the existing private foul sewer located within the site. Foul water from building 1 will connect via gravity into existing private sewer.

New development should be connected to the public mains (with the prior written approval of the statutory undertaker) where possible. Proliferation of individual treatment plants can cause deterioration in local water quality (ground and surface water). This would be contrary to the principles of the EU Water Framework Directive) and is supported by paragraph 109 of the National Planning Policy Framework which requires the planning system to ensure the environment is not adversely affected by water pollution.

If it is shown not to be feasible to connect to the public foul sewer, you may need an Environmental Permit from the Environment Agency.

Other Consents

As you are aware we also have a regulatory role in issuing legally required consents, permits or licences for various activities. We have not assessed whether consent will be required under our regulatory role and therefore this letter does not indicate that permission will be given by the Environment Agency as a regulatory body.

The applicant should contact 03708 506 506 or consult our website to establish if consent will be required for the works they are proposing. Please see <http://www.environment-agency.gov.uk/business/topics/permitting/default.aspx>

6.6

This includes any proposal to undertake work in, over, under, or within 8 metres of the top of the bank of a designated Main River, called a Flood Risk Activity permit.

Asset Management (Education Planning)

Slough was delighted that Langley Grammar School was successful with their bid to be included on the government's Priority School Building Programme – a national programme to rebuild those blocks around the country with the most urgent needs. Langley Grammar's main school block has significant condition needs which only a rebuild can address. At the time Slough was in discussion with the school about a possible expansion and agreed to contribute funding to expand the school within the same contract.

Slough needs to increase secondary school capacity by 60% to meet the growth in demand already accommodated in its primary schools. This involves a huge programme of expansion, to date 4 secondary free schools have opened (one is an all-through school), at the same time Slough is funding the expansion of existing schools to ensure every pupil continues to get a school place. Langley Grammar has already increased its admission in anticipation of the current project being delivered, this project will provide the extra classrooms needed for the new pupils.

Grammar Schools by their nature attract pupils from a wide radius. In return for its investment Slough included a condition that the new school places are provided for Slough pupils. The school introduced a Slough-centric catchment area and this has delivered the change in admissions that were hoped for. The schools admits at least 30 additional pupils from Slough each year.

The Local Authority fully supports this project which will see c£20m invested in a Slough school to improve facilities and also provide additional school places.

6.7

Tree Officer

The site is a congested site with extensive existing development and hard standing. There are a number of significant trees of high amenity significance along the whole frontage with Reddington Drive. The trees are mixed species, predominantly lime.

I have considered the tree risk assessment provided by the applicant, although note that this does not appear to be part of the formal submission. I have not had the opportunity yet to inspect individual trees against that survey, but consider it to be a thorough and objective piece of work. At this time I have no reason to challenge the risk category assessment.

Many of the frontage trees are showing advanced die-back within their crown. This is reflected in the assessment. This is partly attributable to their mature/over-mature age structure and likely also a result of stress on root areas as a result of previous development, notably the extent of hard

surfacing within their root zones.

I note that the survey identifies the trees present at the south of the site within the red line. These trees are omitted from the tree protection plan. These trees will be affected by new development, both temporary and permanent. A plan is required to enable the impacts of the proposed development on these trees and details of their root protection areas (RPA).

I note the proposal for a temporary building (Admin Block) within the frontage area and close to trees. This intrusion is likely to create additional pressure on existing trees. Noting that the use is temporary, this should only be permitted if the building is suspended on a framework that prevents compaction of the ground. The pedestrian access should be built up (no excavation) and again suspended above ground.

A “no-dig” should be applied to the existing soft ground throughout the tree zone (grassed Reddington Drive frontage). Where there is no existing railing fence present, fixed protective fencing should be provided to the whole treed area to prevent all construction related access/use within any part of the tree protection zone.

I recommend that trees recorded as retainable are protected under a Tree Preservation Order to ensure their retention during and after the construction phase and that any works required to those trees are considered under the provisions of the order.

6.8

Environmental Quality

Air Quality Background

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

- Slough Town Centre
- M4
- Tuns lane
- Brands Hill
- Bath Road

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM_{2.5} in Slough (PHE).

SBC has adopted the Slough Low Emission Strategy 2018-25. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: ‘Land-Use planning and Development Management’ Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the ‘Slough Electric Vehicle Plan’ this can be found in Section 4.3 of the LES Technical Report.

The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

Air Quality Comments

In line with the Slough Low Emission Strategy, the scheme is considered to have a MEDIUM impact on air quality. As such, the scheme only requires an assessment of potential exposure of future residents to concentrations of NO₂ and the integration of Type 1 and 2 Mitigation measures, contained in the LES Planning Guidance.

From assessing NO₂ concentrations in the vicinity of the school, it is considered that any potential exposure to NO₂ of future residents will be acceptable.

The proposals include provision for an additional 4 parking spaces and 1 additional disabled bay.

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. Electric vehicle charging points should be provided for each of the 4 additional parking spaces and the additional disabled bay
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure

Environmental Noise Comments

HRS services undertook a planning stage environmental noise assessment, based on a site noise survey undertaken during April 2018. The dominant noise sources in the area include road traffic noise, flyovers to and from Heathrow, and student activity at the school, specifically during break times and at the end of the school day.

The initial noise survey determined noise levels in four different locations using both manned and unmanned measuring techniques. Noise levels were compared to BB93 indoor ambient noise levels (IANLs) to conclude that the majority of rooms were suitable for natural ventilation systems. However, rooms which required quieter conditions would need further attenuation measures, such as conventional double glazing with mechanical ventilation or attenuated façade ventilation systems.

Standard noise levels to be met are as follows:

- Standard classrooms, music rooms and multi-purpose halls are required to achieve an IANL of ≤ 35 dB LAeq, 30 min.
- Rooms less sensitive to noise are required to achieve an IANL of ≤ 40 dB LAeq, 30 min.

- External noise intrusion has been considered, resulting in setting indoor noise levels to a minimum of 5 dB below the specified IANL.
- Internal spaces without facades must meet relevant BB93 IANL.

The proposed development does not include significant increase in parking (4 spaces) or number of students on the premises, therefore traffic during operational hours is not expected to increase and the operational noise impact of the development is likely to be negligible.

Multi-use games area (MUGA) currently produce noise levels between 56-93 dB LAFmax, 5 min during daytime and 57-81 dB LAFmax, 5 min, with predicted noise levels at the new MUGA courts to be below the existing maximum range, therefore low impact. Cumulative noise impact is + 1 dB therefore imperceptible and noise mitigation is not necessary.

External noise measurements taken during the environmental noise assessment indicate that to achieve required internal noise levels, the following requirements must be fulfilled:

- Standard thermal double glazing windows with a sound insulation of ≥ 27 dB Rw, achieved with sealed standard thermal double glazing.
- Ventilation suitable for general teaching spaces provided by a hybrid system featuring façade ducted heat recovery ventilation units (HRUs) to provide normal ventilation with windows closed.
- Teaching spaces designed specifically for students with special hearing and communication needs are to be provided with mechanical ventilation systems, so windows do not need to be open. Noise specifically arising from mechanical HRU fans should not exceed the specific BB93 room IANL criteria by ≥ 5 dB.
- Noise generated from new building services plant should not exceed the representative background noise level when assessment is conducted at the nearest noise sensitive receptor in accordance with BS4142:2014, to be determined as 'low impact'. Plant selection and specification should be in accordance with proposed plant noise limits.

Details of the above standards and mitigation measures should be submitted to the Local Planning Authority and approved in writing prior to commencement.

6.9

Environmental Protection

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.10

Police Crime Prevention Design Advisor

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.11

Thames Water

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

7.0 **PART B: PLANNING APPRAISAL**

7.1 **Policy Background**

Revised National Planning Policy Framework and National Planning Policy Guidance:

Chapter 8: Promoting healthy and safe communities

Chapter 9: Promoting sustainable transport

Chapter 12: Achieving well-designed places

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

Core Policy 1 – Spatial Strategy

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004 (Saved policies)

EN1 – Standard of Design

EN3 – Landscaping

EN5 – Design and Crime Prevention

OSC2 – Protection of School Playing Fields

OSC13 – Floodlighting

T2 – Parking

T8 – Cycle Network and Facilities

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013

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 revised version of the National planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law

requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on School Playing Fields and Courts
- Impact on the character of the area
- Impact on residential amenity
- Highways and Parking
- Contamination
- SuDS

8.0 **Principle of development**

8.1 The NPPF outlines that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive, and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- Give great weight to the need to create, expand or alter schools; and
- Work with schools to identify and resolve key planning issues before applications are submitted.

8.2 In line with the above, the replacement of the existing school block with improved teaching facilities is supported.

9.0 **Impact on School Playing Fields and Courts**

9.1 The NPPF outlines at paragraph 97 that 'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

9.2 Policy OSC2 of the Local Plan outlines that:

'Development upon school playing fields will not be permitted unless:

- a) the development is ancillary to the use of the site as a school playing field and the scale of the development and intensity of use is appropriate to the location;
- b) the use of the playing fields can be retained and enhanced by development on a small part of the field as long as the quality and quantity of pitch provision and the ability to make use of the pitches are

not prejudiced; or

c) the playing field lost to development is replaced by new provision which is at least comparable in terms of size, facilities and amenity, and is located immediately adjacent to the school.'

9.3 The proposal includes the loss of 4 existing playing courts and the re-provision of 2. During the development phases, part of the school playing field is to be utilised for construction parking and site offices. In line with this Sports England have been consulted on the application.

9.4 Sports England do not raise concerns with the temporary use of the playing field for construction traffic and site offices, however concern is raised with the loss of 4 existing playing courts and the replacement of these with 2 new courts.

9.5 In line with the NPPF paragraph 97 part b) Sports England have advised that the total reduction in courts of two may be acceptable subject to the remaining and replacement courts being improved through re-surfacing and floodlighting, and subject to alterations to the phasing plans to ensure that there is no damage to the retained sports facilities during construction, and to clarify how long the affected courts will be out of use during construction and when they will be made available again. Sports England requested that the phasing be adjusted to ensure that the 2 courts next to the artificial grass pitch and sports hall, which are most likely to be used by the community (and the school) are brought further forward in the phasing and therefore available to the community and school sooner. Following these comments the submitted plans were amended to overcome Sports England Concerns. It was also confirmed that the Tennis Courts will be unavailable for the school and local community for a period of 92 weeks.

9.6 In line with these amendments Sports England have advised that they withdraw their objection subject to a condition requiring the courts to be undertaken in accordance with the submitted information and that the courts be made available for use within 92 weeks of the implementation of the planning consent.

10.0 **Impact on Visual Amenity**

10.1 The National Planning Policy Framework outlines that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'

10.2 Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

10.3 All development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:

1. be of a high quality design that is practical, attractive, safe, accessible and

adaptable

2. respect its location and surroundings
3. be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style

- 10.4 Policy EN1 of the adopted Local Plan requires development proposals to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, and its relationship to mature trees.
- 10.5 Reddington Drive is characterised by a mixture of two and three storey residential properties, and the existing school, which is two to three stories high. The existing building to be removed from the school site is two to three stories in height, flat roofed, and of a utilitarian appearance. The existing school buildings on the site use a variety of materials, with for example red and yellow bricks, render and cladding.
- 10.6 The application proposes to demolish an existing large school building and erect two replacement buildings, a new teaching block to the rear (south) of the site, and a new front of house block to the front (north) of the site.
- 10.7 The proposed teaching block would be three stories with a height of 12.2 metres, and would have a length of 67.5 metres and a depth of 19 metres. The ground floor would provide 7 classrooms alongside offices, the first floor would provide 11 classrooms alongside offices, and the second floor would provide 10 classrooms alongside preparation (science) rooms.
- 10.8 The proposed building would be of a flat roof rectangular design, with the use of brick on the ground floor and render above. Colour render panels are proposed between the first and second floor windows in the school colour (green). It is considered that the proposed building would be of an appearance that would complement the existing school blocks on site.
- 10.9 The proposed front of house block would be two stories with a height between 9.6 metres and 10.4 metres. The higher part of the building is set back on the western side of the building to provide height to a proposed hall and dance studio. The building would have a length of 62 metres and a depth of 23.2 metres. The ground floor would comprise a dining hall with kitchens, main hall, dance studio, music room and offices, and the first floor would provide a library, 6th form study, staff rooms, offices and ICT and Seminar rooms.
- 10.10 The proposed front of house block would be predominantly two storey in appearance with the use of red brick to the ground floor and render above. Coloured render panels (green) are proposed between first floor windows and the school crest on the current building would be moved to be adjacent the entrance of this new block. The display of this crest would require advertisement consent and an informative will be added to advise of the need to obtain this. To the south-western corner of this building the height would increase slightly to allow increased height with the proposed hall and dance studio. The use of a partial increase in height in this area would not appear

out of character with the existing buildings on site or when compared to that existing. It is considered that the proposed building would be of an appearance that would complement the existing school blocks on site.

- 10.11 Alongside the provision of two replacement school blocks, the application proposes the provision of two replacement courts on the eastern side of the school's built form, on ground currently covered by the building to be demolished. Alongside this, soft and hard landscaping is proposed on the site to improve the links between the existing and proposed buildings.
- 10.12 With the need for the continued operation of the school during development works, two temporary school buildings are also required during the development process, a single storey dining/kitchen/library and a two storey admin block. These buildings are of a portable building appearance. Due to the temporary nature of these buildings, it is considered that these buildings would not have an unacceptable impact upon the character and appearance of the site.
- 10.13 It is considered that the removal of the existing run-down school block and its replacement with two new modern blocks, alongside the provision of new playing courts and hard and soft landscaping will be of benefit to the character and appearance of the school site and of Reddington Drive. In line with this it is considered that the proposed development works at Langley Grammar School would be acceptable in design terms.

11.0 **Impact to neighbouring residential properties**

- 11.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 11.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *"The design of all development within existing residential areas should respect the amenities of adjoining occupiers."*
- 11.3 Policy EN1 of the Adopted Local Plan states that *"all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding"*, in accordance with the criteria set out in that policy.
- 11.4 The application proposes to demolish the existing large school block and erect two replacement blocks. The teaching block, to the rear of the schools built form, would be three stories with windows at all levels. The rear (southern) elevation of this new school block would remain between 81 metres and 87 metres away from the residential properties to the south, and 110 metres away from the boundary to the east. The proposed front of house block would be positioned within the existing built form of the development, 140 metres from the boundary to the east, 34 metres from the boundary with School House to the west (under the ownership of the School and currently vacant) and 30 metres from the front (north) boundary with Reddington Drive. In line with these distances from neighbouring residential properties it is not considered that the proposed new teaching block and front of house blocks would result in overlooking or overshadowing issues or appear overbearing to neighbouring properties.

- 11.5 The application proposes two new replacement hard courts on the eastern side of the schools built form, alongside renovations to the two remaining existing hard courts.
- 11.6 The submitted planning statement advises that all of the existing sports facilities are use by the school and are also available to hire by the community outside of school hours (not including the grass playing fields). The community use is between 17:30 and 21:30 Monday to Friday, 08:30 to 17:30 at weekends, and 09:00 to 17:30 during school holidays. It is advised that there is no formal dual use agreement in place.
- 11.7 It is outlined that the existing courts are used a small amount by community use, with a summer use of tennis at 1-2 hours on an ad hoc basis, and a winter use of netball which has had no community use recently. The primary use of these courts is for curricular activities and school competitions.
- 11.8 It is proposed that the two existing remaining courts to the south of the site, to the west of the proposed teaching block, will be floodlit as part of the proposal. These courts are positioned to the south and west of school buildings, and to the east of Kedermister park. To the south of the proposed floodlights are residential properties on Tobermory Close, some 72 metres away from the proposed floodlighting. It is also noted that the school site has an existing floodlit football pitch located between the proposed floodlit netball/tennis courts and Tobermory Close (floodlights approved under application P/01223/020). Due to the distance between the floodlights and properties on Tobermory Close, and subject to conditions controlling these floodlights, it is not considered that there would be an unacceptable impact upon neighbouring amenity as a result of installing floodlights on these two courts.
- 11.9 It is not considered that the proposed new courts on the eastern side of the school site would result in an unacceptable impact upon neighbouring amenity, with these being set 74 metres from the eastern boundary and with no floodlighting being proposed.
- 11.10 The submitted planning statement advises that the school is happy to sign a community use agreement outlining that the school is committed to promoting a community use on this site, that management will be as current, that opening times will be as current, and that all remaining sports facilities and the dance studio (not including the playing fields) will be open to community use outside of school usage. In order to ensure that the level of community use does not result in neighbouring amenity issues, such as through noise, it is considered that a community use agreement should be entered into. This will be required through condition as part of this planning application.
- 11.11 It is considered that with the attachment of conditions the proposed development at Langley Grammar School will not have an unacceptable impact upon neighbouring amenity.

12.0 **Highways and Parking**

- 12.1 The NPPF outlines that transport issues should be considered from the earliest stages of plan-making and development proposals so that the

potential impacts and opportunities of development on transport networks can be addressed, opportunities to promote walking, cycling and public transport are identified, the environmental impacts of traffic can be identified, and movement patterns can be incorporated into designs (para 102). When assessing development it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access is achieved, and any significant impacts from the development on the transport network or highway safety can be cost effective (para 108).

- 12.2 Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 12.3 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 12.4 Local Plan Policy T2 outlines that additional on-site car parking will only be required where this is needed to overcome road safety problems, protect the amenities and operational requirements of adjoining users, and ensure that access can be obtained for deliveries and emergency vehicles.
- 12.5 The Council's Highways Department have been consulted on the proposed scheme and the following concerns have been raised:
- Vehicle access - The submitted transport documents and plans do not match in regards to a proposed drop-off/pick-up bay and whether this would be for parents to use or just deliveries.
 - Pedestrian access – insufficient information has been provided on pedestrian flows and crossing points to establish whether a new pedestrian crossing is required.
 - Vehicle parking – the submitted documents and plans show a disparity between the number of car parking spaces being provided, widths between parking bays are insufficient, and disabled parking is insufficient.
 - Refuse storage A swept-path diagram is required to demonstrate there is room for a refuse vehicle to enter and turn on the site.
 - A School Travel Plan is required.
 - Further details on cycle storage is required (this could be required through condition).
- 12.6 In line with the above, the Highways department recommend refusal for the application and it is considered important that these issues are overcome prior to planning permission being granted. At the time of writing this report Sports England's concerns have not been overcome by the applicant. In line with this it is recommended that planning permission be deferred for approval subject to the Highway departments concerns being overcome.

13.0 **Contamination**

- 13.1 The Council's Contamination officer has been consulted on the scheme and has advised that subject to conditions requiring a phase 3 quantitative risk assessment and site specific remediation strategy, and remediation validation, the proposal is acceptable on contamination grounds.

14.0 **Flood Risk and Sustainable Drainage System**

- 14.1 On 6th April 2015, the government introduced a requirement for all major development schemes to comply with the current Sustainable Drainage Regulations. This is now a material consideration in the determination of major planning applications, which necessitates the drainage system being designed in detail at an early stage in the planning process to ensure that this would help mitigate the impacts of 'flash flooding'. Such details therefore are not capable of being dealt under planning conditions.

- 14.2 A Surface Water Drainage Strategy has been submitted with the application and the Lead Local Flood Authority (LLFA) consulted on this. The LLFA advise that further infiltration testing is required in order to verify that the drainage strategy is feasible, and the half drain down times need to be reviewed. The LLFA have advised that conditions can be attached to overcome these concerns.

15.0 **Trees**

The Council's tree officer has been consulted on the application. It has been advised that the existing trees to the front (north) of the site, screening the school from Reddington Drive are of a positive contribution to the area and a Tree Preservation Order is recommended. This is for the Tree Officer to progress.

- 15.1 In line with the significance of the front row of trees, it is advised that the proposed temporary admin building to the front of the site would be likely to create additional pressure on existing trees. With the building being temporary, this is acceptable subject to the building being suspended on a framework that prevents compaction of the ground. In addition the proposed pedestrian access should also be built up (no excavation) and suspended above ground. A no-dig should be applied to existing soft ground through the front tree zone (grassed frontage) and protective fencing should be erected to prevent the construction related access/use within any part of the tree protection zone. Details of tree protective fencing to the rear of the site is also requested.

- 15.2 It is considered that the above requests can be required through the attachments of conditions to the application.

16.0 **Air Quality and Noise**

- 16.1 The Council's Environmental Quality team have been consulted on the application.

- 16.2 Air Quality:

It has been advised that the scheme has a medium impact on air quality and

mitigation measures are required. It is requested that electric vehicle re-charging infrastructure be provided (4xbays and 1xdisabled bay), and a Construction Environmental Management Plan shall be provided.

16.3 Noise:

It is advised that to achieve satisfactory internal noise levels the following is required: double glazing with sound insulation, ventilation with façade ducted heat recovery ventilation units, teaching spaces designed for students with special hearing and communication needs, control of noise from fans and plant. Details of the development meeting these are required through condition prior to the commencement of development.

16.4 The applicant has advised that they are happy to provide the required charging bays and details. Further details on these will be requested through conditions.

17.0 **PART C: RECOMMENDATION**
Planning Conclusion

17.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be:

- a) Approved with conditions if the objections from Highways have been overcome and no substantive concerns are raised by the Council's Environmental Protection Officer, Thames Valley Police Architectural Liaison Officer, or Thames Water.
- b) Deferred if the Highways Department maintain their objections to the scheme and/or if substantive concerns are raised by the Council's Environmental Protection Officer, Thames Valley Police Architectural Liaison Officer, or Thames Water.

PART D: LIST CONDITIONS AND INFORMATIVES

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:

TBC

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Details of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. Prior to the commencement of the development hereby approved a Construction Traffic Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- (i) Construction access;
- (ii) Vehicle parking for site operatives and visitors;
- (iii) Loading/off-loading and turning areas;
- (iv) Site compound;
- (v) Storage of materials;
- (vi) Precautions to prevent the deposit of mud and debris on the adjacent highway;
- (vii) Details of any impact upon the public right of way.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

REASON To minimise danger and inconvenience to highway users.

5. Prior to the commencement of the development hereby approved details of a scheme (Working Method Statement) to control the environmental effects of demolition and 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) site security arrangements including hoardings

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.

6. Prior to the commencement of the development hereby approved details of 3x electric vehicle charging bays 1x electric vehicle disabled charging bay and electric vehicle charging points, including full specification details, plans and location shall be submitted to and approved in writing by the Local Planning Authority.

Prior to first occupation of the buildings hereby approved, the electric vehicle rapid charging points/units serving the bays shall be installed, maintained and retained in accordance with the approved details and manufacturer's requirements. The annual EV usage data (1st January to 31st December) shall be reported to the Local Planning Authority each year, no later than 31st January. The data to be reported relates to the total KWh used and total number of charge events, no details relating to the vehicle or driver shall be reported to maintain data privacy.

REASON To promote electrical vehicle car use and to offset the additional emissions associated with customers using the proposed development, as part of the site falls within the M4 Air Quality Management Area, in accordance with Core Policy 8 of The Slough Local Development Framework.'

7. Prior to the commencement of the development hereby approved details of the development meeting the following shall be submitted to and approved in writing by the Local Planning Authority:

- Standard thermal double glazing windows with a sound insulation of ≥ 27 dB Rw, achieved with sealed standard thermal double glazing.
- Ventilation suitable for general teaching spaces provided by a hybrid system featuring façade ducted heat recovery ventilation units (HRUs) to provide normal ventilation with windows closed.
- Teaching spaces designed specifically for students with special hearing and communication needs are to be provided with mechanical ventilation systems, so windows do not need to be open. Noise specifically arising from mechanical HRU fans should not exceed the specific BB93 room IANL criteria by ≥ 5 dB.
- Noise generated from new building services plant should not exceed

the representative background noise level when assessment is conducted at the nearest noise sensitive receptor in accordance with BS4142:2014, to be determined as 'low impact'. Plant selection and specification should be in accordance with proposed plant noise limits.

The development hereby approved shall be implemented on site in full accordance with the approved details and retained in a working condition thereafter.

Reason: To ensure standard noise levels within the school buildings are met to the benefit of the future users of the site and neighbouring amenity.

8. Development works shall not commence on the scheme hereby approved until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

9. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency

plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

10. No above ground development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall be based upon the principles within the agreed Drainage Strategy and Water Quality Management Report (136521-AKSW-XX-XX-RP-C-0003 P04) and the Flood Risk Assessment (136521-AKSW-XX-XX-RP-C-0002) both prepared by AKS Ward and shall also include:
 - a. Full results of the proposed drainage system modelling for the 1 in 1, 1 in 30 and 1 in 100 storm events plus climate change , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep (if applicable);
 - b. Further infiltration testing in the MUGA area at formation level;
 - c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers;
 - d. Full details of the proposed SuDS features and any flow control measures;
 - e. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development.

11. Prior to the commencement of the development hereby approved details of the refuse collection strategy including refuse stores, shall be submitted to and approved in writing by the Local Planning Authority the the submission of a refuse management strategy. The approved refuse management strategy and bin stores shall be provided on site in accordance with the approved details prior to first use of the teaching block and front of house block hereby approved and retained thereafter.

REASON To ensure that there is adequate refuse storage at the site.

12. Prior to the commencement of the development hereby approved details shall be submitted on the method of attaching the temporary admin building to the ground, and for constructing the proposed pedestrian access. These details shall show the building and pathway suspended above ground with no-dig and demonstrate there will be no compaction to the surrounding trees.

Reason: To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

13. No development shall commence until tree protection measures during construction of the development for all existing retained trees on the site have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works. The land within the tree protection fencing shall be no-dig at all times.

Reason: To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

14. No part of the development shall be occupied 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, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs.

The approved scheme of soft landscaping shall be carried out no later than the first planting season following first occupation 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 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

15. When the floodlights hereby approved are in operation the maintained lighting levels as measured at normal ground level shall not exceed on average a maximum of 365 lux across the surface of the MUGA court and the floodlights shall be designed such that lighting levels can be switched to meet the requirements of different sporting activities.

REASON: To safeguard the amenity of neighbouring residential occupiers by restricting lighting levels at source and in the interests of energy conservation.

16. The floodlights shall incorporate asymmetric flat glass luminaires mounted not more than 5 degrees above the horizontal; not more than 3 luminaires shall be mounted on each floodlighting column and the equipment shall be finished in a matt, neutral colour.

REASON: To safeguard the amenities of the locality including those of existing or future nearby residential occupiers.

17. The floodlights shall not be on after 21:00 hours or before 08:00 hours any day Monday to Friday nor be on after 17:30 hours or before 08:00 hours on Saturday or Sunday without the prior written consent of the Council.

REASON In the interest of the amenity of the existing & future residents in the neighbouring area.

18. The programme and sequencing of the Development shall be in general accordance with phasing plans:

Phase 1: TEND/012392/100 Rev E;
Phase 1a: TEND/012392/101 Rev H;
Phase 2: TEND/012392/102 Rev H;
Phase 3: TEND/012392/103 Rev H.

REASON To ensure minimal impact upon playing court provision during the construction period.

19. Prior to the commencement of phase 1a of the development the applicant shall submit to the Local Planning Authority for approval a timeline for the temporary buildings forming the temporary dining/kitchen/library building on the existing courts, and the temporary admin block on the car park hereby approved to be brought to and removed from the site. The temporary buildings shall be removed from the site in full accordance with the approved timeline.

REASON To ensure the temporary use is discontinued and the sports courts and car park restored.

20. Within 1 month of the completion of phase 3 of the development the

extended site parking and site/welfare office on the northern edge of the playing field by Reddington Drive, and the school temporary parking and mini bus parking to the east of building EFAG as shown on plan TEND/012392/103 Rev H shall be removed from the site and the land restored to playing field.

REASON To ensure the temporary uses are discontinued and the playing field restored.

21. Prior to first use of the approved front of house block a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the sports hall, studio, sports centre classroom, fitness suite, outside artificial grass pitch MUGA, four outside netball/tennis courts, and the approved dance studio and include details of pricing policy, hours of use, access by non-Langley Grammar School students and staff users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport.

22. The 2 replacement games courts closest to the artificial pitch and sports hall shall be provided in accordance with the details set out in the planning application (drawing no. 136521-AKSW-XX-XX-DD-C-9001-Rev 4 and 136521-ALA-00-XX-DR-L-9004 Rev 7) and be made available for use within 92 weeks of the implementation of this planning consent.

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision and to accord with Development Plan Policy.

23. Prior to the commencement of phase 2 of the development, details of the cycle parking provision to be provided on site shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented on site prior to first occupation of the teaching block and retained for the parking of bicycles thereafter.

REASON To ensure that there is adequate cycle parking 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.

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked

with the applicant in a positive and proactive manner through discussing amendments to the scheme. 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.

2. Highways:

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.

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

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

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

3. Environment Agency:

The Environment Agency advise that they have a regulatory role in issuing legally required consents, permits or licences for various activities. The applicant should contact 03708 506 506 or consult the Environment Agency website to establish if consent will be required for the works they are proposing. Please see <http://www.environment-agency.gov.uk/business/topics/permitting/default.aspx>

This includes any proposal to undertake work in, over, under, or within 8 metres of the top of the bank of a designated Main River, called a Flood Risk Activity permit.

4. Condition 15 is not intended to cover low intensity lighting during a short period after the stated 'turn off' times and required solely for the safety of people leaving the pitch.
5. It is noted that the submitted phasing plans identify 'site parking on existing parking area' to the northern end of the playing field by Reddington Drive. This parking area is above the size approved under application P/01223/035. This application does not include an assessment of, or grant, the extended parking area in this area. The applicant is advised to ensure that the parking area is in full accordance with the approved plans for application P/01223/035.

6. Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.
7. The applicant is advised that the display of the school crest on the front of house building hereby approved will require Advertisement Consent.