

Memo

From: Transport Development Control
To: Nicola Taplin
Date: 17 January 2024
Re: Consultation on Planning Application

Application Number: 231644

Application Type: Full Planning Approval

Address: Park Lane Primary School Infants Department 55 School Road Tilehurst Reading RG31 5AS

Proposal: Demolition of an existing modular building and installation of a double stack modular building (GIFA approx. 360sqm). Further internal refurbishment of a number of rooms within the existing main building with modifications to external areas, including new play areas, replacement boundary and internal fencing and a new pedestrian access off School Road, to segregate vehicles and pedestrians entering the site, with new staff car parking.

This application is for the demolition of an existing modular building and installation of a double stack modular building. Due to the required demolition of the annex on Downing Road and movement of Year 6 pupils into the main building at the junior school, the Year 3 cohort are required to be moved from the junior school site to the infant school site. The following application addresses the anticipated works required to accommodate this move, as well as subsequent works such as car parking and landscape works.

The proposed external works comprise:

- Inclusion of a new 11 bay car park, inc. 2no. Accessible spaces and 2no. EV charging spaces
- Extension to existing car park (2 additional bays)
- Construction of a pedestrian path into the site from main public footpath (along School Road)



The existing vehicular access and intercom gate will be retained, with a further manual vehicular gate introduced to prevent unauthorised vehicular access proceeding past the

main school building. A new, dedicated pedestrian entrance and footpath will be provided to segregate pedestrian access from School Road to the main school office. The footpath will be an asphalt surface, 1.8m wide.

The applicant has confirmed that the Infant school will have 24 FTE staff members with Year 3 moving to this site, whilst the Junior school will have 20 FTE. The staff car parking will expand at the infants from 11 spaces to 22, including 2 accessible spaces and 2 electric vehicle charging spaces that had not previously been provided. A new staff car park, with a separate gated access, adjacent the existing vehicle access, is proposed.

The total number of staff spaces across both schools would be 28, with a car parking ratio of 1 space per 2 FTE members of staff which is under the Council's maximum Parking Standards and, therefore, deemed acceptable.

The applicant has stated that it is the intention to provide a holistic staff parking provision to be shared across the whole Primary School (infant and juniors). A parking management plan is recommended to ensure that teachers are allocated spaces rather than driving between the two sites seeking for parking availability. However, I am happy to deal with this via condition.

Deliveries and refuse vehicles enter via the main vehicular gate to the west but stop short of the playground, with deliveries and refuse dealt with away from the pupil pedestrian link between the main building and playground. There is also a service gate to the playing field which is used for maintenance access. It is stated that the proposals do not affect the existing waste collection procedures at the school and the arrangements will continue as they currently do.

The school currently has a Travel Plan accredited until 4/2/24. Given that Year 3 pupils will be relocating from the junior school site to the infant school site, the Travel Plan should be updated once the development has been completed.

Cycle parking provisions for staff and pupils should also be reviewed to ensure the right provision is provided on the infant school site. In accordance with the Council's Parking Standards, cycle parking provision should be provided at a ratio of 1 space per 5 FTE staff and 1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6). However, I am happy to deal with this by condition.

A Construction Method Statement is required and should be submitted and approved before any works commence on-site given the constraints of the site. However, I am happy to deal with this by condition.

Suggested conditions

- [C2](#) CONSTRUCTION METHOD STATEMENT (TO BE SUBMITTED)
- [DC1](#) VEHICLE PARKING (AS SPECIFIED)
- [DC17](#) CAR PARKING MANAGEMENT PLAN

OTHER (REWORDED) CONDITIONS

- No building hereby permitted shall be occupied until a plan identifying the number of cycle parking spaces in accordance with the Council's Parking Standards and

Design SPD, has been submitted to and been approved in writing by the Local Planning Authority. The cycle parking spaces shall be provided in full accordance with the approved details prior to first occupation. The facility shall be kept available for bicycle parking at all times thereafter.

REASON: These details are required due to insufficient information being contained within this submission and in order to encourage travel by sustainable alternatives to private vehicle in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

- Prior to first occupation of the development hereby approved, a Car Parking Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include full details of how the allocation of the car parking spaces for staff and visitors and how the spaces will be managed. Thereafter the approved CPMP shall be implemented in full and for the lifetime of the development.

REASON: In the interest of the safety and convenience of all highway users in accordance with TR5 of the Reading Local Plan 2019.

- No building(s) hereby approved shall be occupied until the pedestrian footpath serving it have been provided in accordance with the approved drawings to the satisfaction of the Local Planning Authority.

REASON: In the interests of road and pedestrian safety in accordance with Policy TR1 and TR3 of the Reading Local Plan 2019.

- No building(s) hereby approved shall be occupied until the electric vehicle (EV) charging spaces have been fully provided in accordance with the approved details. The spaces shall be maintained for vehicle charging in accordance with the approved Scheme at all times thereafter.

REASON: In the interests of environmentally sustainable transport in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

- Any gates provided shall open into the site, away from the highway.

Reason: To ensure that the highway is not obstructed in compliance with Section 153 of the Highways Act, and in the interests of road safety in accordance with Policy TR1 and TR3 of the Reading Local Plan 2019.

- Within 5 months of first occupation of the development hereby approved, a review of the School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include a full analysis of the existing modal split for staff and pupils, reasons for the modal choice, and detailed proposals for future transport provision with the aim of securing reduction in car trips generated to and from the development hereby approved.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway in and encourage modal shift in accordance with TR1 of the Reading Local Plan 2019.

Regards

Natalie Lucas

Transport Development Control Officer

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