

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE**

MAIDENHEAD DEVELOPMENT CONTROL PANEL

2 August 2017

Item: 3

Application No.: 17/01220/FULL

Location: Cox Green School Highfield Lane Maidenhead SL6 3AX

Proposal: Two storey new build teaching block with ancillary works.

Applicant: Mrs Longworth-Kraft

Agent: Mr Karl Harris

Parish/Ward: Cox Green Parish/Cox Green Ward

If you have a question about this report, please contact: Josh McLean on 01628 685693 or at josh.mclean@rbwm.gov.uk

1. SUMMARY

- 1.1 The application was previously considered at the Maidenhead Panel on 5 July 2017. The panel agreed to defer the application for one cycle in order for Officers to try and negotiate additional parking. Officers have carried out a site visit with the agent/applicant in order to identify additional parking spaces on site. Amended plans are requested on which a re-consultation will be conducted. These have not yet been received (19 July 2017). Further details of this will be provided within the panel update. The recommendation and report as previously presented is below.
- 1.2 The application proposes a new two storey building to accommodate replacement dining and kitchen space, new classroom, storage and office space. The application also seeks the refurbishment of existing school facilities.
- 1.3 It is considered that the proposal is acceptable in terms of its visual impact on the street scene and surrounding area, impact on neighbouring properties, highways, impact on trees and drainage implications.

It is recommended the Panel defer and delegate planning permission with conditions listed in section 10 of the main report subject to no new material issues being raised in response to the re-consultation.

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application because the Council has an interest in the land.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The application site, Cox Green School, is located on the southern side of Highfield Lane within the Parish of the Cox Green. The site is located within an established residential area, with a principal railway line to the north and playing fields to the south-east. The parish church is also located adjacent to the site, along with the community centre, public library and leisure centre.
- 3.2 Cox Green School is a co-educational secondary school and sixth form, with academy status. Currently there are 974 students enrolled at Cox Green School between the ages of 11 and 19, with a Planned Admission Number (PAN) of 176.
- 3.3 The existing school buildings consist of a mixture of styles, ages and external materials. The original brick buildings date back to the late 1960s. The main block is two-storeys in height with a

pitched roof and single storey flat roofed teaching wing. There are a number of temporary single storey modular classrooms located around the site.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

Ref.	Description	Decision and Date
16/00077/NMA	Non-material amendment to planning permission 14/03821 to reduce the proposed dining hall, relocate an existing classroom, remove proposed drama store from proposal, reduce the extent of the proposed external works.	02.03.2016
14/03821/FULL	Single storey dining room and drama room extension and a new replacement drama store	12.02.2015
14/00773/FULL	Erection of enclosed canopy to provide all weather seating area	30.04.2014
13/03459/FULL	Single storey extension to canteen and repositioning of glazed canopy	16.01.2014
12/01471/FULL	Installation of new security fencing and gates	23.08.2012
11/01270/FULL	Erection of a translucent air dome to cover 3 tennis courts	12.07.2011
07/03207/FULL	Erection of a shelter	07.02.2008

4.1 The proposal is for the construction of a new two storey building containing new dining facilities and classrooms to replace the existing dining building and adjacent plant/storage spaces. The new building would provide:

1. 293m² dining space;
2. 129m² kitchen/serving space;
3. 1 x 55m² classroom/dining space;
4. Pupil/staff/accessible toilets;
5. 7 x 55m² and 1 x 62m² classrooms;
6. 2 x externally accessed storage space; and
7. 35m² staff office/store.

4.2 In addition, a number of existing school buildings will be refurbished. These works include:

- A) Conversion of 2 general classrooms and offices into 2 new science labs;
- B) Conversion of a large general classroom into a faculty room and general teaching room;
- C) Removal of a partition wall between 2 seminar rooms, to be replaced with a bi-folding wall to allow the area to be used as a general classroom; and
- D) Conversion of 1 classroom and toilet for the main building block into 2 separate changing rooms.

4.3 The proposal would increase the school by 1 form of entry (1FE), increasing the Planned Admission Number to 206, in order to accommodate a total of 1174 children. The number of staff would also increase, with the school seeking to employ 16 (full time equivalent) new members of staff.

5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 National Planning Policy Framework Sections – Achieving sustainable development and Core planning principles: 4 (Promoting sustainable transport), 7 (Promoting good design) and 8 (Promoting healthy communities).

Royal Borough Local Plan

- 5.2 The main strategic planning considerations applying to the site and the associated policies are:

Within settlement area	Improvement of a community facility	Trees	Highways/ Parking issues
DG1	CF2	N6	T5, P4

These policies can be found at

https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices

Borough Local Plan 2013 – 2033, Submission Version (Regulation 19)

Relevant policies: IF 1, IF 2, and IF 7. Given the status of the BLP these policies can only be given limited weight. This document can be found at:

<http://rbwm.moderngov.co.uk/documents/s14392/Appendix%20A%20-%20Borough%20Local%20Plan%20Submission%20Version.pdf>

Other Local Strategies or Publications

- 5.3 Other Strategies or publications relevant to the proposal are:

- RBWM Parking Strategy – view at:

More information on these documents can be found at:

https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

6. EXPLANATION OF RECOMMENDATION

- 6.1 The key issues for consideration are:

- The principle of development ;
- The impact on the character and appearance of the surrounding area;
- Impact on neighbouring properties;
- Highways and parking issues;
- Trees, landscaping and ecology;
- Drainage; and
- Any other material considerations.

The Principle of development

- 6.2 Under policy CF2 (Provision of new facilities) of the Local Plan, the Council will permit proposals for the improvement of existing community facilities provided that adequate access and car

parking can be provided in accordance with the council's adopted standards and provided adequate access and facilities are provided for people with disabilities.

- 6.3 Within the submitted Planning Statement, it states that the proposed expansion of Cox Green School forms part of a phased scheme approved by the Cabinet to increase secondary school places throughout the Borough. The scheme is known as the Expansion of Secondary School Provision and is based on the annual School Capacity (SCAP) survey provided by the Borough, which has concluded that there is a lack of secondary school places in the identified areas.
- 6.4 An education statement has been submitted which outlines that Cox Green School is one of six secondary schools in the Maidenhead. The projections show that there are not currently enough places to meet demand. Future projections demonstrate that, based on significant housing growth in the Maidenhead area and larger primary school classes, demand for secondary school places in Maidenhead is expected to grow.
- 6.5 The principle of extending the existing school is considered to be acceptable subject to the matters of access and car parking being adequately addressed. These will be specifically assessed within the report.

Impact on the character and appearance of the site, street scene and surrounding area

- 6.6 Policy DG1 of the Local Plan requires that new developments should promote high quality standards of design, be compatible with the established street scene and use appropriate materials.
- 6.7 The existing character of the site consists of a range of single and two storey buildings of brick construction, with a number of temporary modular buildings. To the west of the site, adjacent to the main block, is a two storey sports facility which is constructed of a mix of brick and metal cladding.
- 6.8 The proposed new building would be located centrally within the site, between the Main School Block and Lower School Block. The building proposed would be two storeys in height with a flat roof, rectangular in footprint and finished with modern panelling and cladding. In addition to the visualisations provided within the Design and Access Statement, the agent has provided a further street scene elevation which illustrates how the proposed building would appear within the site. Taking into account the plans submitted, the proposed scale, massing and height of new building is considered to be acceptable, given that the building will be set back within the site and partially screened by existing buildings located to the front of the site. While the overall footprint of the building is large, its visual impact is considered to be reduced to an acceptable level due to its sitting and screening. It is considered that the proposed building would not appear out of context with the existing school site or surrounding area.
- 6.9 In terms of materials, the proposed palette consists of a translucent Kalwall panel on the ground floor and a grey matt cladding panel on the first floor. This would provide a visual contrast with the existing brick built buildings on the site. However, having taken into account the most recently submitted street scene visualisation; the modern contrast is not considered to be overbearing or obtrusive within the setting of the existing buildings or street scene. It has been agreed with the agent/applicant that there will be further discussions regarding the external materials. Condition 2 has been attached seeking that details of all external materials will be submitted to the Planning Authority for approval.
- 6.10 The proposed conversion and remodelling of existing school facilities will not involve external alterations.
- 6.11 Overall, the proposed development is not considered to have a detrimental impact on the character and appearance of the existing school site, street scene or surrounding area.

Impact on neighbouring properties

- 6.12 The proposed building would retain the side building line and would not project any closer to the neighbouring properties to the east, with the separation of the hard surfaced sports areas unaltered. The side elevation of the new building would be at least 46 metres from the rear boundaries of Fairlea. Given these separation distances it is considered that there would not be any unacceptable loss of outlook from the neighbouring properties or overbearing impact. Furthermore, it is not considered that there would be any unacceptable loss of light or overshadowing to neighbouring properties.
- 6.13 In the first floor side elevation of the proposed building facing east (towards the rear gardens of Fairlea); there is one classroom with two windows. It is considered that given the intervening distances, there would not be any unacceptable level of overlooking or loss of privacy to the existing properties in Fairlea.

Highways and parking considerations

- 6.14 Highfield Lane is a single carriageway road (approximately 6m-7m wide) and is subject to a 20mph speed limit in the vicinity of the school. Traffic calming is in place with the provision of speed cushions. Footways are present on both sides of the road and a zebra crossing is provided close to the school entrance. Residential properties with dropped kerb crossovers exist on both sides of Highfield Lane. There are no waiting restrictions in place on the north side of Highfield Lane though 'School Keep Clear' markings are in place to prevent waiting at school drop-off and pick-up times (Mon-Fri, 0800-0930 & 1430-1600).
- 6.15 It is not proposed to alter the current access arrangements under the new proposals and the Highways Authority does not raise any concerns regarding the access.
- 6.16 A Transport Statement (TS) has been submitted and reviewed by the Highways Authority. This report identifies that the proposed development will generate demand for 26 car parking spaces more than there is capacity available within the afternoon peak. Additional demand generated within the morning peak can be accommodated within the existing on-street parking capacity of the area. The TS recommends that this additional demand can be mitigated by way of 'soft' Strategic Travel Plan (STP) measures to instigate modal shift and encourage reduced numbers of single occupancy car trips. Taken at face value, the Highways Authority consider that the reduction targets appear realistic and an 'over-spill' of 26 vehicles would seem manageable whilst mitigation measures take effect (and as the school increases in capacity). However, the parking survey data is based on a one day 'snap-shot' and trip estimates based upon 'hands-up' surveys (likely subject to variation) and assumptions based upon shared trips. Whilst it is acknowledged that the methodology appears fair, estimates could be subject to a reasonable amount of variation in practice and careful monitoring will therefore be required to ensure estimates were robust and that STP targets and measures are proving effective at controlling parking 'over-spill'.
- 6.17 Existing refuse collection plans are not expected to be affected by the new proposals.
- 6.18 The Transport Statement predicts that circa 100 – 117 additional movements to arise during the peak drop-off and pick-up periods. Whilst this is not considered prohibitory, intensifying traffic conditions and non-motorised user activity (with aspirations to encourage walking and cycling) will likely impact the efficiency of flow along Highfield Lane – particularly around the existing zebra crossing facility. Turbulent traffic conditions (stop/start, queuing etc.) are expected to increase risk associated with filtering and pupils crossing between queuing traffic etc.
- 6.19 Having reviewed the submitted Transport Statement and consideration of the proposed development, the Highways Authority consider that in order to mitigate the impacts of the proposed development, a Section 106 is required to facilitate the upgrading of the existing zebra

crossing (£50,000) and contributions sought towards the monitoring of the STP (£15,000), to include ongoing assessment of the parking situation for three years post completion. In addition they have recommended two conditions relating to access (condition 7) and vehicle parking and turning (condition 8).

Trees, landscaping and ecology

- 6.20 An Arboricultural Impact Assessment has been submitted which assesses any potential impact of trees and landscape from the proposed development. It is noted that there are no TPO trees on site. A total of six individual trees and one tree group were identified on site and were identified as category C value. In order to facilitate the development, it is proposed to remove 2 trees identified as T1 and T2 within the report. It is agreed that the removal of the trees will not have a detrimental impact and the report advises that the loss will be mitigated with new tree planting during the soft landscaping phase of development. The number of new trees proposed to be planted should exceed those to be removed. The proposed works will not affect the root protection areas of the retained trees on site.
- 6.21 In terms of ecology, a Preliminary Ecological Appraisal and an Internal and External Bat Survey have been carried out. The report concluded that the site is unlikely to have ecological potential, and that the redevelopment will not impact any habitats. The report states that the site has negligible bat potential, however recommends utilising sympathetic lighting. Also, to reduce potential impacts on breeding birds it was recommended that works affecting trees or hedgerows are carried out between September and March.
- 6.22 In summary, the proposed development is not considered to have an adverse impact on existing arboricultural or ecological features on the site and a number of mitigation have been proposed in order to further reduce any potential impact and also to enhance the features on site.

Drainage

- 6.23 A Drainage Statement has been submitted with the application. The report states that in terms of the existing drainage system will remain largely unaltered.
- 6.24 In terms of proposed drainage, the new surface water drainage has been designed to a sustainable urban drainage system (SuDS). The foul water drainage is designed to connect with the existing foul drainage network system

Other Material Considerations

- 6.25 An Energy Report has been prepared and advises that photovoltaic panels will be installed in order to achieve a 10% reduction in energy requirement.

Conclusions

- 6.26 Following an assessment of the material considerations, it is considered that the principle of development is acceptable and the Highways Authority have not raised any significant concerns in relation to access or parking provision, subject to S106 contributions and conditions. The proposed development is considered to be appropriate in terms of the character and appearance of the site and surrounding area and will not have an adverse impact on the residential amenity of neighbouring occupiers.
- 6.27 This recommendation is made following careful consideration of all the issues raised through the application process and thorough discussion with the applicants. The Case Officer has sought solutions to these issues where possible to secure a development that improves the economic, social and environmental conditions of the area, in accordance with NPFF. In this case the issues have been successfully resolved and the application is recommended for approval subject to the completion of a Section 106 agreement and compliance with the attached conditions.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 The proposal is not CIL liable.

8. CONSULTATIONS CARRIED OUT

Comments from interested parties

No occupiers were notified directly of the application.

The planning officer posted a statutory notice advertising the application at the site on 18 May 2017.

1 letter was received objecting to the application, summarised as:

Comment		Where in the report this is considered
1.	Inadequate parking provision	6.14 – 6.19
2.	Inadequate contractor/delivery management plan	6.14 – 6.19

Statutory consultees

Consultee	Comment	Where in the report this is considered
Parish Council	Objects on the following grounds: 4 Proposal is un-neighbourly in its impact on all shared community services on this site; 5 Insufficient off-road parking; 6 Proposed traffic/parking mitigation measures are overly optimistic; 7 Impact on existing local traffic congestion	6.14 – 6.19
Highways	No objection subject to conditions and completion of a legal agreement to secure highway works.	
Environmental Protection	No objection subject to conditions	

9. APPENDICES TO THIS REPORT

- Appendix A - Site location plan
- Appendix B – Plan and elevation drawings

10. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 No development (other than demolition works) shall take place until details and samples of the materials to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.

Reason: In the interests of the visual amenities of the area. Relevant Policy DG1.

- 3 The development shall not be occupied until full details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained in accordance with the approved details. The landscaping scheme shall include replacement tree planting (for trees T1 and T2). If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its prior written consent to any variation.

Reason: To ensure a form of development that maintains, and contributes positively to the character and appearance of the area. Relevant policies DG1

- 4 The development shall be carried out in full accordance with the submitted Arboricultural Method Statement. No works shall commence on site until the erection of fencing for the protection of any retained tree and any other protection specified shall be undertaken in accordance with the approved plans and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition.

Reason: In the interests of protecting trees which contribute to the visual amenities of the area. Relevant policies - DG1, N6.

- 5 The precautionary methods of working to safeguard wildlife during the demolition and construction phases, as set out in the submitted ecological reports shall be strictly adhered to.

Reason: In the interests of biodiversity and ecology and paragraph 118 of the NPPF.

- 6 No development shall take place until details of ventilation and filtration equipment to be installed in the commercial cooking area have been submitted to and approved in writing by the Local Planning Authority. Such equipment shall be installed and retained as approved and shall be maintained in good working order at all times.

Reason: To protect the amenities of the area. Relevant Policy Local Plan NAP3.

- 7 No part of the development shall be occupied until the access has been revised and constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The access shall thereafter be retained.

Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1.

- 8 No part of the development shall be occupied until vehicle parking and turning space has been provided, surfaced and marked out in accordance with a layout that has first been submitted to and approved in writing by the Local Planning Authority. The space approved shall be kept available for parking and turning in association with the development.Reason: To ensure that the development is provided with adequate parking and turning facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety, and to facilitate vehicles entering and leaving the highway in forward gear. Relevant Policies - Local Plan P4, DG1.

- 9 No development (other than demolition works) shall commence until a Section 278 (of the Highways Act 1980) Agreement has been secured with the Highways Authority for the upgrade of the zebra crossing on Highfield Lane outside the entrance to the site into a signalised facility. The development shall not be occupied until the aforementioned upgrade as approved through the S278 Agreement has been carried out in full.

Reason: In the interest of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5

- 10 Before the first operation of the development hereby approved, a Travel Plan, shall be submitted to and approved by the Local Planning Authority. The approved Travel Plan shall detail

incentives for encouraging access to the site by modes other than the car and shall be implemented in all respects and monitored following the commencement of the operation of the development hereby approved. Reason: The site is within an area where peak school drop off times are high and in the afternoon there is insufficient levels of on street parking. As such a greater degree of control is required over sustainable travel to encourage reduced dependence on the car having regard to Local Plan Policies T5 and paragraphs 32, 34, 35 and 36 of the National Planning Policy Framework 2012.

- 11 The development hereby permitted shall be carried out in accordance with the approved plans listed below.

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

Informatives

- 1 The Streetcare Services Manager at Tinkers Lane Depot Tinkers Lane Windsor SL4 4LR tel: 01628 796801 should be contacted for the approval of the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.
- 2 The attention of the applicant is drawn to the Berkshire Act 1986, Part II, Clause 9, which enables the Highway Authority to recover the costs of repairing damage to the footway or grass verge arising during building operations.
- 3 The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which enables the Highway Authority to recover expenses due to extraordinary traffic.
- 4 Any incidental works affecting the adjoining highway shall be approved by, and a licence obtained from the The Streetcare Services Manager at Tinkers Lane Depot Tinkers Lane Windsor SL4 4LR tel: 01628 796801 at least 4 weeks before any development is due to commence.
- 5 No builders materials, plant or vehicles related to the implementation of the development should be parked/stored on the public highway so as to cause an obstruction at any time.
- 6 Please note that the monitoring of the Travel Plan will be subject to the Council's published fees and charges.