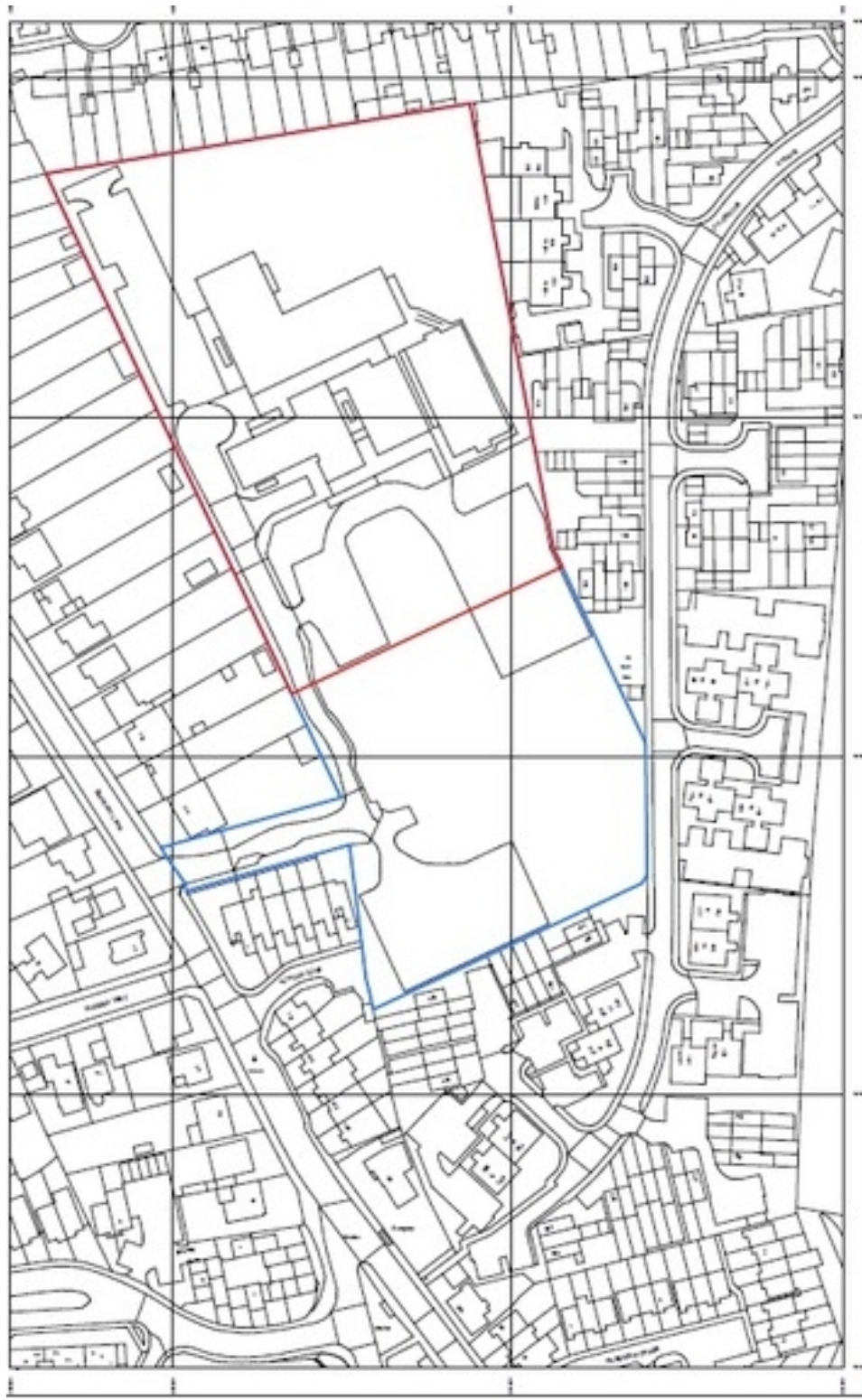


Registration	26th October 2020	Application No:	S/00695/004
Officer:	Nyra John	Ward:	Haymill
Applicant:	Slough Borough Council	Application Type	Regulation 3 Full
		13 Week Date:	25-Jan-2021
Agent	Hannah Edwards, Re-Format LLP Buckmore Studios, Beckham Lane, Petersfield, GU32 3BU		
Location	Haybrook College, 112, Burnham Lane, Slough, SL1 6LY		
Proposal	Extension to Millside School, new standalone building to accommodate 7 new classrooms and 3 specialist rooms, and a new 3G sports pitch		

**Recommendation: Delegate to the Planning Manager for Approval**





- Site owned by Slough Borough Council
- Area leased to Haybrook College Trust

## **1.0 SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to:

- finalising conditions with the applicant'
- approval of ecology details; and
- any other minor changes.

1.2 The application is being brought to Committee for decision as it comprises a major development.

## **PART A: BACKGROUND**

### **2.0 Application Site and Surroundings:**

2.1 Haybrook College lies to the east of Burnham Lane. Burnham Lane is a wide single carriageway with on street cycle lanes and pedestrian access that links the centre of Burnham approximately 1km to the north-west of the site to the Slough Trading Estate and approximately 500m to the east of the site becoming Buckingham Avenue. The centre of Slough lies approximately 5km to the east of the site.

2.2 The site lies approximately 400m north of Burnham train station which is on the Great Western Line and has services running to Reading to the west and Slough centre and London to the east.

2.3 Bus stops and public cycle hire facilities are located adjacent to the triangular parcel of land between Burnham Lane and Station Road approximately 300m from the school.

2.4 The site is almost entirely surrounded by residential housing and is separated by vegetated boundary. It is surrounded by detached houses at Burnham Lane, terraced houses at Blumfield Crescent and semi-detached and flats at Littlebrook Avenue.

2.5 Burnham Lane contains many properties that lie in a Residential Area of Exceptional Character as designated by the Adopted Local Plan for Slough 2004, under Policy H12. This policy identifies key road frontages as streets as Residential Areas of Exceptional Character and seeks to protect their character through strict planning control.

- 2.6 Approximately 100m east of the site beyond Littlebrook Avenue lies Haymill Valley, a Local Wildlife Site and Local Nature Reserve as designated under Core Strategy Policy CP9, which is also a Flood Risk Area. It is also designated as Public Open Space, protected by Local Plan Policy OSC1. The site itself, however, does not lie in any area designated under the Development Plan. It does not lie in a Conservation Area or Flood Risk Zone.
- 2.7 This site comprises 1.4 hectares of land is leased to the Haybrook College Trust by Slough Borough Council. This does not include the land to the south of the site.
- 2.8 The land to the south of the site is a proposed housing site; however it is not included in the Site Allocations DPD. It has been identified as a residential site by the Council as land owner and by the Local Planning Authority regarding future housing capacity and likely site allocation in the local plan review. The land to the south is allocated under the Brownfield Land Register 2019.
- 2.9 Haybrook College is part of Haybrook College Trust that provides specialist education in Slough. The Haybrook site comprises a small Special Education Needs (SEN) school and a Pupil Referral Unit (PRU).
- 2.10 The use of the site is established under Use Class F.1 (non-residential institution) for primary education purposes due to changes in The Town and Country Planning (Use Classes) Order 1987 (as amended in 2020), from previous Use Class D (non-residential institution).
- 2.11 The campus comprises 2 separate facilities housed in 2 distinct teaching blocks; Millside School and Haybrook College PRU (Pupil Referral Unit) facility, Springboard. The Millside School is a one storey building with a pitched roof that forms the entrance to the College. The Haybrook College PRU facility and rendered extension to Millside were constructed in 2014 under planning permission S/00695/000. The Haybrook College PRU facility consists of a building that is 2 storeys with a cream coloured render and a Sports Hall which is similar in height, with a mixed render of brown, cream and light blue.
- 2.12 The site has a playing field to the north that borders the gardens of neighbouring houses. The site rises about 1m in height where the playing field to the north lies. The site also benefits from an existing Multi Use Games Area (MUGA), constructed late 1990's to the east of the site.
- 2.13 A car park to the north west of the site provides spaces for 50 cars, including 47 standard spaces and 3 disabled parking spaces. There are 5 spaces for the school's minibuses and 1 space for the school's people carrier.
- 2.14 The site is accessed from the south via a private access road from Burnham Lane. The private access road is approximately 180m long and provides a good

level of queuing capacity off the public highway for vehicles waiting to leave the site. The private access road bends ninety degrees towards the school buildings to the north of the site.

### 3.0 Proposal:

- 3.1 The planning application proposes 4 elements: the extension to the existing Millside School, a new standalone building to the south of the site to accommodate 7 new classrooms and 3 specialist rooms, a new 3G sports pitch to the northeast of the site and an extension to the car park to the northwest with associated improvements to the road.



- 3.2 The proposed development is to enable an expansion of the number of pupils to the Haybrook College Trust site. It is forecast that the intake of the PRU will increase by 20 pupils and with a further 40 additional pupils being relocated from other Haybrook College Trust sites. The intake of the Millside SEN School will increase by 10 pupils. In total the development will result in an increase of 60 pupils on site and 6 staff members.

- 3.3 The new proposed standalone Haybrook building is proposed with a net floor area of 1,365sqm, two storeys in height and will be 8.5m in height. The building is proposed to be made out of a stand out dark grey brick, in contrast to the existing Millside School building and extension. Signage will be in stainless steel, yellow render to the side recess and grey aluminium for the windows with feature windows in the College's logo colours (including orange, blue, pink and green).
- 3.4 The ground floor of the proposed new building will include a reception to the front of the building, technology classroom, science lab, 'life skills' classroom to the north of the central hallway, and a breakout room, two classrooms to the south of the central hallway. To the rear of the building, there is a proposed dining room and servery and a performing arts theatre with backstage room. The first floor will consist of a conference room to the front of the building and five further classrooms, an office and staff room.
- 3.5 The extension to the existing Millside School will provide for four classrooms in total and is single storey, proposed in similar materials to the existing school. The space between the extension and new building will provide outdoor seating options, table tennis tables, planting and hard surfacing.
- 3.6 The MUGA is proposed to the north eastern corner of the site on the existing playing field. A ramped path will be installed to allow access up the slope to the east of the sports hall and onto the field towards the new MUGA. The proposed MUGA on the northern field will be marked out for basketball and netball, allowing year-round usage as well as community use. The grass field will continue to be used for informal activities and sports.
- 3.7 Access to site will be controlled with new vehicle barriers and security gates. Visitors will access the school via the main entrance to the new building. Students will enter the new building along its southern edge. A covered link is included between the extension and the new building.
- 3.8 The proposed development is accompanied by 9 parking spaces adjacent to the west of the new block (6 visitor and 3 disabled parking spaces). An additional 27 spaces attached to the existing parking area to the north of the College giving an overall increase of 36 spaces. The existing grass mound to the north will be levelled to allow for an extension to the car park.
- 3.9 Within the existing car park, 8 spaces will have electric charging points for cars. The scheme will also offer 16 additional covered, lit and secure cycle parking spaces.
- 3.10 Vehicle barriers at the site entrance will be controlled with fob or card. A 2.4m high weldmesh security fence to southern boundary is proposed, mounted along top of low retaining wall. A 2.4m high weldmesh security fence will separate new staff parking from the playing field.

3.11 In line with Government guidance due to the COVID-19 outbreak, a leaflet was prepared by the agents and circulated to all Stakeholders in place of a public consultation in August 2020. The information leaflet informed the stakeholders of the proposed development and allowed the opportunity to comment prior to a full planning application being submitted. Feedback from the consultation was positive, with areas for further review including the positioning of the cycle store and access to the site from Burnham Lane.

3.12 Pre Application Advice was given to the applicant on 6th October 2020 in response to PreApp/1336. The following elements were assessed and advice was given:

- Land Use, including use of the MUGA;
- Design and Impact on the Character of the Area;
- Environmental Quality including impact on adjoining residential properties;
- Ecology;
- Arboriculture
- Transport/ Servicing/ Access; and
- Drainage.

In summary, there was no objection to the proposal in principle and it was advised that a full application be submitted to the LPA. However further details were requested at the application stage including further assessments on drainage, arboriculture, highways and MUGA.

3.13 Some of the documents including the Noise Impact Assessment have been revised slightly since the initial submission. The application is supported by the following information:

- Design and Access Statement;
- Ground Investigation Report;
- Below Ground Drainage and Exceedance Rates;
- Tree Survey;
- Landscape Proposals;
- Playing Field Provision Report;
- Arboricultural Assessment and Method Statement;
- Noise Impact Assessment;
- Transport Statement;
- Travel Plan;
- Ecological Appraisal;
- Bat Survey Report; and
- BREEAM Pre-assessment.

#### **4.0 Site History**

4.1 The planning history records for the site commence from 1988. The original Haymill Youth Centre was originally approved with conditions on 24<sup>th</sup> October

1988, which lay to the south of the Millside building, but is now demolished. There are several decisions for minor alterations since this date; including in 1995 a new synthetic multi-sports area with floodlights was approved under application P/04628/028. It is noted that the floodlights approved for this application were only permitted by officers to be used between the hours of 9am and 9:30pm. The following more recent applications are of note:

- 4.2 S/00695/000- Re-provision of Haybrook College comprising extension of the existing Millside school, construction of new school buildings for Springboard and shared accommodation, virtual school and new 4 court sports hall. Condition 12 of this permission stated that the multi use games area and the sports hall shall not be used outside the hours of 8.30 am to 10 pm. Approved with conditions and informatives 10<sup>th</sup> April 2013.
- 4.3 P/04628/029- Installation of new modular building classroom on reduced level area, formation of new football pitch and installation of 5 metres high football safety net set in 1 metre from the common boundaries of the North East side corner of the site. And levelling of raised ground to north of existing sports hall to level with car park. It is noted that an objection was raised from a resident on the new football pitch, however officers considered that in relation to noise, sports and activities, this was considered to already be carried out at the school and the proposal was not considered to have the potential to give rise to undue or significant impact in terms of noise or disturbance when considered in the context of the existing situation. Any issues currently being experienced would not likely be exacerbated such that this application should be recommended for refusal. Approved with conditions 1<sup>st</sup> December 2016.

## **5.0 Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 site notices at the site and surrounding streets on Burnham Lane, Blumfield Crescent and Littlebrook Avenue were displayed 11<sup>th</sup> November 2020. A press notice will be issued in the Slough Express on 29<sup>th</sup> January 2021.
- 5.2 One objection was received on 16<sup>th</sup> November 2020, which in summary, raises concerns on noise generated by sports in the late evening and weekends throughout the year. The objector states that the noise report contains no criteria for a MUGA and environmental pollution of floodlighting disturbing residents.
- 5.3 One objection was received on 23<sup>rd</sup> November 2020, which in summary, raises concerns on the following points:



- Use of MUGA for public use 5pm-10pm on weekdays and 9am-10pm weekends will cause light and noise disturbance to residents at 132-152 Littlebrook Avenue.
- Floodlights will adversely affect residents and the species-rich hedgerow associated wildlife and small birds bordering the site to Littlebrook Avenue. Lack of information in Ecological appraisal for how the wildlife will be affected- only info on construction phase.
- Sounds of 85dBA are harmful and it was estimated the sound level were +100dBA at Littlebrook Avenue. The Noise Impact Assessment states this will be 57dBA with heavy gauge mesh fencing around the MUGA which is still a high frequency.
- Claims there are assumptions made in the Noise Impact Assessment Report, as it does not indicate that the survey was undertaken during school times.
- A correct method to ascertain true impact would be to measure from the boundary of the pitch to the nearest property. The boundary is 16-17 meters away to the nearest property not the reports 35 metres away.
- Queries that the report does not state if crowds would attend which would increase the noise levels.

5.4 The issues raised within the objections including with regards to noise, lighting and ecology are largely addressed in the Assessment Section 8.0 later in this report. It is noted that amendments were made to the Noise Report to provide additional details. In addition, conditions have been placed to restrict the hours of use of the MUGA.

## **6.0 Consultation**

6.1 All consultees were consulted on the 20<sup>th</sup> November 2020.

6.2 Thames Water.

Comments received 23<sup>rd</sup> November 2020 (response made on 16<sup>th</sup> November 2020):

Thames Water have no objection to the planning application based on the foul water and surface water information provided and with regard to water network and water treatment infrastructure capacity.

6.3 Sport England.

Comments received 3<sup>rd</sup> December 2020:

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field

in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

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

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of: all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

This application relates to the provision of a new indoor/outdoor sports facility or facilities on the existing playing field at the above site. It therefore needs to be considered against exception 5 of the above policy, which states:

'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

I have therefore assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet exception 5.

I have consulted the Football Association and Football Foundation. While the pitch is not a size they would normally support, it will fulfil a role in providing support for the small side football in Slough which has been identified in the Local Facilities Football Plan. They have asked for a community use agreement.

I am mindful that a grass playing field can be used for more than just football, however, the site is compact and there is an identified need for small side facilities. Therefore it is my opinion that if a community use agreement was attached to the planning permission, if the council was minded to grant permission, the proposal would meet our planning policy exception E5.

## Conclusion

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to meet exception E5 of its Playing Fields Policy. The absence of an objection is subject to the following

condition being attached to the decision notice should the local planning authority be minded to approve the application:

Within 9 months of the work commencing on site, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the 3G Artificial Grass Pitch and car park, and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The 3G Artificial Grass Pitch shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.”

#### 6.4 Lead Local Flood Authority, Hampshire County Council.

Comments received 15<sup>th</sup> December 2020:

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

Evidence that the proposed pollution mitigation measures proposed are sufficient. Details for the proposed SW manhole 1.0 be shall provided in the form of a detail drawing along with the details for the proposed soakaways.

Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

#### 6.5 Arboricultural / Landscape.

Comments received 22<sup>nd</sup> December 2020:

The submitted tree survey is acceptable as an assessment of the trees on the site. However there should also be an impact assessment and draft tree protection plan and method statement submitted to support the application. The submitted landscape plan dwg no 2171-FT-00-00-DR-L-1001 provides a good level of new soft landscape and is broadly acceptable. The implementation of this plan can be a condition of any approval granted.

Comments received 12<sup>th</sup> January 2021:

(After an Arboricultural Impact Assessment was submitted) The arboricultural method statement and tree protection do not relate to each other and is not site specific. Many of the instructions within the method statement are not needed for this development or have been omitted from the tree protection plan. Trees are shown as retained but have not been afforded protective fencing without reason or justification. Method statement should only contain that which is needed for this development and the tree protection must indicate where these measures are required.

Comments received 15<sup>th</sup> January 2021:

Further amendments were made to the arboricultural method statement and tree protection plan and the revisions is now acceptable having being amended in accordance with comments made earlier. Please can the full implementation of this arboricultural method statement and tree protection plan be a condition of any approval granted:

Tree protection plan dwg no MW.20.0517.TPP.RevA and Arboricultural Assessment & Method Statement for proposed development at Haybrook College Slough SL1 6LZ On Behalf of: Re:Format / The Terra Firma Consultancy Reference: MW.20.0517.AIA Date Issued: 6 January 2021 Revision A issued 12.01.2021

## 6.6 Transport and Highways Development.

Comments received on Transport Statement 28<sup>th</sup> January 2021:

### **Introduction**

This document provides the highways and transport comments for planning application: S/00695/004 at Haybrook College. A Transport Statement and Travel Plan produced by Stuart Michael Associates accompany the submission. Preapplication comments on Highways and Transport matters were provided on 04/09/2020.

Initial Highways and Transport comments were provided on 4<sup>th</sup> January 2021 and the agent and applicant have provided additional information in response to these comments.

### **Application Description**

The site is home to Haybrook College and Millside School and the development area for the proposed standalone building is an area of hardstanding set aside from the earlier demolition of a larger building.

The proposals are for the expansion of the school to provide a new teaching block with a net floor area of 1,365sqm located to the south of the existing

buildings which will accommodate 7 new classrooms and 3 specialist rooms. It is expected that the proposals will be accompanied by an increase of 6 staff and 60 students. This would increase the total number of students on site to 160 and the total number of staff to 88.

### **Vehicular Access**

The school is accessed from a private road which forms a priority junction with Burnham Lane. The private access road is approximately 180m long and provides a good level of queuing capacity off the public highway for vehicles waiting to leave the site.

It is proposed to remove the existing security gate to the north of the bend in the access road and provide a new security gate for both pedestrians and vehicles to the south of the proposed extension. Staff and frequent visitors will gain access to the site using a transponder system that automatically opens the gates, with the provision of a CCTV system which will allow reception to monitor the access and open the gates if visitors are recognised.

SBC request confirmation that an intercom for the security gates will be located in an accessible location for drivers approaching the security gates. Drivers should not need to leave their car and cross the road to use the intercom provided for pedestrians. This information can be secured by condition.

At the request of SBC Highways and Transport, the applicant has provided a General Arrangement Drawing (Drawing No. 6535.005, Dated January 2021) which demonstrate that visibility splays of 2.4m x 43m can be provided from the access junction with Burnham Lane, as required by Manual for Streets for roads subject to a 30mph speed limit.

SBC Highways and Transport have no objection to the vehicular access for the site or to the increased use of this access.

### **Access by Sustainable Travel Modes**

The school caters for pupils with complex needs and this results in a higher ratio of staff members per pupil, which increases the likelihood pupils and staff will travel to the school by car. The site is located in a reasonably sustainable location with good access to buses, walking and cycling facilities and is located 440m (5 minutes walk) from Burnham Railway Station.

### **Travel Plan**

The school benefits from an existing Travel Plan which will be updated and submitted as a separate document. The Travel Plan details that 80% of students at the existing Burnham Lane site arrive by sustainable travel modes, with 35% of students arriving on the school mini-bus/people carrier service.

Comments will be provided on the suitability of the Travel Plan by SBCs specialist Travel Planning Officer.

The school currently has low levels of car use due to the use of the school mini-buses and other sustainable travel modes. SBC Highways and Transport have no objection to the scheme if these measures, including additional mini-bus provision will be made for new pupils and staff to replicate previous success in minimising car use.

### **Trip Generation and Traffic Impact**

The proposed development is expected to result in an overall increase of 24 vehicles associated with pupils during the school start and finish periods, totaling 48 two-way trips on the road network when both arriving and departing trips are considered. This would represent an increase of 13 cars and 11 taxis driving to and from the school during drop off / collection time. In addition, there are expected to be 5 additional car trips associated with school staff, although it is expected that these would occur outside of school drop off/collection times given staff arrive and depart before and after pupils.

The start and finish times for Millside and Activate are staggered by between 15 and 30 minutes to reduce and spread the impact of vehicle trips on the surrounding road network.

The calculation of trip generation for pupils is based on the typical mode share and school attendance data which shows that only around 67% of Activate Students and 79% of Millside Students are typically present daily. The distribution of trips generated by the proposals has been completed on the basis of the existing distribution of pupils attending the school.

30 two-way vehicle trips are expected on Buckingham Avenue during the AM Peak Hour. This is equivalent to two trips per minute across one hour. 10 two-way vehicle trips are expected on Burnham Lane North, 14 two-way trips are expected on the A4 West, 4 trips are expected on the A4 East.

The impact of construction on the highway network would be managed through the implementation of a Construction Management Plan which can be secured by condition.

SBC Highways and Transport do not wish to object to the proposals based on the site's trip generation and traffic impact. The stagger of start and finish times for Activate and Millside students and the arrival/departure of staff before and after students will distribute the impact of the proposed development across the AM Peak Period. The Travel Plan should be updated and improved in order to support travel by sustainable travel modes such as minibus, car sharing, public transport, walking and cycling.

### **Parking Provision**

The submission states that there is currently a parking shortfall on site and that staff currently park outside the marked spaces on a regular basis. This is based on past experience of the school's operation as it has not been possible to survey typical car parking demand due to the effect of the COVID-19

pandemic on travel patterns. The TS predicts that proposed development is expected to result in 5 additional staff car trips.

The TS details that the site currently benefits from 47 parking spaces and Drawing No. 6535.001-Rev A shows that an additional 36 spaces will be provided in support of the proposed development. Therefore the proposed development would have 83 parking spaces overall. The site has 5 parking spaces for Mini Buses, 3 parking spaces for disabled drivers and 1 parking space for light goods vehicles.

The Slough Borough Council Parking Standards require the provision of 1 parking space per member of staff, plus 8 spaces per school for Secondary Schools. Therefore the Slough Borough Council Parking Standards would require the provision of 96 parking spaces for the school and the provision of 83 parking spaces would represent a shortfall of 13 spaces against the parking standards.

The TS details there are currently no parking spaces for parents to drop their children off at school and that the school relies heavily on the use of its five mini-buses and people carrier to transport students to and from the site.

SBC have no objection to the proposed number of parking spaces on the basis that the school has a well-established travel pattern of heavy reliance upon mini-bus use to collect students which reduces car trips associated with students. The increase in parking spaces also represents an improvement in the parking ratio per staff member and per pupil. The existing 47 parking spaces equal 0.25 spaces per staff/student member with a total of 182 students and staff on site. The proposed 83 spaces equals 0.33 spaces per student/staff member.

### **Electric Vehicle Parking**

The submission states 6 Electric Vehicle Charging Points (EVCP) will be provided for the new development.

SBC require the provision of 9 EVCP. As requested at preapplication stage, 10% of spaces should be equipped for electric vehicle charging. The Slough Low Emissions Strategy requires 10% of spaces are fitted with EVCP at employment locations such as industrial/commercial land uses and therefore SBC would seek to encourage the same degree of uptake of electric vehicle uptake amongst teaching professionals.

### **Cycle Parking**

The site currently has 22 cycle parking spaces provided in the form of 11 Sheffield Stands which are covered, lit and secure and located adjacent to the school building. An additional 16 cycle parking spaces are proposed to support the proposed development, which would take total cycle parking provision to 38 cycle spaces.

SBC require that the application is amended to provide staff and pupil cycle spaces in separate bicycle stores, as requested at preapplication stage. It is

recommended that further details regarding cycle parking could be secured by condition.

### **Servicing and Refuse Collection**

The proposed development includes the relocation of the bin store to the north of the new building and immediately to the south of the cul-de-sac adjacent to the Millside Building. The bin store will accommodate a minimum of 9x 1100L wheelie bins which will store a variety of waste types including recyclables and general waste. Swept path analysis has been provided which shows a large refuse vehicle can access the site by reversing into the cul-de-sac adjacent to the bin store and leaving the site.

SBC have no objection regarding the proposed refuse collection arrangements.

### **Summary and Conclusions**

I confirm that I have no objection to this application from a transport and highway perspective. I recommend inclusion of the following condition(s)/informative(s) as part of any consent that you may issue.

### **Conditions Recommended**

#### **Layout**

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

#### **Cycle Parking**

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

### **Construction Traffic Management Plan**

No construction or development shall commence on site until a Construction Traffic Management Plan has been submitted and approved in writing by the



Local Planning Authority. The CTMP shall include a site set up plan and details of: hours of construction, duration of construction, hours of deliveries, traffic management measures, wheel washing facilities, storage of materials, provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance. The Plan shall thereafter be implemented as approved before the 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 minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

**Informatives Required:**

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

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

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

Comments received on Travel Plan on 22<sup>nd</sup> January 2021:

Recommendation

Fine to approve providing the following is committed to before occupation:

- Increase monitoring of Travel Plan to annually.
- Insert all missing figures and appendices and resubmit for approval (as soon as possible)
- Insert Action Plan which is essential for SBC to understand approach is correct
- Name a TPC and ask them to make contact with SBC contact as soon as the new site opens.

The above was provided on the same date and was confirmed to be acceptable on 22<sup>nd</sup> January 2021.

Comments received 14<sup>th</sup> January 2021:

The site investigation has revealed a potential risk to humans from contact with PAH contamination, recorded within made ground soils. It was determined that such contamination will pose a risk to human health through exposure pathways including skin contact, ingestion of soil particles and inhalation of dust particles. Thus, remediation is required to reduce this risk from the elevated concentration of PAH which will require removal and the installation of a clean cover.

Based on the above, it is recommended the following conditions are placed on the Decision Notice:

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

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

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

2. Remediation Validation

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

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

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

### Ecology

6.8 Ecological Consultants were initially consulted on 23<sup>rd</sup> November 2020. As a response has not yet been received, a condition is included relating to the ecological appraisal and bat survey report as submitted.

6.9 Crime Prevention Design Advisor for Berkshire, Local Policing, Thames Valley Police

Comments received on 25<sup>th</sup> January 2021:

In relation to the design and layout, community safety and crime prevention, I have no objections to the proposed development.

However, it appears that the Design and Access Statement (DAS) does not adequately address crime and disorder as required by CABE's 'Design & Access Statements- How to write, read and use them'. This states that DAS' should; 'Demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime'.

I therefore recommend that the applicant give careful consideration to the physical security and access control of the College, and recommend that the applicant incorporate the principles of crime prevention through environmental design as described within the Secured by Design (SBD) Guidance document. [www.securedbydesign.com](http://www.securedbydesign.com) (Guidance), (New schools 2014).

These details were provided and further comments were made on 27<sup>th</sup> January 2021:

The only additional comments would make relate to the physical security of the buildings themselves, these relate to the minimum physical security standards of all external doors and ground floor windows. ([www.securedbydesign.com](http://www.securedbydesign.com) (Guidance), (New schools 2014).

Physical security recommendations:

- I recommend that all external doors (including emergency egress doors) meet the minimum physical security standards of LPS1175SR2,
- All installed ground floor glazed and all entrance shall be double glazed units and include one pane of laminate glass meeting, or exceeding, the requirements of BS EN 356-2000 (P1A). with a minimum thickness of 6.8mm with a minimum interlayer thickness of 0.76mm pvb (or SGP).”

#### 6.10 Environmental Quality.

Comments received 25<sup>th</sup> January 2021:

##### Overview

A revised noise assessment for the proposed MUGA was submitted on 21st January 2021. It was requested that this assessment considers the operational noise impact of the MUGA using a worst case scenario approach, whereby the impulsive noise source originates from the MUGA boundary, without the screening effect caused by timber garden fences to protect the upper floor facades of nearby residential receptors on Littlebrook Avenue and Blumfield Crescent.

The revised assessment also takes into consideration recently agreed operational hours, which are as follows:

- Weekdays: 09:00 - 17:00 for priority curriculum use and after-school clubs;
- Weekdays: 17:00 - 21:00 for public use during term time (19:00 hours during winter months: 31st October – 31st March);
- Weekdays: 09:00 - 19:00 for public use during school holidays;
- Saturdays: 09:00 – 18:00 for public use;
- Sundays: 09:00 – 18:00 for public use.

As the school playing fields are used regularly during term time, the noise assessment focuses on the impact of public use during both evening and weekend periods.

##### Monitoring and Desktop Study Results

To reiterate from the original noise assessment, a monitoring survey was conducted to determine background and ambient noise levels at the proposed MUGA location (monitoring location 1). The results indicated typical ambient noise levels similar across the school and evening hours (09:00-21:00) at 45-51dB, and background noise levels ranging from 37-43dB.

The noise levels from the proposed MUGA are derived from historic surveys that have been undertaken by the consultancy (24 Acoustics). Due to the pandemic, there is little opportunity to conduct a monitoring study of existing

MUGA use and any monitoring that would be conducted is unlikely to be representative. In this case, the source noise measurements were made at a synthetic turf pitch in Winchester, which included noise from adults shouting and ball impact events. This is a suitable comparable site to the proposed MUGA. The Proposed Playing Field Provision report submitted with the application states that the new MUGA is a Type 2 and “will be suitable for basketball, netball, tennis and wheelchair sports”, while the existing Type 5 MUGA will continue to be used for football and hockey. It is expected that noise from the Winchester pitch will have a higher noise climate due to the nature of the sport and is therefore considered a conservative approach.

The Winchester pitch data has been applied to this proposal, with noise levels corrected to the nearest residential facades. This considers the absence of any screening effects on the upper floors with windows partially open. The results are displayed as two tables – one with the noise source closer to residential receptors and one with the noise source originating from the centre of the MUGA.

Although following a worst case approach, it is not realistic for noise on the MUGA to be concentrated at the MUGA boundary closest to the residential area, and will likely be spread evenly across the pitch, therefore the data from Table 1 (maximum 51dB LAeq) is more applicable and noise levels similar to Table 2 (maximum 57 dB LAeq) will only occur in short periods. This indicates that internal noise levels slightly exceed specified limits within BS8233 and therefore mitigation is required.

Noise impact on external garden space cannot be determined from these results however it is noted that noise levels on upper facades at Littlebrook Avenue exceed average weekday ambient noise levels recorded at Monitoring Location 1 by 2.7-8.7dB when comparing both scenarios.

To represent impact noise, the report refers to ‘Clay Target Shooting: Guidance on the Control of Noise’, specifically the methodology of setting an expected annoyance level based on sporadic impulsive noise events. Using this guidance, impulsive noise is typically determined from the logarithmic average of the 25th highest noise levels measured over a 30 minute period. In the absence of this specific data, typical maximum fast-weighted values measured (LAm<sub>ax</sub>) from the Winchester pitch has been used to represent impulsive noise events.

Impulsive noise levels at the nearest residential facades have been recalculated to represent noise occurring at the MUGA boundary, 13m from the residential façade.

For properties on Littlebrook Avenue and the upper facades of Blumfield Crescent, this is beyond the level of annoyance (68-76dBA), therefore mitigation is required to ensure 65dB is not exceeded.

## Mitigation

Within the report, suggested mitigation includes installation of a heavy gauge and deep mesh fence around the MUGA to reduce impulsive noise by 10dB. This would bring the highest noise level to 66dB, slightly above the noise level where annoyance is likely to occur.

It is also recommended in the report that a booking system is implemented, to allow use of the MUGA to be managed. This with the restricted operating hours, is expected to result in acceptable noise levels in the report.

However, this mitigation will result in impulsive noise levels meeting annoyance criteria and does not reduce noise from the centre of the pitch which resulted in slight exceedance of internal noise level criteria for receptors on Littlebrook Avenue. It also does not consider noise impact on outside garden space, therefore stronger mitigation is required in addition to the recommended fencing:

- Two gates currently allow access into the new MUGA. It is requested that the southern gate is the principal access to the pitch, to reduce likelihood of people congregating in the area of the second gate and minimise disturbance to residents.
- To be consistent with noise limitations for other applications, it is requested that use on Bank Holidays and Public Holidays is fully restricted.
- To minimise noise disturbance to residents, it is requested that public hire is restricted to no more than 10 hours per week during term time in addition to permitted school use.
- Within the Proposed Playing Field Provision report, it states that the new MUGA is a Type 2 and “will be suitable for basketball, netball, tennis and wheelchair sports”, therefore the new MUGA should be limited to this activity only.
- An operational noise management plan must be submitted to and approved by the LPA (further details appended as an informative).
- Use of the MUGA must not fall outside of the hours specified in the report.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 Slough Local Development Plan and the NPPF Section 38(6) of the Planning and Compulsory Purchase Act 2004 require that applications for planning

permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th June 2019.

- 7.2 The National Planning Policy Framework 2019 states that decision makers at every level should seek to approve applications for sustainable development where possible (paragraph 38) and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise (paragraph 47). Relevant development Plan policies and Council planning guidance are listed below.

#### National Planning Policy Framework June 2019

- Chapter 8 - Promoting healthy and safe communities
- Chapter 9 - Promoting sustainable transport
- Chapter 12 - Achieving well-designed places
- Condition 15 – Conserving and enhancing the natural environment

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

- Core Policy 1 – Spatial Strategy
- Core Policy 5 - Employment
- Core Policy 6 – Retail, Leisure and Community Facilities
- Core Policy 7 - Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural, built and historic environment
- Core Policy 10 – Infrastructure
- Core Policy 11 - Social cohesiveness
- Core Policy 12 – Community Safety

#### The Adopted Local Plan for Slough 2004 (Saved Policies)

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- EN34- Utility Infrastructure
- OSC2 – Protection of School Playing Fields
- OSC13- Floodlighting
- H12- Residential Areas of Exception Character

- H14 – Amenity Space
- T2 – Parking Restraint
- T8 – Cycle Network and Facilities
- T9 – Bus Network

#### Other Relevant Documents/ Guidance

- Slough Borough Council Developer's Guide Parts 2-4 (updated)

#### 7.3 The planning considerations for this proposal are:

- Principle of development
- Loss of Open Space
- Design, Layout and Character
- Impact on the amenity of neighbouring occupiers by way of noise and light
- Highways and Transport
- Landscape and arboriculture
- Drainage
- Ecology

### 8.0 Assessment

#### Principle and Use

8.1 The use of the buildings as D1 (education) is established and so the principle of development in this area for further educational buildings is acceptable . The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) were introduced by the government on 20 July, and take effect on 1 September 2020. Previous use class D1, now falls under Use Class F.1, which includes learning and non-residential institutions. This existing and proposed development therefore will both fall under Use Class F.1 and the principle of development is acceptable .

8.2 Paragraph 94 of the NPPF states:

“It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decision on applications; and



- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”
- 8.3 Core Policy 6 of the Slough Local Development Framework, Core Strategy 2006-2026 supports the provision of community facilities including education uses.
- 8.4 Supplementary text to Core Policy 5 identifies that there is a need to better education and training in order to equip the resident work force with the skills necessary to gain access to the new knowledge-based jobs that will be created in Slough. Furthermore, it is recognised that uses such as education are an important source of jobs. As a result education is classed as “employment” for the purposes of Core Policy 5.
- 8.5 The proposed extension, new building and associated car park are considered to comply with the above policies and the proposed development would support the continued use of the site for educational purposes.

#### Loss of Open Space

- 8.6 The proposal includes development of a Multi Use Games Area (MUGA) which would be built on an open playing field. A Playing Field Provision Report was produced on March 2020. This provides details for the proposed new type 2 or 3 MUGA is proposed that is suitable for basketball, netball, tennis and wheelchair sports for pupils. The existing Type 5 MUGA will continue to be used by pupils for football and hockey and the existing grassed playing field area will be retained as a soft informal and social area.
- 8.7 It is important to avoid any loss of public or private open space within the borough, including school playing fields. This is detailed in Policy OSC2 of the Local Plan (2004).

Policy OSC2 (Protection of School Playing Fields) states:

Development upon school playing fields will not be permitted unless:

- a) the development is ancillary to the use of the site as a school playing field and the scale of the development and intensity of use is appropriate to the location;
- b) the use of the playing fields can be retained and enhanced by development on a small part of the field as long as the quality and quantity of pitch provision and the ability to make use of the pitches are not prejudiced; or
- c) the playing field lost to development is replaced by new provision which is at least comparable in terms of size, facilities and amenity, and is located immediately adjacent to the school

8.8 Paragraph 97 of the NPPF states that:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

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

8.9 Sport England Playing Fields Policy and Guidance (August 2018) states that:

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

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

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

8.10 This application relates to the provision of a new outdoor sports facility on the existing playing field. It therefore needs to be considered against Exception 5 of the Sport England Playing Fields Policy, which states:

'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

8.11 Sport England were consulted on this application as the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement. Notably, Sport England did not raise an objection to the proposed development. The Football Association and Football Foundation were also consulted. While the pitch being 24.5m x 20.25m is not a size they would normally support, it will fulfil a role in providing support for the small side football in Slough which has been identified in the Local Facilities Football Plan. Sport England and The Football Association therefore have

asked for a community use agreement in order to meet planning policy exception E5. This has been recommended as a condition.

8.12 Where pitches are provided, all-weather surfaces such as synthetic turf allow more intensive use than grass and can also, particularly with floodlighting, offer a popular community resource (Sport England, 2012: Artificial Surfaces for Outdoor Sport).

8.13 The creation of a MUGA is considered to provide for an alternative sports and recreation provision which mitigates the loss of the current school playing field, in accordance with exception (c) of paragraph 97 of the NPPF, exception (a) of Policy OSC2 and exception E5 of Sport England's Playing Field Policy. Therefore, the MUGA is in accordance with Policy and is an acceptable use in this area.

#### Design, Layout and Character

8.14 Core Policy 8 of the Slough Core Strategy states that all development should be sustainable, of a high quality, and should improve the quality of the environment. To achieve high quality design, development should, amongst other things, respect its location and surroundings and reflect the street scene and the local distinctiveness of the area. Policies EN1 and EN2 of Slough Local Plan (2004) further indicate that proposals should respect and respond to the proportions of the existing development, as well as to the appearance and design of the vicinity in order to preserve or enhance the character and appearance of the street scene.

8.15 The new reception area of the new building faces towards the arrival point of the site. The entrance has been designed with double height curtain walling to allow light. A grey brick colonnade provides a sheltered canopy over the entrance. A bold coloured feature window is situated on the front and rear elevations to provide character. The new building as proposed reflects a high standard of design with grey brick detailing, which stands out as a focus point on the site. A lighter grey brick is used to contrast the dark grey around the main visitor entrance. Brickwork is varied with feathering details on the long elevations adding texture and interest. Signage will be in stainless steel, yellow render to the side recess and grey aluminium for the windows with feature windows in the College's logo colours (including orange, blue, pink and green). These colours are considered appropriate for school use and to provide further interest to the grey brickwork. The design is largely reflective of other recent buildings in schools in Slough such as Westgate School and Wexham Secondary school.

8.16 The new building will be located behind the properties at Burnham Lane, which lie in a Residential Area of Exceptional Character as designated under Local Plan Policy H12. This policy states that development proposal will not be permitted which would have a detrimental impact upon the character and

amenity of these residential units. However, it is considered that the use and precedent of a school and associated buildings have already been set in this area and so there will be no additional impact or harm as a result of the extensions to the Residential Area of Exceptional Character.

8.17 The new building is proposed to be one storey to the front elevation on the north side. On the first floor plan it is stated that this is used for maintenance access, and also a possible staff roof garden/ terrace. A boundary is proposed around the terrace area that is 1.1m in height. It is noted that the balcony will face onto the rear of the properties at Burnham Lane, however, the properties lie some 50m from the proposed new school which is considered an acceptable distance to not detrimentally impact the amenity of residents.

8.18 With regards to BREEAM, the overall target score for the project of 64.68%, which will deliver a 'Very Good' rating, is welcomed.

8.19 The extension to Millside School is proposed with rendered blockwork walls, roof tiles and windows to match the existing school. This will form a compatible and in keeping extension.

8.20 The MUGA will either be made of tarmac or rubber. The MUGA will be surrounded by a heavy gauge welded mesh fencing between 3-5m height. This is proposed in a green colour, compatible with the surroundings.

#### Impact on Residential Amenities of Neighbouring Occupiers:

##### Lighting

8.21 Policy OSC13 Floodlighting states that "proposals for new or enhanced outdoor sports facilities which require floodlighting will not be permitted unless it can be demonstrated by means of a floodlighting impact assessment that the operation of floodlights would have minimal environmental impact on adjoining uses or the character of any nearby open land."

8.22 Supporting text of this policy states that when considering applications for new or enhanced outdoor sports facilities involving the use of floodlighting, the Borough Council will require the submission of a detailed floodlighting impact assessment to ensure that there is minimal environmental impact on the amenities of adjoining uses and the character of any nearby open land.

8.23 Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that all development should also not give rise to unacceptable levels of pollution including artificial lighting. In addition, Core Policy 9 also states that development will not be permitted unless it respects the character and distinctiveness of existing buildings, townscapes and landscapes

and their local designations. The NPPG provides guidance on the assessment of whether a development proposal might have implications for light pollution (Paragraph: 002 Reference ID: 31-002-20140306).

- 8.24 The Institute of Lighting Engineers provide recognised guidance on measures to reduce light pollution. This include guidance that planning conditions covering hours of operation, prevention at source of unnecessary light pollution and requirements for landscaping and boundary treatment shall, when appropriate, be used to ensure minimal environmental impact on the amenities of adjoining uses and the character of any nearby open land.
- 8.25 Drawing R10-13-SK09 shows the photometric details for proposed MUGA, school extension and the car park extension. This shows that illuminance will not exceed 7.5 lux around the school and car park extensions. Surrounding the MUGA, the illuminance will not exceed 20 lux. It is not considered that lighting at the school or car park will have an impact on residential amenity, however the MUGA will result in some impact.
- 8.26 With regards to impact on ecology, the Ecological Appraisal submitted confirms that habitats present within the site including amenity grassland, ornamental planting, hardstanding and buildings dominating the site are considered to be of less than local/ negligible value for nature conservation in their own right. Nevertheless, a restriction on the hours of use will be necessary to prevent adverse effects.
- 8.27 The external lighting to the MUGA, school extension and the car park extension will also be controlled by a dedicated photocell timeswitch located in the plant room of the school extension to prevent the operation of the lighting during daylight hours and to restrict a period of operation during night time. A condition on the restriction on the use of the MUGA is added to the recommendation of this application to further mitigate the impacts (see paragraph 8.33).

#### Noise

- 8.28 Paragraph 170 of the NPPF states that planning decision should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that development in the Borough shall not give rise to unacceptable levels of noise pollution.
- 8.29 The concerns raised in representations about the potential impact on residential amenity as a result of noise associated with the development are noted. It is noted that there is already a MUGA existing on site and the consideration of the

potential impact of noise will need to take into account that activities have previously taken place on site of the same nature.

- 8.30 The new building will be a sufficient distance of some 20m from the nearest properties, with a vegetated boundary that is approximately 3m high. Therefore, it is not considered that the resulting noise associated with the new teaching blocks will cause a significant difference in the noise levels that already would be experienced by the nearest affected properties
- 8.31 The proposed MUGA will be some 12m away from the nearest properties. The assessment of the impact of the MUGA in the Noise Report refers to 'clay target shooting: guidance on the control of noise'. Although the comparison of shooting noise with sport activity associated with the MUGA is questionable, the application of the guidance to assess impulsive noise is accepted.
- 8.32 An assessment is made for peak noise levels, stating that the resulting noise would be 76dBA to the nearest property on Littlebrook Avenue (12m from the closest MUGA fence) for impulsive noises, which would be rare and not constant and therefore would be considered the peak level of noise to be reached. The assessment indicates an excess of 11dBA above the level at which annoyance is highly likely (65dBA) therefore mitigation is required. BS4142 has also been applied but is not applicable; additionally the new MUGA cannot be treated as a new noise source. The suggested mitigation comprises of a heavy gauge mesh fence, achieving a noise reduction of 10dB and therefore the resulting noise at the nearest property on Littlebrook Avenue will be 66dBA. This is accepted.
- 8.33 Considering the above, it has been agreed with the applicants that a condition is imposed to restrict the hours of use of the MUGA. These hours ensure the MUGA can be used for the public in line with Sport England's requirements whilst also ensuring there is no detrimental impact to the amenity of adjoining neighbours. The MUGA will not be used beyond 19:00 hrs, except in the spring/summer terms when it will be used until 21:00 hrs when sunset is much later in the evening and there will be less need for floodlights. The hours are listed below:
- Weekdays: 09:00 - 17:00 for priority curriculum use and after-school clubs;  
Weekdays: 17:00 - 19:00 for public use during term time (winter months 31<sup>st</sup> October - 31<sup>st</sup> March);  
Weekdays: 17:00 - 21:00 for public use during term time (summer months 1<sup>st</sup> April - 30<sup>th</sup> October);  
Weekdays: 09:00 - 19:00 for public use during school holidays; and  
Weekends: 09:00 - 18:00 for public use.
- 8.34 In addition, it is also recommended that a booking system be implemented for the public use of the MUGA, such that the use of the facility during evenings

and weekends will be well-managed. Therefore, an Operational Noise Management Plan is added as an informative to the recommendation for this application, which is expected to include functionality of the booking system, retention of booking records, who is responsible, the complaints produced and standard terms and conditions.

- 8.35 Overall, it is considered that the resulting increase of noise and light at the MUGA and the new Millside building to the surrounding residential properties will be minimal and therefore is in accordance with Policy OSC13 of the Local Plan 2004 and Core Policy 8 of the Core Strategy 2006-2026. The overall planning balance weighs the benefits of the provision of additional education facilities to outweigh the minimal impact on neighbouring properties on noise and light disturbance.

#### Highways and Transport:

- 8.36 Paragraph 102 of the NPPF (2018) states that transport issues should be considered from the earliest stages of development proposals, so that the potential impacts of development on transport networks can be addressed, opportunities to promote walking, cycling and public transport use are identified and pursued and that the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
- 8.37 Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that all new development should be sustainable and make appropriate provisions for improving road safety and improving air quality. In addition, Core Policy 10 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that development will only be allowed where there is sufficient existing, planned or committed transport infrastructure.
- 8.38 Saved Policy EN1 of the Local Plan for Slough (2004) states that development is required to reflect a high standard of design and must be compatible with its surroundings in terms of access points. Saved Policy T2 deals states that within all developments that attract an increase in the number of trips, the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the integrated Transport Strategy. Saved Policy T8 states that proposals should include suitable cycle access to and through the site and Saved Policy T9 states that proposals should not prejudice the free flow of buses along existing and proposed bus routes.
- 8.39 Comments were received from the Highway Authority on 4<sup>th</sup> January 2021 and later on 28<sup>th</sup> January 2021 in response to the Transport Assessment and Travel Plan. Comments were received from the Highway Authority on 22<sup>nd</sup> January 2021 in response to the Travel Plan. An objection was not raised, but

further information was requested. The outstanding issues are considered to have been addressed including increasing Travel Plan monitoring to annually in accordance with other educational establishments in the borough and confirmation was received from the agent on 28<sup>th</sup> January 2021 to justify that the expansion does not increase the numbers of pupils with a need for mini-buses and therefore an increase in provision for mini-buses is not required.

- 8.40 The new car park received planning permission in December 2016, under ref P/04628/029, however, this was not implemented within the three year period specified on the conditions. Therefore, this proposed development is accompanied by an additional 9 parking spaces adjacent to the new block (visitor and disabled parking) and an additional 27 spaces attached to the existing parking area to the north of the College giving an overall increase of 36 spaces. The existing grass mound to the north will be levelled to allow for an extension to the car park.
- 8.41 The scheme also has 16 additional covered, lit and secure cycle parking spaces and 8 electric charging points (EVCP) for cars. Although transport policy requires 9 EVCP, it is considered that 8 EVCP is acceptable. The Transport Statement details that 73 staff members used a car in 2020 and the expansion is expected to increase by 5 to 78 staff members. Therefore 10% of this would be 7.8 EVCP spaces and therefore 8 EVCP would be reasonable.
- 8.42 Access to site will be controlled with new vehicle barriers and security gates. Additional staff parking will be provided to the north of the sports hall. New lockable bike shelter for students will provide 10 additional hoops. New visitor and disabled parking will be provided west of the new building. Visitors will access the school via the main entrance to the new building. Students will enter the new building along its southern edge. A covered link is included between the extension and the new building.
- 8.43 Vehicle barriers at the site entrance will be controlled with fob or card. A 2.4m high weldmesh security fence to southern boundary is proposed, mounted along top of low retaining wall. A 2.4m high weldmesh security fence will separate new staff parking from the playing field. The Crime Prevention Design Advisor for Berkshire recommended that the applicant incorporated this into the Design and Access Statement. However, an objection was not raised in relation to the design and layout, community safety and prevention as demonstrated on the drawings and Transport Statement and therefore it is considered the proposed security for the development is acceptable.
- 8.44 An additional 16 covered, lit and secure cycle parking spaces are provided, resulting in a total of 38 bicycle parking spaces, as opposed to the 40 stated in Highways' response. It is considered a total of 38 spaces are sufficient to accommodate, with expansion, more than 15% of all staff and students cycling to the site whereas pupil cycle mode share is currently 11% and staff cycle



mode share is 2.3%. On this basis, it is concluded that the proposed cycle parking provision is appropriate. Cycle parking will also be monitored as part of the Travel Plan monitoring.

8.45 In addition to the proposed cycle spaces, a public cycle hire facility with 20 bicycles is provided within the triangular parcel of land between Burnham Lane and Station Road approximately 300m to the south of the site. The facility works in combination with two other facilities located within the Slough Trading Estate and close to Slough railway station.

8.46 On this basis, the development is therefore considered to be in accordance with Core Policy 7 and 10 of the Slough Local Development Framework Core Strategy 2006- 2026 DPD (2008) and Saved Policies T2, T8, T9 and EN1 of the Local Plan for Slough (2004).

#### Landscape and Arboriculture

8.47 Policy EN3 of the Local Plan for Slough (2004) states that comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees (...) which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme. Landscaping should be carried out in the first planting season following the completion of the proposed development and a scheme for the subsequent maintenance and retention of the existing and proposed planting should be established. Landscaping schemes must have regard to the impact upon the street scene, screening effect, hard and soft landscaping, plant and tree species, the extent to which landscaping can act as a means of enclosure, improvements to visual amenity and opportunities for creating new wildlife habitats.

8.48 Key benefits of the scheme include new tree planting and groundcover planting to slope along southern boundary. Trees are narrow canopied due to tight space but will provide some buffer between the school and future housing to the south. Ornamental and sensory planting around building will be chosen from a palette of non-harmful plants, with a mix of herbaceous and shrub planting to provide year-round interest as well as nectar-rich plants.

8.49 The space to the east of the new building will be for more active use and include trim trail and table tennis tables, as well as habitat planting.

8.50 Between the new building and existing Millside building will be seating options, some enclosure from car park, buffers against building, table tennis tables, planting, hard surfacing to include the incorporation of a historic millstone on site and stone paving as a feature. Picnic tables and seating are included to allow outside dining.

8.51 The Landscape Officer provided comments on 22<sup>nd</sup> December 2020 and did not raise an objection. It was considered the tree survey and new soft landscape to be acceptable. It was advised to include a draft tree protection plan and method statement to support the application as a condition, however, this was provided prior to decision. Amendments were made to the submitted arboricultural method statement to relate to the tree protection plan and to be more site specific. The Landscape Officer confirmed the submitted plan was acceptable on 17<sup>th</sup> January 2021.

#### Flooding, Drainage and ground stability

- 8.52 Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural environment by preventing unacceptable levels of soil, air, water pollution or land instability. Paragraph 178 of the NPPF (2019) states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.
- 8.53 Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that all development [...] be of a high quality design that is practical, attractive, safe, accessible and adaptable, respect its location and surroundings, shall not cause contamination or a deterioration in land, soil or water quality and receptors, will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain. It also states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 8.54 Core Policy 9 also states that development will not be permitted unless it protects and enhances the water environment and its margins. The Slough Borough Council Flood risk and surface water drainage Planning guidance (January 2016) provides additional guidance on the consideration of flooding issues.
- 8.55 Policy EN34 of the Local Plan (2004) states that Development which increases the demand for off-site service infrastructure, such as water supply, surface water, foul water drainage or sewerage treatment, will not be permitted unless sufficient capacity already exists or extra capacity will be provided in time to serve the development without harm to the environment.
- 8.56 The pre-application process identified that the site is potentially contaminated and remediation is required to reduce risk. No Phase 1 assessment was submitted with the application and therefore this matter remains outstanding. As a result, conditions are proposed to address this.

- 8.57 Thames Water provided comments on 16<sup>th</sup> November 2020, stating they had no objection to the planning application based on the foul water and surface water information provided and with regard to water network and water treatment infrastructure capacity.
- 8.58 The Local Lead Flooding Authority (LLFA) provided initial comments on 15<sup>th</sup> December 2020 requesting further information on the proposed manholes, soakaways and exceedance flows where above ground flooding may pool and flow. The drainage consultants have provided this further detail, however a response from the LLFA is yet to be received. It is considered by officers that the application will be delegated once details have been submitted and agreed by the LPA.
- 8.59 On the basis of the above, the proposal is considered to be in accordance with Core Policy 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) and paragraph 170 of the NPPF (2019).

#### Ecology

- 8.60 The NPPF (2019) requires local planning authorities to aim to conserve and enhance the natural environment when determining planning applications. Paragraph 170 of the NPPF (2019) states that: "Planning decisions should contribute to and enhance the natural and local environment by [...] minimising impacts on biodiversity and providing net gains in biodiversity".
- 8.61 Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that development will not be permitted unless it protects and enhances the water environment and its margins and enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
- 8.62 The application is supported by an Ecological Appraisal as well as Bat Survey Plan. The Ecological Appraisal concludes that no reduction in the ecological interest of the site or its surrounds is likely to arise as a result of the proposed development. In addition, the findings of the bat survey of the site indicate that there are no active bat roosts within the section of the building to be affected by the proposed development. Notwithstanding the absence of roosting bats, development proposals for the site should seek to maintain and where possible enhance opportunities for roosting, foraging and commuting bats. Precautionary measures identified in the report should therefore be implemented during construction to avoid any unexpected impacts on bats.
- 8.63 It is noted the comments are yet to be received from the Ecological Consultant. It is considered by officers that the application will be delegated once details have been submitted and agreed by the LPA.

8.64 On the basis of the above, the proposal is considered to be in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) and paragraph 170 of the NPPF (2019).

#### Planning Conclusion

8.65 Core Policy 1 of the Core Strategy (2006-2026) states that some relaxation of the policies or standards in the Local Development Framework may be allowed where this can be justified by the overall environmental, social and economic benefits that will be provided to the wider community.

8.66 It is considered that significant weight is given to the social and economic benefits that will be provided to the wider community as a result of the extension of an educational facility in a location where the precedent for education has already been set. This decision has been taken having regard to the policies as set out below, and to all relevant material considerations.

Policies:- EN1, EN3, EN5, EN24, OSC2, OSC13, H12, T2, T8, T9 of The Adopted Local Plan for Slough 2004 and Core Policy 1, 5, 6, 7, 8, 9, 10, 11, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

### **PART C: RECOMMENDATION**

9.0 Recommendation

9.1 Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to:

- finalising conditions with the applicant'
- approval of ecology details; and
- any other minor changes.

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

1. Commence within three years

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

## 2. Drawings

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

### Drawings

- Design and Access Statement revision B, dated June 2020, Issued 19<sup>th</sup> October 2020
- Drawing no. P17119-RFT-00-00-DR-A-0080\_S3\_P04, Coordinated Site Plan, dated June 2020
- Drawing no. P17119-RFT-00-00-DR-A-0102\_S3\_P02, Site Location Plan, dated June 2020
- Drawing no. P17119-RFT-00-00-DR-A-0105\_S3\_P06, Block Plan, dated June 2020
- Drawing no. P17119-RFT-00-01-DR-A-0201\_S3\_P07, First Floor - New build Haybrook, dated June 2020
- Drawing no. P17119-RFT-00-01-DR-A-0202\_S3\_P02, Roof Plan, dated June 2020
- Drawing no. P17119-RFT-00-GF-DR-A-0200\_S3\_P07, Ground Floor - New build Haybrook, dated June 2020
- Drawing no. P17119-RFT-00-GF-DR-A-0250\_S3\_P06, Ground Floor – Millside, dated June 2020
- Drawing no. P17119-RFT-00-RL-DR-A-0260\_S3\_P05, Roof Site Layout Plan, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0300\_S3\_P06, Elevations - sheet 1, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0301\_S3\_P04, Elevations - sheet 2, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0302\_S3\_P02, Elevations - Extension to Millside, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0400\_S3\_P05, Sections, dated June 2020
- Drawing no. P17119-RFT-00-XX-VS-A-3001\_S3\_P02, Visualisation, dated June 2020

### MEP Drawings (Mechanical, Engineering and Plumbing)

- Drawing no. R10-13-SK01 - Ground floor M&E services, dated June 2020
- Drawing no. R10-13-SK02 - First floor M&E services, dated June 2020
- Drawing no. R10-13-SK03 - Mechanical services schematics, dated June 2020
- Drawing no. R10-13-SK04 - Ventilation services, dated June 2020
- Drawing no. R10-13-SK05 - Electrical distribution schematics, dated June 2020
- Drawing no. R10-13-SK06 - Site plan utility services layout, dated June 2020

- Drawing no. R10-13-SK07 - Ground floor above ground drainage, dated June 2020
- Drawing no. R10-13-SK08 - External lighting, dated June 2020
- Drawing no. R10-13-SK09 - External lighting photometric details, dated June 2020

#### Structures/Drainage

- Brief Structural Specification of the Works, Prepared by Andrew Newby Partnership, dated 15/07/2020
- Ground Investigation report, dated 03/08/2020
- Drawing no. 4399-500 Below Ground Drainage 1 of 2 P1, dated 15/10/2020
- Drawing no. 4399-501 Below Ground Drainage 2 of 2 P1, dated 15/10/2020
- Exceedance Routes Sheet 1 of 2, Drawing No. 4399-504 Rev P1, dated 18/12/2020
- Exceedance Routes Sheet 2 of 2, Drawing No. 4399-504 Rev P1, dated 18/12/2020

#### Landscape & Arboriculture

- Design and Access Statement, Ref: 2171-TFC-00-00-RE-L-8002-P02, Prepared by Terra Firma Landscape Architects, dated 14/10/2020
- Drawing no. MW.20.0517.TS, Tree Survey, dated 05/06/2020
- Drawing no. 2171-TF-00-00-DR-L-1001 , Landscape Proposals, dated 24/08/2020
- Haybrook College Playing Fields Provision Report\_P04, dated March 2020
- Arboricultural Assessment and Method Statement on behalf of Re: Format/ The Terra Firma Consultancy, Revision A issued 12/01/2021

#### Acoustics

- Noise Impact Assessment report ref R8540-1 Rev 0, dated 19/06/2020

#### Highways/Transport

- Haybrook College Extension Transport Statement 04 dated January 2021, received 12/01/21
- Haybrook College Revised Travel Plan 03

#### Ecology

- Haybrook College Ecological Appraisal, Prepared by HDA, dated 02/06/2020
- Haybrook College Bat Survey Report, Prepared by HDA, dated 25/06/2020

#### BREEAM and SBEM (Simplified Building Energy Model)

- 20200817 SRE BREEAM NC Pre-Assessment V1RevC, dated 17/08/2020
- 20200716 SBEM Summary Report\_v1RevB, dated 16/07/2020
- 20200713 SRE Energy Statement Haybrook College V1RevA, dated 17/07/2020
- Haybrook College Green (PV)\_BRUKL Output Document, HM Government, dated 06/07/2020

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

### 3. Materials

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

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

### 4. Hours of Use

The multi use games area shall not be used outside the hours below:

Weekdays: 09:00 - 17:00 for priority curriculum use and after-school clubs;

Weekdays: 17:00 - 19:00 for public use during term time (winter months 31<sup>st</sup> October - 31<sup>st</sup> March);

Weekdays: 17:00 - 21:00 for public use during term time (summer months 1<sup>st</sup> April – 30<sup>th</sup> October);

Weekdays: 09:00 - 19:00 for public use during school holidays; and

Weekends: 09:00 - 18:00 for public use.

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.

### 5. Sports facilities

Within 9 months of the work commencing on site, a community use agreement should be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the 3G Artificial Grass Pitch and car park, and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The 3G Artificial Grass Pitch shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

### 6. Landscape

The development should be built in accordance with the approved plans Arboricultural Assessment and Method Statement on behalf of Re: Format/ The Terra Firma Consultancy, Revision A issued 12/01/2021, received 14/01/2021 and Tree protection plan dwg no MW.20.0517.TPP and shall be permanently maintained and retained thereafter.

REASON: To satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with policy EN3 of the Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990. Framework (2019).

#### 7. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

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

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

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

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

#### 9. Bin Stores



No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

#### 10. Drainage

The development should be built in accordance with the approved Below Ground Drainage plans, Exceedance Route drawings and SDS Aqua detail for pollution control and shall be permanently maintained and retained thereafter.

REASON In the interest of highway safety and amenity of adjoining landowners.

#### 11. Biodiversity

The development should be built in accordance with the approved Ecological Appraisal and Bat Survey and shall be permanently maintained and retained thereafter.

REASON To ensure preservation of biodiversity, in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) and paragraph 170 of the NPPF (2019).

#### 12. Layout

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

#### 13. Cycle Parking

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

#### 14. Construction Traffic Management Plan

No construction or development shall commence on site until a Construction Traffic Management Plan has been submitted and approved in writing by the Local Planning Authority. The CTMP shall include a site set up plan and details of: hours of construction, duration of construction, hours of deliveries, traffic management measures, wheel washing facilities, storage of materials, provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance. The Plan shall thereafter be implemented as approved before the 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 minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

#### INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, and to all relevant material considerations.

Policies:- EN1 EN3 EN5 EN24 OSC2 OSC13 H12 T2 T8 T9 The Adopted Local Plan for Slough 2004 and Core Policy 1, 5, 6, 7, 8, 9, 10, 11, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

3. If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](http://thameswater.co.uk/buildingwater).

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

4. The Operational Noise Management Plan is expected, as a minimum, to contain the following information:
  - Functionality of the booking system, how it will be managed and who by;
  - Details on the retention of booking records, particularly accessibility to the Local Authority in the event that a noise complaint is issued to the Council and requires further investigation;
  - Details of who is responsible for the development and operation of the booking system and ensuring compliance within the MUGA operational hours;
  - The complaints procedure in place for members of the public to report to in the event of unacceptable noise or perceived breach of hours (expected to be a school contact); and
  - Standard terms and conditions for the hire of pitches, including statements regarding noise, anti-social behaviour, neighbourly conduct and the right to cease hire contract if found to breach conduct rules.
  - Physical security recommendations:
5. It is recommended that all external doors (including emergency egress doors) meet the minimum physical security standards of LPS1175SR2 and all installed ground floor glazed and all entrance shall be double glazed units and include one pane of laminate glass meeting, or exceeding, the requirements of BS EN 356-2000 (P1A) with a minimum thickness of 6.8mm with a minimum interlayer thickness of 0.76mm pvb (or SGP).
6. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
7. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
8. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.