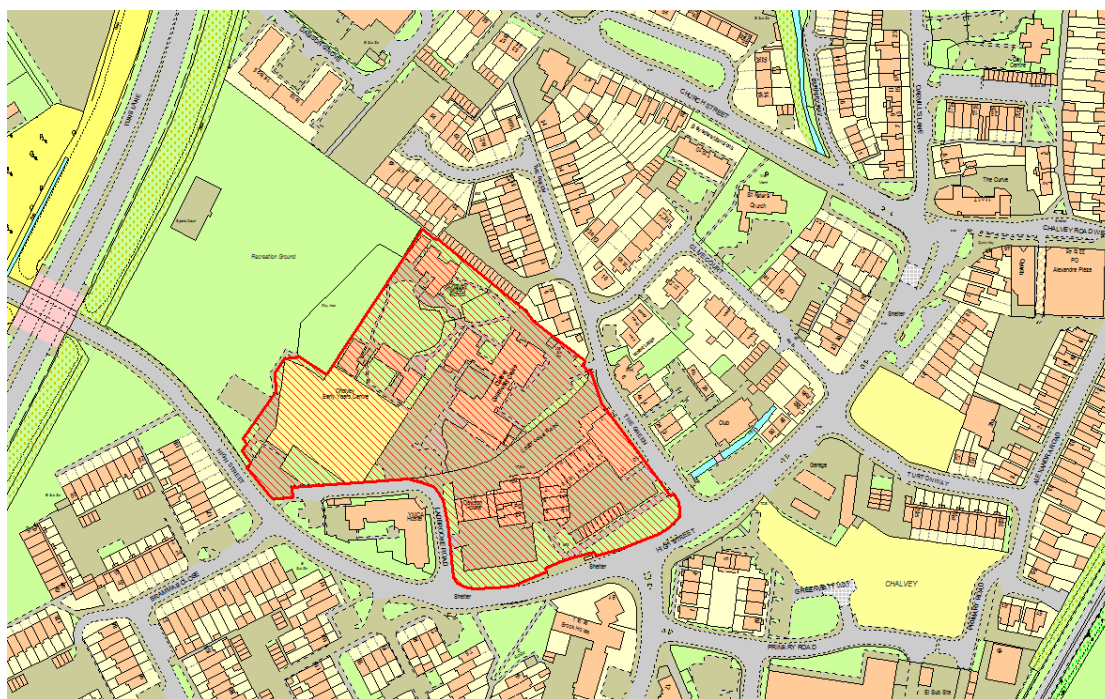


Registration Date:	24-Oct-2018	Application No:	P/03968/012
Officer:	Howard Albertini	Ward:	Chalvey
Applicant:	Wates Construction Ltd	Application Type:	Major
		13 Week Date:	23 January 2019
Agent:	Mr. Ben Christian, Vail Williams LLP Savannah House, 3, Ocean Way, Southampton, SO14 3TJ		
Location:	Chalvey Community Centre, The Green, & Dawson House & Shops, Ladbrooke Road, Slough, SL1 2SP		
Proposal:	Construction of a school building and community hub following the demolition of existing buildings with associated landscaping and parking.		

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



## **Reference Number P/03968/012**

### **1.0 RECOMMENDATION**

Delegate a decision to the Planning Manager for :

a) Approval subject to :

- the completion of a satisfactory Section 106 Agreement
- agreeing revised drawings requested
- consideration of revised information requested
- agreeing the outstanding matters referred to in the report
- amendment of or addition to the draft conditions regarding the requested information / drawings / outstanding matters / observations.
- agreement of any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

b) Refusal if a satisfactory Section 106 planning obligation has not been completed by 30<sup>th</sup> June 2019 or a longer period has been agreed by the Planning Manager.

c) Consideration of reporting back to Planning Committee if any significant negative changes to the Section 106 items listed are made.

1.1 Under the current constitution, this application is being brought to Committee for decision as it is a major planning application.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

2.1 The proposal includes demolition of all buildings on the site excluding two electricity sub stations. This development is for a Department for Education funded new through school - primary and secondary and, in a separate building, replacement of the Council's nursery school and community facility, referred to as the community hub. The school, Grove Academy, is currently operating, on a small scale (358 pupils), from part of the former University building on Wellington Street. The proposed school is to accommodate 1,940 pupils (840 primary, 900 secondary, 200 sixth form) with 200 staff.

2.2 The school building is roughly U shaped in layout, 4 storeys high

with a flat roof plus some roof top plant protrusions. The height is 15.8 m and it sits, in terms of floor level, 0.36 m higher than the existing community building. The sports hall, within the northern wing of the building will over-sail part of the car park. The northern wing is longer than the Ladbroke Rd wing and the inside of the 'U' shape will have a partly enclosed recreation space. Floorspace is 12,500 sqm. It will be finished in different shades of render excepting the ground floor which is dark brick. Windows are to be aluminium. The render colour is pale grey with portions of blue and yellow and feature coloured panels between some of the windows.

- 2.3 The school building is located in the northern part of the site with staff car park along the northern boundary and recreation space stretching down to High St. Chalvey. A two court MUGA (Multi use games area) will be on the east side alongside The Green. The existing community centre access will be widened to 6 metres to serve the staff car park and delivery access. Pedestrian entrances are on The Green and Ladbroke Rd (2) plus a rear gate on the recreation ground for access via Damson Grove. The shorter wing next to Ladbroke Road contains the main school building entrance and the primary school part of the school is in the southern part of the building.
- 2.4 The community hub building is 5 sided and two storeys high (8.7 m) with a flat roof. It will be finished with terracotta coloured render with dark brick at ground floor. Floorspace is 1,400 sqm. This is slightly less than existing reflecting economies of having one building instead of 2. The nursery school is on the ground floor with its own entrance. It will take 81 pupils (slightly higher than now) and have 16 staff. The community part has a small ground floor area with the rest of the space upstairs. The hub's design has been informed by a brief from the Council and client engagement meetings plus community consultation.
- 2.5 The hub is in the south west part of the site south of the play area with car park between it and the school site accessed off the end of Ladbroke Rd. The enclosed nursery play space is to the north of the building and adjoins the recreation ground play area.
- 2.6 A total of 198 parking spaces are planned. The school has 148 parking spaces, 120 cycle spaces plus some for visitors. The hub has 42 parking spaces on site (plus a minibus space) and 8 shared with the reduced recreation ground car park. Cycle spaces are proposed plus 12 visitor spaces. The Hub site overlaps with the current recreation ground space and involves rearrangement of its entrance, parking and play area access path.
- 2.7 In the south east corner of the site a culvert (Salt Hill stream) is to be opened up and landscaped. This area is shown as being part of the school grounds with no public access and enclosed by a high

fence.

- 2.8 Community use of some of the school hall space has been offered together with the changing rooms. The latter will replace the existing Pavilion building serving the recreation ground pitch. Hall space comprises a sports hall, two halls and a studio. The MUGA is expected to be available also.
- 2.9 For information the existing nursery will relocate temporarily into portacabins on the southern part of the recreation ground. A separate planning application (Ref. P/03968/013) for this is likely to have been approved under delegated powers before the Committee meeting. It involves moving the current pitch northwards temporarily. For information Chalvey Football Club do not now use the.
- 2.10 The Council has been liaising with existing users of the community centre regarding temporary accommodation.
- 2.11 26 trees and groups of small trees/shrubs will be lost including most of the hedge alongside the recreation ground. All trees are category B or C in terms of quality i.e. there are no top grade trees on site. The tallest trees are 15m high. Many are sycamore and norway maple. 2 trees are to be retained one a small group of hornbeam in the north west corner and an alder on the High St. next to the bus stop. 16 new trees are proposed.
- 2.12 New paths are proposed alongside High Street and to the east and north sides of Ladbroke Road. These paths will be cycleways (2.5 metres plus 0.5m verge) excepting the north side of the latter. The paths provide access to the school entrances and replace the public paths to be lost either side of the existing shops. A separate highway order is being prepared for the closure of existing public highway through the site (part of Ladbroke Road, next to the shops).
- 2.13 The planning application is supported with the following :
- Design and Access Statement
  - Planning Statement
  - Transport Statement
  - Draft Travel Plan
  - Air Quality Assessment
  - Noise Impact Assessment
  - Ecology Assessment
  - Archaeology Assessment
  - Flood Risk and Drainage Assessments
  - Tree Survey
  - Landscape Plan

- Lighting Assessment
- Contamination Report
- BREEAM Pre-Assessment
- Sustainability Appraisal within Design and Access Statement
- Construction Management Plan

2.14 The development has been designed to achieve BREEAM 'very good' in terms of sustainable construction. It will have photovoltaic cells on the roof of both buildings. There are no ecological constraints.

2.15 Details of landscaping, boundary treatment, lighting and cycle stands etc. plus construction management plan are included in the application. This means the associated conditions are unlikely to require many further submissions of detail. Some revisions of the submitted details have been requested and amended drawings are expected prior to the meeting.

2.16 The applicant has carried out a community consultation. The community hub and most of the school is expected to open in April 2020 with the entire site completed in October 2020.

2.17 The applicant, Wates, is the Department for Education's (DfE) chosen contractor to carry out the combined school and community building development. The Council own the northern part of the site. It has agreed to purchase the part of the site south of Ladbroke Road after planning permission has been granted. The Council will then transfer the land needed for the academy to the DfE and require them to build the community hub on the remainder of the land. The Council and the applicant have been working together to design the community hub building as part of the arrangement made with the DfE.

### 3.0 **Application Site**

3.1 The 2.08 hectare site encompasses Chalvey community centre, the attached nursery school and early years centre, pavilion changing rooms, retail units with 10 flats above and Dawson House (three storey) a former office with two storeys used as a private school with retail units below. Some of the retail units and flats are vacant. In the parking area to the rear of the shops are some garages. The site also includes the now vacant plot formerly used, many years ago, by The Scouts. The west corner of the site overlaps about 1,100 sqm of the recreation ground made up of, in the main, part of its car park and the site of the old play centre building. The application site includes the pedestrianised part of Ladbroke Rd. The site contains 28 trees plus shrubs and hedges and within the south east corner there is a culvert – Salt Hill Stream. The site is generally level with some landscaped mounds.

3.2 To the north of the site are two storey houses and flats of The Green. Most are separated from the site boundary by a private former garage court. The separation distances between the new building and the closest homes are 32m, 37m and 44m. The corner of flats on The Green are 2 metres from the site boundary. To the east opposite the site are two and three storey homes. The site boundary will be 15m from the front of most of these homes. Opposite the south boundary are Greenwatt Way homes, Brooke House, YMCA building (three storey) on Ladbrooke Rd., The new building will be 18m from the latter. Opposite the proposed community hub are homes on High St. the nearest being 36m away. The site is also within view of some homes in Brammas Close. To the west is the recreation ground and the play area compound abuts the west side of the application site.

3.3 The application site has been amended since the initial submission. It now includes the new footway along the south edge of the site and the rearranged recreation ground parking area.

#### 4.0 **Relevant Site History**

4.1 Chalvey Community Centre and Nursery; created prior to 2011 from former primary school use.

Dawson House (first floor and above) – change of use to School. P/04385/012 application withdrawn. (Current education use in building does not have planning permission).

Dawson House (first floor and above) – change of use to residential (permitted development) P/04385/014 Oct 2017 – not implemented.

#### 5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a site notice was displayed outside the site on. The application was advertised as a major application in the 2/11/2018 edition of The Slough Express. Neighbour letters were sent out to the following addresses:

The Green 1 – 8 2b, 4b, 10, 11-49a, 31a, Walnut Lodge  
Ladbrooke Rd. 1- 20 inclusive; 1a 6a 17a. YMCA (all rooms);  
Dawson House (3 addresses)  
High Street Chalvey Brook House (all), 61, 54, 67-75, 169-187  
Spackmans Way 54  
Brammas Close 1-9 odd  
Greenwat Way 2,3,4,5,6.  
Damson Grove 1-25 incl.

5.2 Two responses received objecting to the proposal. A petition of 103 names and a letter from Chalvey Community Forum.

5.3 The petition raises concerns of :

- Cause further disruption and traffic delays.(Section 8)
- Not an appropriate site. (para. 9.2)
- Accept need for new school places.
- Air Quality will decrease (para. 6.3, 10.2).
- Misnomer to think pupils will walk to school. (para. 8.6-8.16)
- Overdevelopment of the site. (para. 9.2, 9.3)

Response: These matters are addressed in the sections or paragraph numbers in brackets above.

5.4 The Forum objection is comprehensive; headings and selected points are below re grounds of objection:

- Traffic Congestion – existing problems will be made worse. Many schools nearby and traffic uses Chalvey already. Railway bridge a bottle-neck. Academy is larger than other schools. Plus problems associated with large numbers of pupils wandering across roads etc. (Section 8)
- Drop-off and Pick Up problems – High St. and its junctions not safe for dropping off; pick-up involves parents waiting/parking. Risk of u-turns in High St. (Section 8)
- Realistic expectation of parent behaviour (Section 8):
  - Need to accompany children – many children escorted up to age 13; many parents drop-off etc. as part of their journey to work etc.
  - Public Transport – existing service not adequate re capacity; not serve area east of Ledgers Rd.
  - Cycling – cycle lanes often too narrow or blocked; cycling only likely by older teenagers and in fine weather.
  - Human Nature – experience from elsewhere indicates cars will be used and inconsiderate parking will occur.
- Playground Noise – nuisance for local residents of The Green and elderly in Brook House. (para. 10.1, 9.11)
- Poor location for school due to proximity to fast food takeaways and off-licenses. Health issues.
- A suitable alternative school site – use of the former university site would be better; served by more public transport and road network.
- Acoustics – aircraft noise affect on teaching.
- Preferred Alternative Use of proposed site – better used for residential development.
- Consider the locality as a whole, not each development in isolation.

- Management of internal noise/Disability discrimination
- Install a good hearing loop in community building and parts of Academy used by public

Response: these matters are addressed in the sections or paragraph numbers in brackets above or as follows – re location near takeaways there is no Council policy that could justify a refusal of the application based on this issue. Re former university site – the Council are seeking substantial residential and commercial development on this site as part of wider town centre regeneration. And there would be no opportunity for proper outdoor space for the school on this site. Locality as a whole is considered when, through planning policy, sites are allocated for development; context is considered when deciding individual planning applications. Limited choice of available sites and flood issues has resulted in school rather than residential being proposed for the site. Internal noise/disability and hearing loop are not planning matters – these comments have been passed to Community and Leisure Section and project manager responsible for community hub.

## 6.0 **Consultation**

### 6.1 Traffic/ Highways

A full response will be on the meeting amendment sheet. Comments provided so far through notes, discussion and negotiation with applicant are incorporated in Section 8 of this report.

### 6.2 Drainage (Local Lead Flood Authority - LLFA)

Request further information and revisions. These have been submitted by applicant. Further response from LLFA awaited.

### 6.3 Environmental Quality

#### Air Quality

- Request development is in line with Slough Low Emissions Strategy (LES). Request air quality assessment or modelling for construction and operational phase; dust assessment.
- Electric vehicle charging points for 10% of parking spaces.
- Construction Environmental Management Plan (to include non-road mobile machinery; include Euro 6/VI emission standard for construction vehicles.
- Heating systems to meet LES.
- Travel Plan
- School Buses to be electric or Euro6/VI.
- Photovoltaic scheme for 10% of energy.

#### Environmental Noise

- Request mitigation for noise (moderate to slight impact) from the MUGA (there are residential properties nearby)



Conditions to be applied to address matters relevant to or that can be justified under planning policy.

- 6.4 Soil Contamination. Request condition to cover verification of decontamination work carried out. Soil surveys have been submitted and a remediation strategy.

- 6.5 Parks.  
No formal written response. The Council as land owner has been in negotiation with the applicant regarding the effect on and loss of part of the recreation ground. The proposal has been accepted subject to mitigation for the loss and disturbance. The mitigation is a financial contribution for recreation ground enhancements. For the works that are to take place within the retained part of the recreation ground the developer will need a licence from the Council in some form. This allows for quality of work etc. to be controlled.

- 6.6 Sport and Leisure. No response. Playing pitch not affected.

- 6.7 Education  
Grove Academy opened in 2017 and has pupils in 7 year groups already. This school is required for Slough to ensure it has sufficient school places to meet projected demand both in the short and long term. The location of the school in Chalvey fits with school place planning priorities as this neighbourhood has seen some of the highest growth in births over the last 10 years. The only new secondary places created recently have been at Westgate to meet some of the rise in demand from the Cippenham area.

At Cabinet March 2017 a decision was made to progress with the academy proposal on the combined Council and private land (Shops/Dawson House). Options for the location of new school places had been carried out previously by Asset Management team..

- 6.8 Environment Agency.  
No objection subject to conditions being applied to cover :

1 Carry out development in accordance with Flood Risk Assessment (FRA) etc. and ensure :

- Finished floor height of 21.6m AOD;
- Provision of compensatory flood storage as detailed in FRA (para 5.2.3)
- Inclusion of proposed flood resilient construction and measures to be used in the new construction of buildings.
- Deculverting of Salt Hill Stream.

2 Deculverting scheme to be approved to include :

- Provision and management of the deculverting, restoration and protection of 8 meter buffer zone.
- Informal green infrastructure and in-stream habitat restoration.
- A net gain in biodiversity.
- Long term management.

The reason for the above conditions relates to reducing the risk of flooding, improve flood storage, restore and enhance watercourse to a more natural channel (re watercourse management, ecology, natural character, water quality etc. An Environmental Permit may be needed for works to the watercourse.

6.9 Thames Water

Request conditions to cover capacity of water supply and waste network; highlight precautions needed when working near high pressure water main on site.

6.10 Wildfowl and Wetlands Trust (Slough Community Wetlands Project - Salt Hill Stream)

Supports deculverting of stream; would like to see a planting scheme to compliment this and assist with improving water quality. Would like the opportunity to enhance the adjacent area of stream next to Working Mens Club at the same time.

6.11 Berkshire Archaeology

Request condition for a written scheme of investigation to inform a mitigation strategy. Although site has been partly developed records indicate there might be some archaeological remains.

## **PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

Regarding the Slough Local Development Plan and the National Planning Policy Framework (NPPF) the revised version of the NPPF was published upon 24th July 2018. Planning Officers have considered the proposed development against 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.

Paragraph 94 of the NPPF states that planning authorities should take a positive, proactive and collaborative approach to meeting the

need for school places and choice. In particular it says planning authorities should:

- a) Give great weight to the need to create, expand, or alter schools through the preparation of plans and decisions on applications and
- b) Work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

- 7.1 In the 2010 Site Allocations Development Plan the portion of the site north of Ladbroke Road is allocated for Mixed Use: community and education (SSA09). The reason for the allocation was to 'assist with the wider regeneration of Chalvey by improving local community/education facilities and the appearance of the area. The Plan specifies site requirements for any redevelopment. These cover : retention of nursery/childrens centre use; coordinated or joint redevelopment with shopping centre site; apply normal flood prevention policy.
- 7.2 The proposal substantially complies with this policy. However, in terms of improving the appearance and assisting with regeneration, it should be recognised that whilst replacement of the current collection of odd buildings and vacant land will be a benefit, the scale of the main building in relation to its surroundings and the relatively plain design of both buildings, as outlined in para 9.5 below is borderline in terms of acceptability of appearance for a prominent large public building. It should also be noted that the landscaping proposed is quite modest for the size of site and in comparison to the amount of vegetation to be lost.
- 7.3 Loss of neighbourhood retail uses would normally be resisted under Local Plan shopping policy. However the Site Allocations Plan identifies the shopping centre (and Dawson House) as a selected key location (Ref. SKL02). This provides for the loss of retail use to be accepted if this assists with redevelopment of the site and regeneration of Chalvey through removal of the current run down buildings with something better.
- 7.4 Site planning requirements that allow Policy SKL02 to be applied cover 'create a new attractive environment', 'create an active frontage onto the High St.', 'rationalise pedestrian routes' and 'overcome flooding/drainage problems'. The active frontage objective has not been achieved because of the need to address flood prevention issues; the southern end of the site is more prone to flooding. Overall the proposal can be considered as complying with policy SKL02 but with the same caveat as para. 7.2 above regarding to what extent it will assist with wider regeneration of the area in terms of appearance.

- 7.5 Recreation. The proposal will result in the loss of nearly 6 % of Public Open Space (the south east corner of the recreation ground). Under Core Strategy policy 2, which protects open space, a loss can be accepted if there is suitable compensatory provision but this provision should be applied exceptionally. Local Plan Policy OSC1 also prevents loss of open space unless one of its stated exceptions applies.
- 7.6 The loss does not substantially affect the recreation uses and mitigation is proposed in the form of a financial contribution for enhancements to the recreation ground. Part of the loss is the vacant plot where the play centre building used to be; much of this will become the nursery school outdoor space. The other main loss is reduced car parking for the recreation ground. Approximately 13 spaces will be replaced by 8 spaces shared with the community hub building. It should also be noted that the location of the Hub building substantially blocks the view of the recreation ground play area behind from High St. and the entrance. This is a disadvantage of the proposal although it recreates the situation when the play centre building was there. The constraint of a high pressure water main in terms of layout of buildings has pushed the community hub into the open space more than first envisaged and has in part resulted in the above mentioned less than ideal impact on the recreation ground.
- 7.7 It should also be noted the play area will lose its east boundary hedge and the new school building will be 10-17 metres away and overlook the space. This will change the play area's surroundings.
- 7.8 The limited effect on the current uses and facilities on the recreation ground and the mitigation proposed means the proposal can be considered acceptable re Core Strategy Policy 8 and Local Plan Policy OSC1. The mitigation is reasonable compensatory provision bearing in mind the school is a local public facility. And regarding policy OSC1 exception (b) applies the loss being relatively small and not affecting a playing pitch. Regarding applying the exceptions exceptionally relevant considerations are the issues outlined below re alternative location options; regeneration benefits for Chalvey, the size of the school in relation to the relatively small site available and utilities constraints. Part of the mitigation is community use of school recreation space.
- 7.9 Residential. The loss of 10 flats above the shops would not normally be considered acceptable under Core Strategy policy 3. An exception can be made for this specific proposal as, through the Site Allocations, an adopted Development Plan, the expectation was that the site would be completely redeveloped. An exception can also be justified taking account of the substantial benefit of removing the old shopping centre building and providing a new

school plus the great difficulty of incorporating replacement residential into the small school site affected by flooding. It is understood some flats are vacant and others on short term lets. The Council will become the owner of the flats (see para 2.17 above); it is continuing to identify new sites for its own housing development, that are not yet in the planning system, so the flats lost will be replaced in the future.

- 7.10 Community Facilities. The proposal includes re-provision of the core community facilities lost so Core Strategy policy 6 and Local Plan OSC 17 is substantially complied with taking into account community use of part of the school. The nursery school and community space is equivalent to that lost. The pavilion changing rooms are replaced through shared use of the school changing. The empty buildings on the site are not replaced. While construction takes place Communities and Leisure and Facilities teams have arranged for community uses to be relocated temporarily.
- 7.11 Flood Risk. The development is within a combination of flood zone 1, 2 and 3 and the site is categorised as having a 'high probability' of flooding because part of it is in zone 3. The use is categorised as 'more vulnerable' in terms of risk to life. Within this zone, zone 3b, functional flood plain, extends over part of the southern and eastern part of the site – this is the bit most at risk of flooding. To comply with National Planning Policy Framework and Core Strategy policy on flood prevention development in flood zone 2 and 3 is normally prevented unless the development is necessary (having carried out a sequential test to consider other sites) and is made safe without increasing flood risk elsewhere (the exception test).
- 7.12 The applicants Flood Risk Assessment highlights that buildings currently in flood zone 3 will be removed (Shops and Dawson House) and will increase flood water storage in this area (the proposed school outdoor social space and games area). The deculverting of the stream assists flood prevention by creating storage area. Regarding not increasing flood risk elsewhere the overall footprint of the new buildings will not be larger than existing so flood water should not be displaced onto adjacent property not currently in the flood zone. In addition compared to now fewer buildings will be in the parts most at risk of flooding. The redevelopment of the site allows site levels to be adjusted accommodate flood water clear of buildings. The applicants say the flood storage will increase slightly.
- 7.13 In terms of making the development safe the buildings will have floor levels above the estimate future flood level (resulting in the floor of main building being 0.36m above the existing community building). And the buildings will be flood resilient/resistant in design. Flood zone 3b will have no new buildings and will coincide with the

main school outdoor social space and car park. There is a safe pedestrian escape route from the buildings avoiding the flood areas. Vehicle access might be at risk of shallow flooding. The applicants state the occupiers will be registered with the Environment Agency flood alert scheme; this is secured by condition.

- 7.14 The proposal inclusive of flood and drainage conditions will comply with Core Strategy policy 8 and National Planning Policy Framework.

8.0 **Transport, access and parking**

- 8.1 Access. Making use of the existing vehicular access location for the school is acceptable. The car park will have a barrier so no parent drop off/pick up traffic will use the car park. The access will serve a larger car park than now. The Highway's Team have not raised any objection to the access on The Green. The widened access will be easier for delivery vehicles and an occasional bus or coach to manoeuvre in and out of. The Council can introduce parking restrictions in The Green if this becomes necessary for free flow of traffic and road safety.
- 8.2 Ladbroke Rd, a cul-de-sac, is a suitable vehicle access for the community hub inclusive of the Nursery. It currently serves the existing Nursery, recreation ground, YMCA and Dawson House. This road is likely to be used for school drop off/pick up traffic; this matter is referred to below. Parking restrictions can be introduced if necessary. The community hub car park has a sliding gate that can be used to limit unauthorised pick up parking etc. The YMCA car park has access control excepting a few spaces around the Ladbroke turning head.
- 8.3 The 4 points of school site access for pedestrians and cyclists will limit congestion at boundary gates and the adjacent footways etc. and will help disperse flows around the site. Construction of new footways along the southern part of the site boundary are essential to firstly, provide an alternative route to the existing two paths across the site that will close (Ladbroke Rd and south of the shops) and secondly to provide appropriate access to the school gates and hub building. There is already an on road cycle-lane alongside High St. Chalvey to feed in cycle traffic from the west and east. Creating a wide path alongside the High Street boundary and the approach to Ladbroke Rd access allows for children who cycle to use the path as they approach the school entrance.
- 8.4 Parking. 148 parking spaces is 30% below the normal standard for a school. Because the site is in a reasonably sustainable location a substantial number of staff could travel to work without use of their own car. To avoid over flow of the staff car park onto residential

streets etc. it will be very important to have measures in place to encourage and facilitate travel to work by non car modes of travel or car sharing. These are outlined below in para 8.7. Parking restrictions on The Green and Clive Court can be introduced if necessary.

- 8.5 Regarding the community hub and nursery the total number of parking spaces suits the Council's anticipated demand bearing in mind its experience of running the existing site. It will be 9 spaces less than on the existing site. Most parking spaces are on site next to the hub building. 8 are on the frontage shared with recreation ground users. Sharing this frontage space is not ideal and was not intended at the outset. But the water main constraint, referred to in para. 7.6 above and the small site for the school's needs has resulted in the shared parking arrangement. When the school changing rooms are available to the public teams using the sports pitch can use the school car park.
- 8.6 Traffic and Travel. Further information on this matter will be on the meeting amendment sheet to reflect final negotiations. What follows is based on comments provided so far and discussions with Transport and Highway officers. Regarding pupils travelling to school and in line with recent Council policy drop off/pick up by parents in cars will be discouraged and no space for this will be provided on site. Existing traffic congestion problems in Chalvey is a further reason to limit parking supply and incentivise alternative modes of travel.
- 8.7 To encourage car sharing and use of non car modes of travel details of the package of measures are provided below. In outline the package is :
- Subsidised bus travel – free bus passes.
  - Enhancements to key walking routes to school.
  - A school Travel Plan.
  - Covered cycle stands.
  - Parking restrictions on adjacent streets.
- 8.8 Regarding travel by bus a half hourly frequency bus service from the town centre to Cippenham serves High St. Chalvey – route 5. This is now a commercial service run by Reading Buses. The Council or the School can purchase discounted bus passes to give to pupils, and potentially staff, over several years. An estimate of the number of passes wanted has been made. The applicant has agreed to pay the estimated cost such that the bus passes are free to users. The developer funded free passes will be for those who

are not currently eligible for statutory free travel to school i.e. living less than 2 miles (8 years and below) or 3 miles (8 years and above) away from school. The estimate is based on a worse case scenario of 400 of the 1800 children using public transport. This represents 8% primary, 35% secondary for modal shift (bus).

- 8.9 Enhancing walk to school routes encourages walking to school by ensuring the appearance or condition of a path does not put people off using them. Examples of enhancements are better lighting, surface and fence repairs, cutting back vegetation and safety. The main routes identified for improvement are The Green and Clive Court/Church Yard to Church Street and Damson Grove to Church St including a new path along the north edge of the recreation ground. There is an existing puffin crossing on High St Chalvey for easy access to Brammas Close/Spackmans Way housing area.
- 8.10 The Travel Plan provides for the School to put in place measures to encourage car sharing and use of non car modes of travel such as providing travel and car sharing information, carry out surveys to monitor progress, action plans (agreed with the Council) to address low non-car share of travel. It includes a commitment to have coordinator.
- 8.11 Good quality and quantity of cycle storage encourages cycling. Over 120 cycles can be stored on the school site under cover. The applicant has been asked to allocate a space to take more if demand rises (monitored through the travel plan) and to provide a shower for staff.
- 8.12 The school opening hours are 7am to 6 pm. In addition to the package of measures above the school is likely to have different start and finish times for primary and secondary pupils to help limit congestion. Further information on this has been sought together with clarification of some trip generation and modal share information to support the package of measures.
- 8.13 Based on experience elsewhere most children walk to school. The applicants indicate Montem school has 24% of trips by car and Westgate 20%.
- 8.14 Even these percentages of car trips the new school will generate more traffic than the current uses. It is recognised that this part of Chalvey is congested at peak times. So the new school, even with limited on site parking and incentives for non-car modes of travel etc. could worsen the problem. And experience from other schools indicates it can be difficult to limit car trips to very low levels in the short term. Consequently monitoring of the situation and having a very effective travel plan will be crucial for this proposal.
- 8.15 Issuing of free bus passes is expected to decrease the proportion of



pupils using car based trips compared to the norm. It should be noted that the school is not expected to reach its maximum capacity until 2026 so there are several years to monitor the situation and take action if necessary. In particular the capacity of the bus service needs to be reviewed.

- 8.16 Subject to receipt of satisfactory requested further information and revisions plus resolution of outstanding matters the proposal can be considered compliant with Core Policy 7 Transport and associated Local Plan 8 Cycling. An update will be provided on the meeting amendment sheet.

9.0 **Layout, Design, affect on surrounding properties**

- 9.1 As part of the good townscape design and to assist regeneration of Chalvey it would be beneficial if the school building is closer to High St. Chalvey to provide a street frontage. However flood risk from the stream along side the High St. together with utilities under the site prevent this. The community hub is appropriately located next to the recreation ground and visible, from High St., to the local community. It does unfortunately compromise the recreation ground in a small way because of the constraint referred to in para 7.6 above. The constraints have also led to it being an unusual 5 sided building.
- 9.2 The site is quite small for a school of this size hence, in combination with the need to minimise footprint in the flood area, the main building rises to four storeys. The outdoor space to serve a school of this size is very limited. The School may be able to make an arrangement with the Council for limited use the recreation ground pitch particularly if, as expected, Chalvey Football Club move to Cippenham.
- 9.3 At four storeys the building will be higher than any building adjacent. The YMCA and Dawson House are three storey and the former has a taller element above its entrance. The height (of 15.8 metres) and size of the main building will contrast with the mainly two storey residential character nearby. However it does not have a major effect on living conditions for residents nearby (see para 9.3 below) and the development can be seen as part of the regeneration of Chalvey. This is likely to result in different building forms than at present and development that makes efficient use of space available.
- 9.4 The school building will be 18 metres away from the residential rooms in the YMCA building. This is acceptable in terms of privacy but will obviously change residents outlook significantly. Homes in The Green are far enough away for there to be no privacy issues 34 metres being the shortest window to window distance. Their outlook will also change. However most homes are more than 34m away so

the four storey to two storey relationship will not appear overbearing.

- 9.5 Appearance. In terms of appearance the buildings are simple forms. This ties in with a current architectural trend and by itself is not a significant issue provided materials and architectural details are good quality. Simple forms are also economical to build and usually quicker to build than more complex forms. The latter is an important consideration for this development in terms of the urgent need for school places, the need for the Academy to move from the current Wellington St. site and the need to complete the permanent replacement community and nursery space as quickly as possible.
- 9.6 However the simple render finish above the ground floor level brick in combination with the simple form of building, is not likely to be perceived as appealing by most people. In addition render can weather poorly after a few years and not look attractive without very regular maintenance.
- 9.7 The issue of appearance has been discussed at length with the applicant. Alternative materials and refined designs have been asked for but the only change has been to introduce more colour to help break up the bulk of the main building and add interest. The applicant points out that limited available funding limits the materials palette. They have said that the render will be good quality i.e. fade resistant, resistant to staining or algae growth and detailing will ensure rain water drips clear of the render. These can help render look good for longer but do not address the general issue of acceptable appearance of large prominent public buildings. The proposed use of brickwork for the ground floor walls is supported.
- 9.8 Other layout and design matters. A 2.4 metre high green weldmesh fence is proposed for the boundary facing the roads and recreation ground including the most visible boundary along the High Street. Whilst it is recognised security is an important issue for schools the extent of this type of fence along the prominent frontage is not a good feature for the neighbourhood. A 0.5 m landscape strip has been asked for on the outside of the High St. and Ladbroke Rd boundaries to help soften its appearance. Some trees have also been requested for behind the fence.
- 9.9 The loss of most trees is accepted because of the impracticality of retention when accommodating a large building. None are grade A trees. Some new trees are proposed to the east and west of the school building. In total there will be more than 10 fewer than lost and only two trees are currently proposed in the main outdoor social play area. Additional trees have been requested as noted in para 9.8 above and to help replace what will be lost. This is important to help soften the appearance of the large building from

High St. It will also contribute to the regeneration of Chalvey in terms of streetscene. This relates to policy objectives referred to in para. 7.1 and 7.2 above.

- 9.10 The deculverted area was originally wanted, by Council Officers, as a landscaped public amenity area. The school wish to include it in their grounds and for security and safety reasons wish to fence it both sides but use it for teaching. Bearing in mind once landscaped, as part of the Environment Agency requirement, this area could look attractive, subject to regular maintenance. Officers have asked for a low fence so that it is at least more visible to those passing by. This is also pertinent to the current Wildfowl and Wetland Trust project to improve Salt Hill Stream.
- 9.11 The multi use games area courts will be directly opposite some homes on The Green. Whilst no floodlighting is proposed for all year late evening use balls against the 3 metre high ball stop fence could be a bit noisy. A wall at the base of the fence has been requested to help limit this potential nuisance. At present it is not clear if the MUGAs will be let out for community use. If they are, to avoid late evening disturbance for neighbours, a condition limiting use to 9pm is proposed. There is an existing MUGA within the recreation ground well away from homes.
- 9.12 Taking account of the benefits referred to para 12.10 below regarding concern about the appearance of the scheme the proposal can be considered compliant with Local Plan policy EN1 Design EN3 landscaping, EN24 watercourses, Core Strategy policy 8, 9 and 12.

10.0 **Environmental Matters**

- 10.1 Noise is covered in para. 9.11 above. In addition general noise from children playing outside will be noticeable at times. Whilst this will be quite a change for nearby residents compared to now it is not considered a problem in terms of planning matters. Playground noise is normal for a school. Landscape is referred to in paras above. The multi use games area will not be lit. School car park lights are quite close to some homes in The Green but no closer than a normal street lamp would be. There are no ecology issues other than site clearance outside nesting season. The sustainable design and construction proposed is acceptable. A construction management plan will be agreed to ensure nuisance to neighbours is minimised in terms of working hours and site traffic etc.
- 10.2 Regarding air quality conditions are to be applied to secure electric car charging points, dust mitigation, low emission plant and construction vehicles, photovoltaic energy generation. Discussions are continuing regarding a full air quality assessment and when it should be carried out.

10.3 Subject to resolution of air quality issues the proposal, inclusive of conditions and Sec. 106 etc. is compliant with Core Strategy policy 8 Sustainability and environment policy 9 Natural and Built Environment.

11.0 **Section 106 Planning Obligation**

11.1 The following are required to make the proposal acceptable regarding core strategy policy 2, 7 and 10 and Local Plan OSC1. The sums and works etc below can be secured by the completion of a satisfactory Section 106 agreement :

- Bus Passes £ 1,090,500 (phased payment)
- Safe routes to school enhancements £ 126,000
- Travel Plan Monitoring £ 6,000
- Chalvey Recreation Ground enhancements £ 53,500
- Travel Plan – submit and approve
- Sign Sec 278 Highways Agreement for access/path works and adoption of new paths.

12.0 **Conclusion**

12.1 The principle of education use and loss of retail space is acceptable if the community uses and nursery are re-provided. This is supported by the Site Allocations Development Plan (see para 7.1-7.4). In terms of detail most of the site specific requirements set out in the Plan are complied with but with some concerns about the appearance of the development in relation to regeneration and creating an attractive environment. Loss of residential without direct replacement is a rare exception because of the precise circumstances outlined in Section 7 above and the ability of the Council as Housing Authority to replace lost homes through its future build programme.

12.2 Loss of a small corner of the recreation ground space (public open space) is acceptable as an exception to planning policy because of the mitigation package proposed (para 7.3). Although it should be noted the layout of the development is not ideal in terms of its relationship to the open space and shared parking.

12.3 Whilst development in flood zone 2 and 3 normally severely limits development the particular circumstances of the site, the careful planning of the development, the package of measures proposed (including deculverting) and no objection from the Environment Agency means the proposal is acceptable subject to conditions. ( Para. 6.8 and 7.11-7.14).

12.4 The package of measures to encourage non car modes of travel

etc. is in principle sufficient to mitigate the below normal standard staff car parking and travel demand from pupils. In particular free bus passes are expected to result in fewer car trips than the norm for travel to school. However to avoid existing traffic congestion being made much worse than now the effectiveness of measures will need to be monitored and any problems addressed.

- 12.5 The height and size of the school building whilst not in keeping with the immediate surroundings can be considered acceptable because of its limited impact on adjacent homes, site constraints and Chalvey, part of the Council's intended regeneration, being an area of change. More intense development is needed to accommodate growth. It should be noted that it is difficult to avoid a large building for a combined primary and secondary school.
- 12.6 Regarding the appearance of the buildings improvements to the main building have been made but there remain some reservations about the extensive use of render on an otherwise simple form of building and its use on a large prominent public building in an area needing to improve its image. In brief although the proposal gets rid of an eyesore it would be beneficial if the new development, overall, had a better appearance to contribute to Chalvey's long term regeneration.
- 12.7 Not having the school building closer to the High St is accepted because of constraints referred to para. 7.6. The boundary treatment is not ideal but recognising school security concerns it is generally acceptable provided there is planting in front and some trees behind. However the high fence is not acceptable alongside the deculverted area (outer boundary).
- 12.8 Any outstanding environmental issues can be dealt with by condition including the important stream deculverting and planting scheme to assist flood prevention, ecology, water quality and visual amenity for Chalvey. The outstanding matter regarding air quality is related to traffic generation for which an update will be on the amendment sheet.
- 12.9 The site is small for school of this size. Concerns about the proposal in particular the appearance of the buildings and traffic do need to be considered alongside benefits of the scheme and inevitable difficulty of accommodating growth in the town without some compromises. And in addition the particular circumstances around how this project is being implemented. These points are expanded upon below.
- 12.10 Firstly the proposal will provide much need school places. And Chalvey is expected to have the greatest need for places compared to adjacent wards. The Council has identified the site as the only one reasonably available. Secondly the nursery and community

centre will have a modern building. The removal of the current rundown and unsightly buildings south of Ladbroke Rd. will improve the appearance of Chalvey. There are no other foreseeable projects that would achieve this in the short term. Pupils and staff will make use of some local businesses. The Academy moving from Wellington St. will free the former University site for the much need redevelopment of the site to assist the town centre economy and provide more homes.

- 12.11 Regarding implementation of the project it is funded and carried out by The Dept. for Education as have many other academy/school projects. They along with the applicant have resisted some of the Council's requests to make it a better scheme. It appears that a larger budget is needed to resolve some of the outstanding concerns.
- 12.12 To conclude weighing up the benefits alongside the unresolved concerns primarily the appearance of the site and buildings and some uncertainty around traffic issues the proposal is generally acceptable inclusive of conditions, Section 106 planning obligation and expected revisions already referred to.

### **PART C: RECOMMENDATION**

13.0 **Recommendation**

Delegate a decision to the Planning Manager for :

A Approval subject to :

the completion of a satisfactory Section 106 Agreement

agreeing revised drawings requested

consideration of revised information requested

agreeing the outstanding matters referred to in the report

amendment of or addition to the draft conditions regarding the requested information / drawings / outstanding matters / observations.

agreement of any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

B Refusal if a satisfactory Section 106 planning obligation has not been completed by 30<sup>th</sup> June 2019 or a longer period has been

agreed by the Planning Manager.

C Consideration of reporting back to Planning Committee if any significant negative changes to the Section 106 items listed are made.

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

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON 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:

##### LIST OF DRAWINGS TO BE ON AMENDMENT SHEET

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 and Samples of materials

Construction works for each building shall not commence until respective details and samples of external wall brick have first been submitted to and been approved in writing by the local planning authority.

Construction work above first floor level for each building shall not commence until respective details and samples of external wall render have first been submitted to and been approved in writing by the local planning authority.

Development shall be carried out in accordance with the materials shown on the approved drawings and the approved details/samples of brick and render.

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. External Works

No building shall be occupied until its respective boundary treatment, bin

store, cycle store/stands and lighting have been constructed or installed in accordance with the details on the approved drawings and documents :

REVISED DRAWINGS TO BE INSERTED  
REVISED/DOCUMENTS TO BE INSERTED

The approved works shall be retained and maintained thereafter.

REASON In the interests of the visual amenity of the area and in accordance with Policy EN1 and EN3 of The Adopted Local Plan for Slough 2004. In the interest of crime prevention and reducing non car modes of travel in accordance with Core Strategy policy 12 and 7.

## 5. Landscaping Scheme

The development shall be carried out in accordance with the landscape details on the approved drawings.

REVISED DRAWINGS TO COME

Outline Landscape Specification October 2018 D2664 SP001 Revision A  
TO BE REVISED

The landscaping of the site shall be carried out no later than the first planting season following completion of the development.

Notwithstanding the outline landscape specification above within a five year period following the implementation of the landscaping 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 details/scheme by the Local Planning Authority. (Note Condition [7] requires landscaping works in addition to those required by this condition)

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

## 6. Tree protection

No works shall commence on site until the tree protection measures have been carried out in accordance with the approved details.

The approved measures shall be provided and maintained during the period of construction works.

In respect of special construction within the root protection areas construction works shall be carried out in accordance with the approved



measures.

The approved measures are those detailed in :

Document/drawings TO BE INSERTED

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

## 7. Deculverted Area

No development shall take place until a scheme for the provision and management of the deculverting, restoration and protection of an 8 meter buffer zone around the bank top (defined as the point at which the bank meets the level of the surrounding land) and along a maximum length that is practicably possible, is submitted and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. This scheme will be free from built environment including lighting, formal landscaping and gardens, and will be planted to provide green infrastructure provision and a net gain in biodiversity. The scheme will include in-stream habitat restoration features such as woody material and the introduction of gravel. The scheme shall include a long term management of the daylighted watercourse, ensuring the ongoing viability of the habitat.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the landscaping 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 details/scheme by the Local Planning Authority.

The watercourse and its buffer zone shall be maintained in accordance with the management details in the approved scheme.

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 in the interest of biodiversity and water quality in accordance with Core Strategy 8 and 9. (Engineered river channels are one of the most severe examples of the destruction of ecologically valuable habitat. The EA seek to restore and enhance watercourses to a more natural channel wherever possible.)

## 8. Flood Mitigation

The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment (FRA) by AKS Ward dated 24 October 2018 and associated plan drawings with the following

mitigation measures:

1. All finished floor levels of the proposed new buildings will be set at 21.60 AOD.
2. Provision of compensatory flood storage as detailed in para. 5.2.3 of the FRA.
3. Inclusion of proposed flood resilient construction and measures, to be used in the new construction of buildings.
4. Deculverting of Salt Hill Stream.

REASONS In the interest of reducing the risk of flooding to the proposed development and future occupants and to improve flood storage by proposed development of utility, unoccupied and landscaped areas. All in accordance with the NPPF and Core Strategy policy 8 and 9.

9. Register with environment agency flood alert

Not to occupy a building until its respective occupier has been registered with the Environment Agency flood alert scheme.

REASON In the interest of keeping occupiers safe from flooding.

10. Surface Water Drainage

Not to occupy a building until its respective surface water drainage system has been constructed in accordance with the approved details. To retain and maintain the system thereafter in accordance with the approved details. The approved details are :

REVISED DRAWINGS TO BE INSERTED

REASON In the interest of sustainable development in particular reducing the risk of flooding and to be in accordance with Core Strategy policy 8.

11. Foul sewage system

No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason : The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development.( Note : Any necessary reinforcement works will be necessary in order to avoid sewer flooding

and/or potential pollution incidents.)

## 12. Water supply infrastructure

No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason : The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

## 13. Strategic Water Main

No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

## 14. Strategic Water Main and piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

## 15. Electric Vehicle Charging Points

No building shall be occupied until its respective electric vehicle charging infrastructure has been installed and is available for use. The charging infrastructure shall be .

The charging infrastructure shall be located to serve [8] car parking spaces and as shown on drawing numbers :

REVISED DRAWINGS TO BE INSERTED

REASON In the interest of public health in particular air quality and to be in accordance with Slough Core Strategy 2006-2026 policy 8.

## 16. Multi Use Games Area

The two multi use games area courts shown on the approved layout shall not be brought into use until the 3 m high fence [and 1.2 m high wall measured from the ground level of the adjacent footway] shown on the approved boundary treatment drawing XXXXX has been constructed.

[until a 1.2 m high wall measured from the ground level of the adjacent footway has been erected along the boundary with The Green in accordance with details that have first been submitted to and been approved in writing by the local planning authority.]

REASON In the interest of the living conditions of nearby residents in the The Green and in the interest of safety of users on the adjacent public highway.

## 17. Archaeology

Prior to the commencement of development, except for demolition to ground level, the applicant will implement a programme of archaeological field evaluation in accordance with a written scheme of investigation, which has been submitted by the applicant and approved in writing by the Local Planning Authority. The results of the evaluation will inform the preparation of a mitigation strategy which will be submitted by the applicant and approved in writing by the Local Planning Authority prior to the commencement of the development. The mitigation strategy shall be implemented in accordance with the approved details.

Reason: The site lies within an area of archaeological potential, specifically within an area of prehistoric and Saxon potential. A programme of archaeological work is required to mitigate the impacts of

development and to record any surviving remains so as to advance our understanding of their significance in accordance with Paragraph 141 of the NPPF and local plan policy.

#### 18. Remediation Validation

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 submitted with the planning application 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.

Document approved :

Detailed Quantitative Risk Assessment And Remediation Strategy (Ref. DQRA-21808-18-545), dated November 2018, prepared by Idom Merebrook.

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.

#### 19. Sustainable Development

Development shall not commence until a certificate, from an accredited BREEAM assessor, has been submitted to the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Very Good. The development shall be constructed so as to achieve a standard of BREEAM Very Good and confirmation of compliance from an accredited BREEAM assessor shall be submitted to the Local Planning Authority within one month of completion of each of the two buildings on the site.

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy

#### 20. Low or zero carbon energy

Construction work for each of the school or hub buildings shall not commence until its respective low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of energy to be generated on

the site from low or zero carbon sources equivalent to 10% of the buildings estimated carbon emissions as measured by the Target Emission Rate of the Building Regulations Part L. The scheme shall be implemented as approved and the building shall not be occupied until its associated energy generating equipment has been installed and is operational. Biomass shall not be used as a fuel.

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

## 21. New access

No development shall commence until details of the new and altered means of access are submitted to and approved in writing by the Local Planning Authority and the accesses shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the buildings to which the access points relate. No building shall be occupied until existing site access points have been reinstated as footway.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Core Strategy policy 7.

## 22. Construct paths adjacent

The development shall not be occupied until new paths alongside the site boundary with High St. and Ladbroke Road have been constructed in accordance with the approved drawings in condition 2 and in accordance with construction details that shall have first been submitted to and agreed in writing by the local planning authority. The new paths are to include :

- New footway 2m width
- New cycleway 2.5m width
- Landscaped Verge 0.5m width
- Lighting - new and modifications to existing lighting (as necessary)
- Drainage connections (as necessary)
- Bus shelter alteration (as necessary)
- Alterations to site access junction
- Form new site access (Ladbroke Rd)
- Reinstate redundant access points to footway construction
- New dropped kerbs

Note : This condition does not superseded any replacement route requirements of a highway order for stopping up of Ladbroke Rd.

REASON In the interest of the free flow of traffic and conditions of general safety on the highway network. And to encourage non-car modes of travel in accordance with Core Strategy Policy 8.

### 23. Replacement path

The path in the south east corner of the site between The Green and the High St. bus stop shall not be closed until a replacement path (temporary or permanent) of an equivalent standard in terms of users and safety has been formed and is available for use.

REASON In the interest of conditions of general safety for users of the highway network.

### 24. Internal access roads

Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

### 25. Construction Management Plan

The development shall be carried out in accordance with the approved Construction Management Plan document XXX. [current Plan to be revised]

REASON In the interest of the living conditions of residents adjacent to the site; users of the adjacent highway, public health (re air quality), reducing carbon emissions.

### 26. Control of Emissions Construction

Construction vehicles shall meet a minimum of EURO 6/VI emission standards.

Non-road mobile machinery of net power between 37kW and 560kW used for demolition and construction shall meet NOx (Nitrogen Oxides) and Particulate Matter engine emissions standards in EU Directive 97/68/EC and its subsequent amendments. The standard to be met is stage IIIB (the development being classified as major).

(Informative : The requirements may be met using the following techniques; (a) Reorganisation of NRMM fleet (b) Replacing equipment (with new or second hand equipment which meets the policy) (c) Retrofit abatement technologies (d) Reengining. All eligible NRMM should meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible.

REASON In the interest of public health in particular air quality in general and minimising further air quality problems within identified Air Quality Management Areas in the Borough and in accordance with Slough Core Strategy 2006-2026 policy 8.

## 27. Control of Emissions Heating

Heating systems shall meet the minimum NO<sub>x</sub> emission standards as below :

For any individual gas fired boiler <40mgNO<sub>x</sub>/kWh

For any gas fired spark ignition CHP engine 95mgNO<sub>x</sub>/Nm<sup>3</sup> (in or adjacent to AQMA)

For any gas fired spark ignition CHP engine 250 mgNO<sub>x</sub>/Nm<sup>3</sup> (not affecting AQMA)

For any gas turbine 20mgNO<sub>x</sub>/Nm<sup>3</sup>

For any compression ignition engine 400 mgNO<sub>x</sub>/Nm<sup>3</sup>

REASON In the interest of public health in particular air quality and to be in accordance Slough Core Strategy 2006-2026 policy 8.

## 28. Community Use Agreement

The academy school building shall not be occupied until a community use agreement has first been submitted to and been approved by the local planning authority. The approved agreement shall be implemented thereafter. The agreement shall cover community use of the changing rooms, halls and multi use games area.

REASON In the interest of community benefit to compensate for the loss of existing community facilities (in accordance with Local Plan policy OSC 17) and to be in accordance with the site requirements of the Site Allocations Development Plan 2010.

## 29. Multi Use Games Area limit on evening use

The multi use games area shall not be used between the hours of 21:00 and 08:00 hours.

REASON In the interest of the living conditions of nearby residents.

## 30. Car Park columns

size/position of support column within car park below sports hall.  
TO BE DETERMINED IF CONDITION NEEDED OR DIFFERENT  
LAYOUT TO BE SUBMITTED

## 31. Dust

Scheme to minimise dust emissions (if not put in Construction



Management Plan)

32 Air Quality mitigation re traffic - under discussion