

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

READING BOROUGH COUNCIL

ITEM NO. 19

PLANNING APPLICATIONS COMMITTEE: 27th June 2018

Ward: Whitley

App No.: 180691

App Type: FUL

Address: Green Park Village

Proposal: A planning application for a 2 Form Entry Primary School, associated playing space, car parking, pedestrian and cycle routes, services & infrastructure, landscaping and other associated works.

Applicant: St. Edwards Homes Limited

Date valid: 25/4/18

Major Application: 13 week target decision date: 25/7/18

Planning Guarantee: 26 week date: 24th October 2018

RECOMMENDATIONS

As on main report.

1. ADDITIONAL/ UPDATED INFORMATION

Transport

1.1 In response to RBC's Transport comments the applicant provided further detail, clarification and amended plans.

1.2 Transport provided amended comments as follows:

"In terms of layout, the staff car parking spaces comply to the standard dimensions of 2.5m x 5m and are provided with adequate manoeuvrability to the rear of all spaces.

The applicant has stated that as the main school use of the bays will be limited to a short period at either end of the school day, namely between 08:15 to 08:45 and 14:45 to 15:15, it is proposed that the use of the bays are restricted with the provision of 'No Loading Mon to Fri' between the times listed above and during the school term time.

However, a loading ban could also exclude the drop off and collection of children to the school as this can be classed as loading. It would also need to stipulate what is proposed outside of these times will it just be reverted to a loading bay only? It is also noted that the above times do not coincide with the breakfast and afterschool club times.

As stated above the loading bay was agreed as part of a previous application, the applicant has stated that agreement will be sought with the occupiers of the Market Place retail unit/s to ensure that they are aware of this restriction, and it can be included within their delivery and servicing management plan and can inform their suppliers accordingly. However, no service management plan was requested by way of the previous permission and therefore this cannot be secured retrospectively.

Overall I do not believe that the proposed enforcement of the bay in question is acceptable but in principle I am happy for this to be dealt with by way of amended

details. However as the Transport Statement has identified that only limited children would be dropped off by car and that further bays would be available within the Market Square area also located adjacent to the school I am happy that the provision of 7 bays is acceptable.

The bays in question are not located within the red line area and therefore they should be secured through the S106 and the management of the bays should also be secured through this process.

It is also noted that no dedicated footway will be provided around the proposed drop off / collection bays. The bays will be directly adjacent to the Market Square area and the drawings do not identify if a path can be provided through this area unimpeded. A revised drawing should therefore be provided illustrating the continuation of the footway.

Any community use of the proposed school and sports pitch will be outside of normal school hours when there is no demand for staff parking. The applicant has also confirmed that the staff parking area will be available for parking associated with the community use outside of school hours to ensure sufficient car parking is provided. This will however need to be secured through the S106 Agreement.

The Action Plan within Section 8 sets out the Measures & Initiatives of the Travel Plan. I have however reviewed the detail within the plan and I comment as follows:

- The TPC will actively promote car-sharing. The initial travel survey should also determine staff members' willingness to car share to identify suitable car sharers.
- Public transport incentives should also be investigated and promoted to staff, this could be in the form of discounted travel.
- The Green Park Village walking Bus should be set up and trialled within 3 months of opening. This should be reviewed annually to determine whether demand has increased.
- In line with recent school application within Reading, the school should also commit to trailing a managed drop-off/collection area for those parents happy to have their children quickly disembarked by staff/volunteers to relieve pressure on parking.
- The Travel Plan should commit to annual pupil/parent surveys to establish problems associated with pupil drop off/collection to identify a trigger point for reviewing school hours.

I am however happy for the details of the travel plan to be dealt with by way of a condition.

Please ask the applicant to submit a suitably amended plan illustrating a dedicated footway around the proposed drop off / collection bays as detailed above prior to determining the application. Conditions and S106 requirements detailed below for info."

- 1.3 An amended plan was provided to show the footpath, confirmed by Transport as acceptable.

SUDS

- 1.4 A SUDS response was provided as follows: "I have reviewed the proposed SuDs scheme and can confirm that this is acceptable subject to conditions." [planning officer note: conditions were already included as part of the main report]

Amended Plans

1.5 Further amended plans were received as follows:

- Staff Car Park Swept Path Assessment - Drawing no: 4160914-SK06 Rev 14, received 22nd June 2018
- School Travel Plan, doc ref: HH4160914/DK/008 Issue 4 22nd June 2018, prepared by Glanville, received 22nd June 2018
- School car share bays - Drawing no: 4160914-SK05 Rev 14, received 26th June 2018