

# **PLANNING COMMITTEE**

**16<sup>th</sup> January 2019**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN  
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS  
PRESENTED TO MEMBERS

**Update to committee report:**

**Paragraph 6.3 – Update to Environmental Noise comments**

Updated comments received on 15.01.19 by the Council's Environmental Quality Team:

"I have inspected the samples and I am satisfied that they are sufficient to achieve the necessary sound level reduction and match the recommendation in the report:

*"An acoustic-grade screen is currently proposed as a proprietary product comprising slot-in panels. Each panel would have a solid core and outer face with a perforated and sound absorbent facing inwards to the plant". (Sharps Redmore, Acoustic Report, 04.10.18)*

The acoustic screening must be installed following the remaining specifications stated in the Acoustic Report (04.10.18), as follows:

- *To erect the screen to a height of 14m above yard/site level*
- *To extend along gridline P4 from south to north in order to form a 2-sided compound around the chiller units.*
- *To facilitate fresh-air entrainment by ensuring the southern elevation of the plant compound would not be formed by a solid acoustic screen, as there are no residential receptors to the south of the Iron Mountain data centre."*

**Paragraph 13 – Update to conditions**

**Condition 3 - Materials**

The louvres used on the northern elevation of the development hereby approved shall match existing and be in accordance with the silver Levolux louvres submitted to the Local Planning Authority on 10.01.19.

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

**Condition 4 – Acoustic screening**

The acoustic screening used on the southern and western elevations of the development hereby approved shall be Gramm Acoustic panels as submitted to the Local Planning Authority on 10.01.19. The colour of the acoustic screening shall be light grey (RAL 9006).

The acoustic screening shall be installed in accordance with the specifications within the acoustic report produced by Sharps Redmore dated 04.10.18 received by the Local Planning Authority on 06.12.18 and in specifically as follows:

- To erect the screen to a height of 14m above yard/site level
- To extend along gridline P4 from south to north in order to form a 2-sided compound around the chiller units.

- To facilitate fresh-air entrainment by ensuring the southern elevation of the plant compound would not be formed by a solid acoustic screen, as there are no residential receptors to the south of the Iron Mountain data centre.

REASON: To ensure residents in the area are not subjected to unacceptable noise levels in accordance with Policy CP8 of the Core Strategy 2008.

Additional informative – Hours of construction work

Construction work associated with the development hereby approved shall take place between 08:00 and 18:00 Monday to Fridays and 08:00 to 13:00 on Saturdays. No construction work shall take place on Sundays or Bank Holidays.

**NO CHANGE TO RECOMMENDATION**

**Update to committee report:****Paragraph 9.12 – Design, appearance and impact on the street scene**

Amended plans received for the proposed office building, re-cladding and fuel tanks reducing the depth of the first office extension to 10 metres from 11.8m originally proposed and clearly showing the brise soleil on the western elevation. Based on the amended plans, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore would comply with Policies EN1 and EMP2 of the Local Plan for Slough Adopted March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2008 Development Plan Documents and the requirements of the National Planning Policy Framework 2018.

**Paragraph 10.6 – Impact on the amenity of neighbouring occupiers**

Amended plans received for the proposed office building, re-cladding and fuel tanks reducing the depth of the office extension to 10 metres and clearly showing the brise soleil on the western elevation. Based on the amended plans, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore would comply with Policies EN1 and EMP2 of the Local Plan for Slough, Adopted March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2008 Development Plan Documents and the requirements of the National Planning Policy Framework 2018.

**Paragraph 14 – Update to conditions****Condition 2 – Drawing numbers**

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
  - a) TP(00)200 Site Location Plan recd 29.10.18
  - b) TP(00)201 Site Layout Plan recd 29.10.18
  - c) TP(00)202 Existing Ground Floor Plan recd 29.10.18
  - d) TP(00)203 Existing Ground Floor Plan recd 29.10.18
  - e) TP(00)204 Existing First Floor Plan recd 29.10.18
  - f) TP(00)205 Existing First Floor Plan recd 29.10.18
  - g) TP(00)206 Existing Roof Plan recd 29.10.18
  - h) TP(00)207 Existing Roof Plan recd 29.10.18
  - i) TP(00)208 Existing Sections recd 29.10.18
  - j) TP(00)209 Existing Sections recd 29.10.18
  - k) TP(00)210 Existing Elevations recd 29.10.18
  - l) TP(00)211 Existing Elevations recd 29.10.18
  - m) TP(00)212 Existing Site Photographs recd 29.10.18
  - n) TP(00)213 Existing Site Photographs recd 29.10.18
  - o) TP(10)208 rev 02 Ground/First Floor Proposed Office Building recd 04.01.19
  - p) TP(10)209 Ground Floor Plan Proposed – Front of House recd 29.10.18
  - q) TP(10)210 Proposed Ground Floor Plan recd 29.10.18
  - r) TP(10)211 Proposed Ground Floor Plan recd 29.10.18
  - s) TP(10)212 Proposed First Floor rev 02 recd 04.01.19
  - t) TP(10)213 Proposed First Floor recd 29.10.18

- u) TP(10)214 rev 02 Proposed Roof Plan recd 04.01.19
- v) TP(10)215 Proposed Roof Plan recd 29.10.18
- w) TP(11)201 Proposed Elevations East recd 29.10.18
- x) TP(11)202 rev 02 Proposed Elevations South recd 04.01.19
- y) TP(11)203 rev 02 Proposed Elevations West recd 04.01.19
- z) TP(11)204 rev 02 Proposed Elevations North recd 04.01.19
- aa) TP(12)201 Proposed Sections recd 29.10.18
- bb) TP(12)202 Proposed Sections recd 29.10.18

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.

Condition 3 – Materials (This is an amalgamation of condition 3 Materials and condition 4 Brise Soleil details)

Prior to the commencement of development, samples of the proposed materials including the brise soleil (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of 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 and retained at all times.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality and to preserve neighbouring residential amenity in accordance with policy EN1 of The Adopted Local Plan for Slough 2004 and policy Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document 2008.

Condition 6 - Car Parking

No additional car parking will be provided on the site over and above the existing provision of 71 spaces.

REASON: For the avoidance of doubt and in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document 2008.

Additional condition 7 – Construction Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, which shall include details of the type and number of vehicles that are expected to serve the site throughout construction, the routes which these construction vehicles will take to access the site, and the impact of construction vehicles on the existing access arrangements within the site. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure Construction of part single storey, part two storey rear extension to No. 19 Glanmor Road and a single storey rear extension to No. 21 Glanmor Road a minimal disruption is caused in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

#### Additional informative – Construction work

Construction work associated with the development hereby approved shall take place between 08:00 and 18:00 Monday to Fridays and 08:00 to 13:00 on Saturdays. No construction work shall take place on Sundays or Bank Holidays.

#### **NO CHANGE TO RECOMMENDATION**

**Correction:**

The committee report refers to a total of 75 HGV movements per day; however, this is an error. The application was submitted to propose a total of 104 HGV movements per day (52 in and 52 out) which is the same as the previously approved P/10012/004 application. This current planning application and its findings are based on 104 HGV movements per day (52 in and 52 out), and therefore the number of HGV movements should reflect this.

Condition 25 revised to read:

25. Unless otherwise approved in writing by the Local Planning Authority, the number of Heavy Goods Vehicles transporting minerals shall not exceed 52 entering the site in any one day; and 52 exiting the site in any one day.

REASON: In the interests of highway safety in accordance with Core Policy 7 and 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

**NO CHANGE TO RECOMMENDATION**

**Chalvey Comm. Centre The Green, and Dawson House and shops Ladbroke Rd.**

The recommendation has changed; a **requirement for a transport strategy** has been added and an associated condition is attached. Refer to Traffic Matters and Travel Plan below for updated transport comments.

**Corrections and updates**

Paragraph 2.9 should finish ..do not now use the pitch.

Paragraph 2.16 the Academy school will be occupied from July 2020 (in terms of moving in) ready for September term and full completion of all works in October 2020.

Paragraph 8.4 Parking restrictions will be introduced.

Paragraph 9.11. The Multi Use Games Area will not be used after 17:00 hours (5pm). The applicants say this means there is no need for the wall requested by the Council to limit noise for residents.

Outstanding matters - drawings. Revised drawings have been received that cover most of the outstanding matters. Requests not yet agreed are the wall next to MUGA, more trees in social area. The revised drawings show the community hub building in a slightly different position.

Section 106 Agreement - the applicant has not objected to the payments at para 11.1. The Transport contribution will not now be phased. It will be made at commencement of development.

Conditions – discussions continue re wording of draft conditions.

Two conditions to be added:

**Transport Strategy.**

Prior to occupation of the academy school a transport strategy shall be submitted to and approved by the local planning authority. The strategy shall include:

- Traffic management improvements for Chalvey.
- Chalvey bus service enhancement review.
- Parking restrictions
- Residents parking permit trial

REASON In the interests of sustainable travel in particular encourage use of non car modes of travel and in the interest of the free flow of traffic and conditions of general safety on the nearby highway network, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.



## Staggered Hours

The academy school shall not be occupied until a staggered start and finish times scheme has been introduced in accordance with a scheme that shall have first been submitted to and been approved in writing by the Local Planning Authority.

REASON In the interest of sustainable travel in particular encourage use of non car modes of travel and in the interest of the free flow of traffic and conditions of general safety on the nearby highway network, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

## **Traffic and Highway Matters**

The Chalvey area was permanently altered in July 2012 following a lengthy experimental order process, as a result of the One Way system the traffic reduced significantly to make the shopping area around Chalvey Road West more inviting to residents but also establishing more of a community in this location. Since 2012 traffic has continued to grow in Slough at around 8%/annum this together with commuters trying to find the quickest route to their destination has resulted in high levels of traffic returning to Chalvey. Officers have been working on solutions to remedy this problem by looking at part-time signals in the a.m./p.m. peak to control the amount of traffic coming into Chalvey from M4 junction 6/A355 this together with better bus access are being developed and will go through modelling before it is proposed to members and then implemented in 2019.

The proposed Grove Academy development is likely to add to current congestion if no mitigation is provided, therefore officers have been working alongside the Department of Education (DfE) for the past 2 years to look at options, these have included the following:

- Reinstatement of the old traffic signal junctions.
- New Access paths for cycling and walking including lighting (through the Church grounds; the public right of way and a new path connecting Damson Grove via the Chalvey Rec to the school.
- Improving/Increasing bus services from 2/hour to around 4-6/hour in the peak times morning and afternoon
- Providing Free bus passes
- Part time signals to control through traffic
- Free parking permit trial for affected residents
- Red route (enforced by CCTV car)
- Drop off location

The first option will not be able to provide capacity into the road network and will constrict this area for existing users of High St Chalvey leading to longer delays; the last option is also not viable as firstly this will encourage parents to drive short distances to drop of their children but secondly there is insufficient space to allow for the number of cars that would want to use this facility. This proposal has been implemented at another school in the borough and has resulted

in more congestion on the road network, safety issues for children and anti-social behaviour, it is therefore not something that officers can recommend for children who live locally.

New wider access paths will form part of the mitigation; three paths in total accessed via Church St with new lighting and a 20mph zone to provide better and safer connections to the school. A new footway/cycleway along High Street Chalvey connecting the school entrance, bus stop and pedestrian crossing point will be delivered as part of the Section 278 works. This alongside the travel plan will contribute to high levels of sustainable travel.

The Council has looked specifically at non highway works to address this development and a result of negotiations has secured 5 years of free bus pass funding. The criteria will be discussed with the education and transport services to encourage circa 400+ children to use this method of travel. In tandem negotiations with Reading Buses have been underway with regard to the fare and frequency in the morning and afternoon peaks. It should be recognised that by introducing a more frequent bus service this will not only provide easier access to the school but also better service provision for residents in the Chalvey and Cippenham areas plus children travelling from the town centre, without this increase in patronage there is a possibility that the Service 5 will continue to require support from the Council.

Local roads surrounding schools in the borough are congested at school opening and closing times so it is recognised that by providing a “Red Route” this will stop parking on the main roads and in return improve bus services. It is the intention of the parking service to roll this out over the next 12 months however, this alone will not be sufficient therefore officers have recommended that a trial on a free resident permit scheme be included to alleviate commuter and parent parking in residential streets.

### **Grove Academy - School Travel Plan**

Prior to Grove Academy’s opening there is a clear opportunity to challenge the culture of car use through the introduction of measures, attached to a Section 106 agreement. It is therefore proposed that a framework travel plan for the proposed Grove Academy should be submitted to the Council prior to first occupation with commitment to submit a full travel plan, six months after full occupation. The purpose of the travel plan is to influence the way people travel with clear targets set in place to manage levels of car use. The travel plan should be designed to achieve a range of short, medium and longer term targets with a choice of appropriate measures in place to influence travel behaviour and a clear indication of how this will be monitored over the next five years.

Baseline data should be gathered via a travel survey which also identifies existing travel behaviour as well as the respondents’ preferred mode of travel. This will help shape the range of measures required to support behaviour change away from single occupancy car use. It is important to note that a package of measures is required to effect change. Some potential measures are listed below, but is not an exhaustive list. It is necessary to respond to the site-specific issues at the school. Nevertheless, the Council are able to offer significant support in implementation of a travel plan. The school should make a clear commitment to provide monitoring data prior to occupation, six months after occupation and annually thereafter for five

years post full occupation. Analysis of the issues and an action plan to include mitigating measures to reduce car use should be submitted one month after each survey period.

The travel plan should be designed to include development, implementation and monitoring actions. The school should ensure that a table of modal split (outcome) targets are included in the travel plan, along with a schedule of actions to show the planned implementation of various measures. These can only be designed once the initial surveys have been undertaken. Plans for accurate, complete and continuous monitoring should be included in the travel plan.

Details of capacity, access, catchment and operational hours should be included. As Grove Academy is a through-school, there is scope to stagger the start and end of the school day according to year groups. This will go some way to mitigating the transport impacts when aligned to other supporting measures.

It is important to assess that the perception of lack of alternative transport options matches up with reality. This can be established at the survey stage, which should be issued to the entire school community and results used in tandem with a site audit. Postcode map plotting of existing pupils will provide an overview of where pupils travel from and also provide a strategic tool to identify the most appropriate measures to adopt.

The Council has proposed making a significant contribution to provide bus passes to pupils for the five year period from opening. Eligibility for bus passes will be based on strict criteria, details of which are being set out and to be confirmed at a later date.

Issue	Proposed Actions/ Measures
Details of capacity, access, catchment and operational hours	Better planning of journeys can allow for car journeys to be substituted by alternative modes, if individuals are able to plan or arrange trips by alternative modes. To include, postcode pupil plotting, personalised travel planning for all existing and new pupils to identify individual journeys to new school site.
	Maps showing expected home locations of pupils and plans showing new travel routes for pupils where these have been changed.
Ensure that the perception of lack of alternative transport options matches up with reality.	Travel surveys / Personalised travel planning
Ensure that a table of modal split (outcome) targets are included in the travel plan, along with a schedule of actions to show clearly the planned implementation of measures.	Gathered through staff and pupil surveys based on current travel patterns to existing site. Surveys to be undertaken prior to occupation and six months after first occupation. Annual survey data to be provided thereafter demonstrating modal split and shift year on year.
	Phased start-end times to alleviate travel impacts to site. To be agreed prior to first occupation
Low Cycling Mode Share	Training courses such as 'Bikeability', provide additional skills in road safety and cycling techniques that encourage pupils to cycle to school. This is likely to be most suitable for pupils in older years.
	Provision of improved cycle parking could also encourage more pupils and staff to cycle
	Ongoing cycling promotions such as bikers' breakfasts, Love to Ride challenges to reinforce cycling culture.
Low walking mode share	Walking buses may be used to provide drop-off relief in the immediate vicinity of the school. This involves providing designated areas away from the school where parents en-route to work or otherwise can drop-off pupils off in a safe location where they will be walked to the school in a group. Walking bus locations should be provided near to pupil residences, in generally quiet locations where parents can easily drop children off.
	Walking incentives such as participation in nationwide campaigns including Walk to School Weeks, WOW
Promotional activity	As a minimum, on an annual basis, plan and deliver a whole school event focused on promotion of alternatives to the car open to entire school community. This should coincide with the beginning of the new school year. This event should run in parallel with the range of other measures delivered consistently throughout the year.
Information Provision	Travel Website - detailing all travel options, including widget that individuals can use to identify ways to travel to school site. Website should also set out sustainable travel options.
	Real time bus information available in foyer. Installation of travel information electronic board.
Reduction in Single Occupancy Car Use	Working with either/or carshare providers such as Liftshare or Fari to establish a Grove Academy car share database. May only work with those families not trip-chaining. Could work well with sixth form pupils and teachers. Priority car parking should be given to car sharers and monitored closely.
Improve Safety around school site	Parking restrictions, road safety assemblies, funded school crossing patrol officer,

## **Statement from Education and Asset Management Section**

The Grove Academy development is one of the most strategically important education-led projects to be brought before Slough's Planning Committee in recent years. It not only provides school places required by resident pupils, it links to the Council's emerging Localities Strategy and the regeneration of Chalvey as well as unlocking the centre of Slough for major redevelopment that will create 1000's of jobs.

Grove Academy is already open and the school places are required, this site in Chalvey is the only one that is available that meets the requirements for the school.

Grove Academy is a pivotal project within Slough's School Places Strategy 2018-23 for ensuring there are sufficient school places for the town over the next decade.

Chalvey is the ward with the highest growth in births over the last 10 years:

- It is therefore the optimum location for the new school.
- Locating it in Chalvey will result in the fewest car trips, locating the school elsewhere will mean Chalvey resident pupils will need to drive out of the ward to find a school place, this will worsen the impact on the road network.

This project will deliver the following projects benefits for the local community:

- Chalvey will benefit from a £45m+ regeneration programme (the school and hub) that would resolve the long-standing issues associated with the shops.
- The local community will benefit from access to new facilities being provided for the school, including large hall and sports spaces, 2 outdoor MUGAs, ICT facilities and other classrooms.
- The local community will benefit from a new Hub which will include a purpose built nursery, community and office accommodation facilities.

Aside from the Chalvey community not benefiting from the items above there are unintended consequences for Slough if the application is not successful:

- This application links directly to Slough's development of the TVU site a £650m scheme that will create 3000 jobs and provide 1500 new homes without an alternative site it is possible that the school will remain for some years where traffic will affect the main travel arteries of the town reducing its attractiveness to new business.
- Alternatively to proceed with the TVU site development the Council would be forced to issue the school with a notice to obtain vacant possession and be prepared for the consequential reputational damage and probable court action.
- The DfE are funding the construction of the new school and hub, if this funding is withdrawn and Slough needs to fund the school it will cost at least £40m plus any site acquisition costs that might apply.

Approving this planning application will allow children in Slough, particularly children from Chalvey, to secure their education in a modern, purpose built school. It will also allow the Council to realise its objective of growing a place of opportunity and ambition.

## **CHANGE TO 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.
- A commitment to a transport strategy being prepared before occupation of the academy school to cover : traffic management improvements for Chalvey, Chalvey bus service enhancement review, parking restrictions, residents parking permit trial.

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.