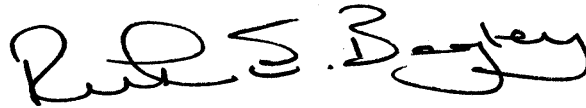


Date of issue: 17th July, 2013

MEETING	PLANNING COMMITTEE (Councillors Carter (Chair), Dar, Hussain, Mittal, Plenty, Rasib, Sandhu, Smith and Swindlehurst)
DATE AND TIME:	THURSDAY, 25TH JULY, 2013 AT 6.30 PM
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA</u> <u>ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
1.	Apologies for Absence		
	CONSTITUTIONAL MATTERS		
2.	Declarations of Interest		

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	<i>paragraphs 3.25 – 3.27 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.</i>		
	<i>The Chair will ask Members to confirm that they do not have a declarable interest.</i>		
	<i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i>		
3.	Guidance on Predetermination/Predisposition - To Note	1 - 2	
4.	Minutes of the Last Meeting held on 8th May, 2013	3 - 6	
5.	Human Rights Act Statement - To Note	7 - 8	
PLANNING APPLICATIONS IN THE WESTERN PART OF THE BOROUGH			
6.	P/14515/005 - 234, Bath Road, Slough, SL1 4EE	9 - 34	Farnham
7.	P/00213/015 - 4, 6, 8, High Street, Slough, SL1 1EE	35 - 54	Chalvey
8.	P/03857/020 - Herschel Grammar School, Northampton Avenue, Slough, SL1 3BW	55 - 72	Baylis & Stoke; Farnham
9.	P/15513/000 - Land At Kennedy Park, Long Furlong Drive And At Marunden Green, Wentworth Avenue, Britwell, Slough, Berkshire, SL2	73 - 90	Britwell
10.	P/02702/014 - Land rear of, 10-18, Chalvey Road West, Slough, Berkshire, SL1 2PN	91 - 108	Chalvey
PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH			
11.	P/11826/005 - Wellington House, 20, Queensmere, Slough, SL1 1DB	109 - 134	Upton
12.	Results of The National Planning Policy Framework Self Assessment and Approval of The Publication of The 'Composite' Local Plan for Slough	135 - 158	All
MATTERS FOR INFORMATION			
13.	Members Attendance Record	159 - 160	



14. Date of Next Meeting- 4th September, 2013

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda.

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PREDETERMINATION/PREDISPOSITION - GUIDANCE

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased”. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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Planning Committee – Meeting held on Wednesday, 8th May, 2013.

Present:- Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib (Vice-Chair), Sharif, Smith and Swindlehurst

Also present under Rule 30:- Councillors Brooker, Munawar, Nazir, Plimmer, Shah, Small and Wright

PART I

82. Apologies for Absence

None.

83. Declarations of Interest

Agenda Item 8: P/04195/004 – 158, Burnham Lane, Slough

Councillor Carter declared that he lived in the vicinity of the application site, had spoken to one of the objectors and referred him to Ward Members. He stated that he would not vote on the application but would remain in the chair.

Councillor O'Connor declared that she lived in the vicinity of the application site but she had an open mind and would debate and vote on the application.

Agenda Item 9: P/02523/011 – 27, Cheviot Road, Slough

Councillors Plenty, Sharif and Rasib declared that they had been approached by local residents regarding the application. They had referred them to the relevant Ward Members and Officers, listened to their views but not discussed the matter with them. They each confirmed they had an open mind and would debate and vote on the application.

Councillor Swindlehurst declared that he had facilitated a meeting between the applicant and planning officers but that he did not attend the meeting beyond the formal introductions. He confirmed he had an open mind and would debate and vote on the application.

Councillor Small declared that she lived in the vicinity of the application site and that she intended to address the Committee under Rule 30.

84. Guidance on Predetermination/Predisposition - To Note

Members confirmed that they had read and understood the guidance note on Predetermination and Predisposition.

Planning Committee - 08.05.13

85. Minutes of the Last Meeting held on 4th April 2013

The Minutes of the last meeting were approved as a correct record subject to an amendment to the wording of the decision in respect of in minute no. 77 (P/10549/006-Unit 731, Bath Road, Slough) as follows:

Delegated to the Head of Planning Policy and Projects for S106 Agreements to undertake:

A bilateral agreement with the current owner of the premises, restricting the nature of food items for sale to *medical/dietary*, lunchtime and baby items

An appropriate agreement/ unilateral undertaking from Boots to retain the operation of their store in the Slough Town Centre for a period of no less than 5 years:

Clarification of size food retail area to be less than 5% of the available retail floor space:

That the application be referred back to the Committee for decision if agreement not reached by 4th July, 2013.

86. Human Rights Act Statement - To Note

The Human Rights Act statement was noted.

87. Amendment Sheet and Public Speaking

An amendment sheet was tabled, detailing alterations and amendments received to applications since the agenda was circulated. The Committee adjourned to allow members the opportunity to read the amendment sheet.

With the agreement of the Chair the order of business was varied to ensure that applications where objectors/applicants and/or local Members had indicated a wish to address the Committee were taken first.

Oral representations were made to the Committee by Objectors and the Applicant with regard to P/04195/004 - 158, Burnham Lane, Slough and P/02523/011 - 27, Cheviot Road, Slough.

88. S/00696/000 - St. Anthonys Catholic Primary School, Farnham Road, Farnham Royal, Slough

Application	Decision
Erection of two single storey buildings with flat roofs incorporating roof lanterns to provide 10 new classrooms (one building to contain six classrooms including group teaching space, office and associated WC facilities, and one building to contain four classrooms, including an office space, WC and group teaching room), formation of Macadam footpath, and associated works.	Delegated to the Head of Planning Policy and Projects, with conditions as set out in the report, and subject to consideration of tree and landscaping issues which should include an overall net gain of trees.

Planning Committee - 08.05.13

89. P/14515/005 - 234, Bath Road, Slough

Application	Decision
Reserved Matters (layout, scale, appearance and landscaping) pursuant to condition 3 of Planning Permission P/14515/3, dated 18 June 2012, for the construction of B1(A) offices (plot OB01) decked and surface level car park (plot CP01), cycle parking, landscaping and ancillary works.	Deferred.

90. P/04195/004 - 158, Burnham Lane, Slough

Application	Decision
Change of use from A1 (Retail) to A5 (Hot Food Takeaway).	Approved, with conditions.

91. P/02523/011 - 27, Cheviot Road, Slough

Application	Decision
Change of use from Licensed Members Social Club (Sui Generis) to Islamic Community and Teaching Centre and Place of Worship (Class D1) and retention of second floor flat (Class C3).	Delegated to the Head of Planning Policy and Projects, for completion of a Section 106 Planning Obligation Agreement and to finalise conditions. Head of Legal Services to consult existing Committee Members on the S106 Agreement prior to final determination.

92. P/09547/003 - 96 & 96a, Upton Road, Slough

Application	Decision
Demolition of existing industrial building and redevelopment of the site to provide: 6 no. x four-bedroom houses comprising 1 no. x two-storey house with gable ends and 5 no. x 2.5 storey houses with half hips and front dormers contained within a terrace of three houses and a pair of semi-detached properties; 6 no. two-bedroom flats contained within a double frontage three storey building with front and rear gables and side dormers; associated access, parking, bin store and amenity space.	Application withdrawn.

93. Planning Appeal Decisions

Details of recent Planning Appeal decisions were noted.

Planning Committee - 08.05.13

94. Members Attendance Record

The Members Attendance record was noted.

95. Date of Next Meeting

Resolved – The date of the next Planning Committee was confirmed as Tuesday, 8th June 2013.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 10.34 pm)

The Human Rights Act 1998 was brought into force in this country on 2nd October 2000, and it will now, subject to certain expectations, be directly unlawful for a public authority to act in a way which is incompatible with a Convention Right. In particular Article 8 (Respect for Private and Family Life) and Article 1 of Protocol 1 (Peaceful Enjoyment of Property) apply to planning decisions. When a planning decision is to be made, however, there is further provision that a public authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest, and therefore much of this authority's decision making will continue to take into account this balance.

The Human Rights Act 1998 will not be referred to in the Officers Report for individual applications beyond this general statement, unless there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues.

Please note the Ordnance Survey Maps for each of the planning applications are not to scale and measurements should not be taken from them. They are provided to show the location of the application sites.

CLU / CLUD	Certificate of Lawful Use / Development
GOSE	Government Office for the South East
HPSP	Head of Planning and Strategic Policy
HPPP	Head of Planning Policy & Projects
S106	Section 106 Planning Legal Agreement
SPZ	Simplified Planning Zone
TPO	Tree Preservation Order
LPA	Local Planning Authority

	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
C2	Residential Institutions
C2(a)	Secure Residential Institutions
C3	Dwellinghouse
C4	Houses in Multiple Occupation
D1	Non Residential Institutions
D2	Assembly & Leisure

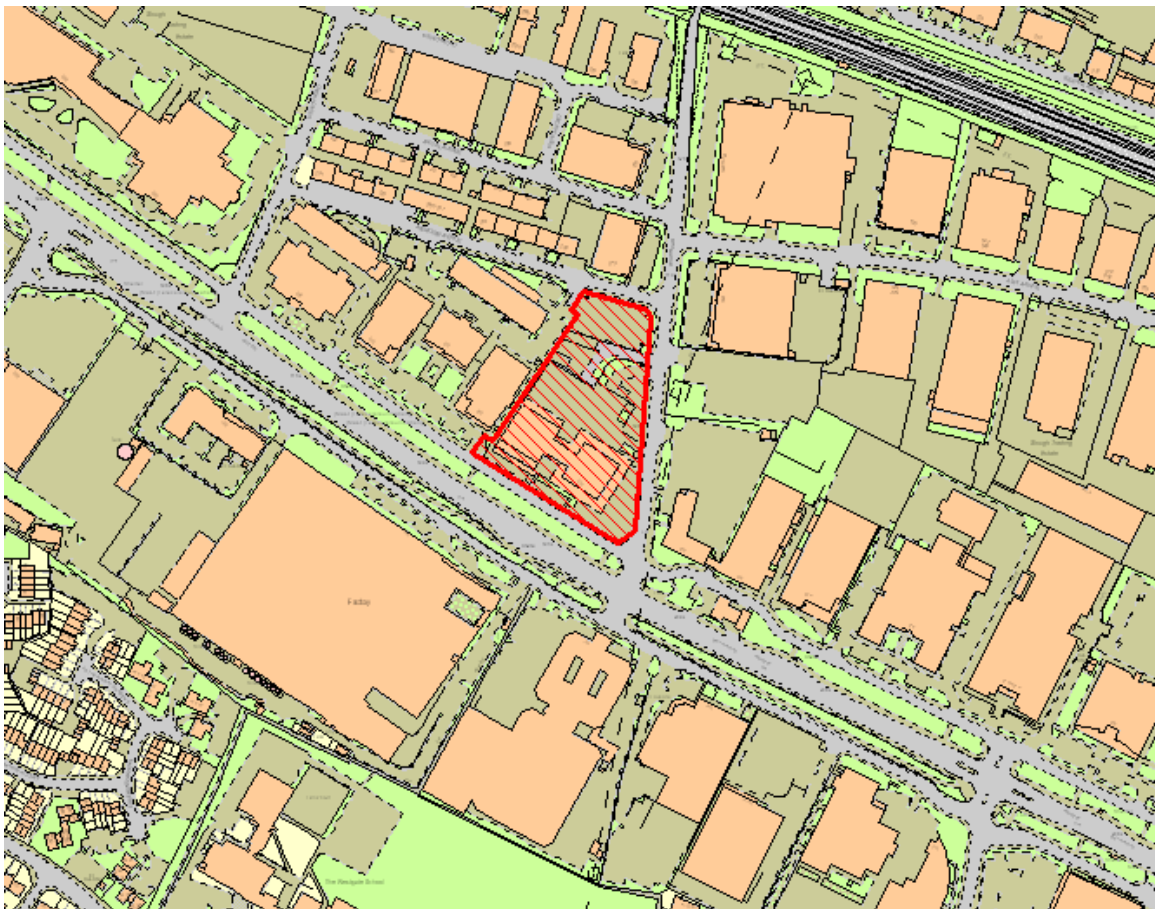
	OFFICER ABBREVIATIONS
WM	Wesley McCarthy
EW	Edward Wilson
HB	Hayley Butcher
CS	Chris Smyth
RK	Roger Kirkham
HA	Howard Albertini
IH	Ian Hann
AM	Ann Mead
FI	Fariba Ismat
PS	Paul Stimpson
JD	Jonathan Dymond
GB	Greg Bird

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SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

Registration Date:	16-Jan-2013	Applic. No:	P/14515/005
Officer:	Mr. W. McCarthy	Ward:	Farnham
		Applic type:	Major
		13 week date:	17th April 2013
Applicant:	Mr. Graeme Steer, Slough Trading Estate Limited		
Agent:	Mr. Benjamin Taylor, Barton Wilmore Regent House, Prince's Gate, 4, Homer Road, Solihull, West Midlands, B91 3QQ		
Location:	234, Bath Road, Slough, SL1 4EE		
Proposal:	RESERVED MATTERS (LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) PURSUANT TO CONDITION 3 OF PLANNING PERMISSION P/14515/3, DATED 18 JUNE 2012, FOR THE CONSTRUCTION OF B1(A) OFFICES (PLOT OB01) DECKED AND SURFACE LEVEL CAR PARK (PLOT CP01) CYCLE PARKING, LANDSCAPING AND ANCILLARY WORKS.		

Recommendation: Approve, subject to Conditions.



At the Meeting of Planning Committee on 8th May 2013, the Members of the Planning Committee decided to defer the decision on the planning application in order to allow the applicant to make amendments to the design of the proposed office building. A copy of the original officer's report to Planning Committee (Appendix A) is attached for information purposes.

The applicant first submitted an amendment, which includes the following amendments:

1. A new pedestrian entrance at the hinge elevation from Bath Road. This included a stepped entrance leading up to a double height atrium behind the entrance doors. Vertical fins were also provided either side of the door to define the entrance
2. A solid element was incorporated over the stair core on the western elevation, in response to the appearance of the adjacent Fiat building and to provide a better transition along the Bath Road frontage. The end elevation also included vertical fins to match those at the Bath Road entrance.

In response to the above changes, officers confirmed that the applicant has still not delivered a "landmark building" that justifies the substantial breach of the Bath Road building line.

A further submission was received on 4th July 2013, consisting of an indicative revised building layout, which proposed the following changes:

1. A 3 metre set-back of the office building on the Bath Road frontage. The set-back will enable the existing pedestrian footway to be retained.
2. Chamfered ends for the western elevation facing the Fiat Building and the northern elevation facing the proposed car park.
3. The hinge elevation will include solid elements and a new pedestrian entrance from Bath Road.

In terms of the proposed amendments, the set-back does create more space for landscaping on the Bath Road frontage and more details of this will be provided on landscaping drawings. The existing office building on 234 Bath Road projects beyond the Fiat building (240 Bath Road) by 5m. The original scheme for the application site indicated that the proposed building would be 17m forward of the Fiat building and this has now been changed by setting the building back 3m into the site. If it is taken into consideration that there is already a 5m breach of the building line, it means that there is a 9m increase compared to the current situation. This will however be further mitigated by the chamfered corner, which includes the staircase as a solid element and the remainder of the western elevation at a 45-degree angle with the staircase. The starting point of the chamfered corner would line up with the canopy of the Fiat building. Horizontal fins would also be included to the chamfered face in order to match the main elevations.

The hinge elevation has also been changed to include a Bath Road door, which will improve the interaction between the public / occupiers and the building. The sides of

the hinge will also be in a solid treatment, in order to frame the front door and give more emphasis on this important elevation.

Further details of the impact of the 3m set back on the remainder of the site, will be provided on the amendments sheets, as well as the drawing numbers for the purpose of the conditions. Notwithstanding this, it is considered that the amended scheme is an improvement to the original, in an attempt to overcome Members concerns.

Recommendation

Approve, with Conditions

Appendix A

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant Policies and comments from consultees; the development is considered to be acceptable in principle, subject to resolving outstanding Highway and Traffic concerns.
- 1.2 It is recommended that the application should be delegated to the Head of Planning Policy and Projects.

PART A: BACKGROUND

2.0 **Introduction**

- 2.1 The applicant, SEGRO, who own the Slough Trading Estate, has submitted the first Reserved Matters application in response to the granting of Outline Application P/14515/003, dated 18 June 2012, known as LRCC2 for the following development:

OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

- 2.2 The current application is for the reserved matters (layout, scale, appearance and landscaping), for the construction of B1(a) offices (Plot ob01) decked and surface level car park (Plot cp01) cycle parking, landscaping and ancillary works.

3.0 **Proposal**

- 3.1 The proposal consists of the construction of 'V' shaped building, five storeys in height on an extended, basement car park. The development provides up to 15,146m² (GEA) of office accommodation, which will be used as flexible office space by a number of different occupiers. The 'V' is the result of aligning the office floor plates with the Bath Road and the Leigh Road. The wings are symmetrical rectangular blocks, regularised to produce efficient office floor space across all five floors. The hinge of the 'V' creates a strong presence at the junction of the Bath Road and Leigh Road. The main access to the building is however from the north and not from Bath Road. The main entrance leads into a full height glazed atrium that creates functional and visual link between the two office blocks across all floors. The atrium houses the

reception and access to ancillary accommodation. The vehicular and pedestrian access to the building and the car park will be from both Leigh Road and the Bath Road service road.

3.2 The elevational treatment that creates the very distinctive appearance of the building is a result of the architects setting themselves the following design objectives:

- Provide excellent views out from the floors to enhance visual amenity
- Provide maximum level of natural light to reduce artificial lighting
- Intelligent and cost effective control of unwanted solar gain

3.3 The various options that have been investigated by the architects resulted in a building that will be glazed from floor to ceiling and therefore have a predominately glazed appearance. In order to control solar gain, large format louvres (fins) have been chosen, because they allow almost unobstructed views out of the building and allow maximum daylight penetration into the space. The fins will not be used for the return elevations facing west and north.

3.4 Parking will be provided in the basement and a multi-storey car park. The multi storey car park will be located directly to the north of the proposed office building. In order to match the theme of a predominantly glazed office building, the car park will also have "glass channels". The split-level deck car park is proposed to provide 183 additional car parking spaces, in addition to 60 ground level spaces that are currently used by Fiat and will be re-provided for their use. A further 25 spaces are also proposed at ground level for visitors and VIP's. The existing basement will be reconstructed and extended to provide 219 car parking spaces, motor cycle and cycle parking facilities. The basement will also provide disabled car parking, cycle welfare facilities, plant and ancillary accommodation.

3.5 A south facing terrace is provided at ground floor level as an extension of the recessed hinged corner facing the Bath Road / Leigh Road junction. The roof will accommodate the mechanical and electrical plant for the building, which is screened in order to reduce visibility. The roof will also accommodate photovoltaic panels for energy generation and solar hot water heating.

4.0 **Application Site**

4.1 The application site is situated within Slough Trading Estate, which is located approximately 1.6km to the north west of Slough town centre. Slough Trading Estate covers an area of 162.4 hectares and the Great Western Main line runs east to west through the southern part of the Estate. The application site lies in the central southern part of the Estate, on the junction of Bath Road and Leigh Road.

4.2 The application site currently consists of two linked office buildings. Historically both buildings have been used as the Segro headquarters, but the building on the corner (eastern building) has been vacated for some time.

4.3 The immediate surroundings of the site, to the west, north and east, comprise Slough Trading Estate which include primarily industrial and warehouse uses. The Estate currently accommodates approximately 17,500 employees working within around 400 companies.

4.4 Beyond the Trading Estate boundary are: Haymill Valley and Burnham Lane to the west; the Perth Trading Estate, residential development and public open space to the north; Farnham Road to the east; and residential development in Thirkleby Close and Pitts Road to the south east. To the immediate south of the site are principally commercial uses on the southern side of Bath Road.

5.0 **Site History**

5.1 Historically Slough Trading Estate has been recognised as primarily an industrial and warehousing area with offices only being allowed along the Bath Road frontage. This is reflected in Local Plan Policy EMP7 (Slough Trading Estate) which states:

'Within Slough Trading Estate, as shown on the Proposals Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:

- 1. major independent B1(a) offices being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and*
- 2. there being no overall increase in the number of car parking spaces within the estate.'*

5.2 The Trading Estate is also a Simplified Planning Zone (SPZ) which means that B1 business development, apart from B1 (a) offices, B2 general industrial, B8 warehousing and distribution and some sui generis development can take place without the need for planning permission, provided the development complies with the conditions. This is intended to provide certainty, flexibility and speed of delivery for new developments on the Trading Estate.

5.3 The Slough Core Strategy 2006 – 2026 which was adopted in December 2008 established a new Spatial Strategy for Slough which can be summarised as being one of *'concentrating development but spreading the benefits'*. Core Policy 1 (Spatial Strategy) states that intensive employment generating uses such as B1 (a) offices, and intensive trip generating uses, such major retail or leisure uses, will be located in the appropriate parts of Slough town centre.

5.4 The spatial strategy does, however, recognise that in order to spread the benefits that development can bring, not all of it should take place in the town centre. It therefore encourages comprehensive regeneration of selected key locations, at an appropriate scale. It also states that there may be some relaxation of the policies and standards in the Local Development Framework within these locations where this can be justified by the overall environmental, social and economic benefits that can be provided to the wider community.

5.5 As a result a specific exception has been made for the Trading Estate through Core Policy 5 (Employment) which states:

'B1 (a) offices may also be located on the Slough Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the estate. This will be subject to the production of a master Plan and the provision of a package of public transport improvements. This will be partly delivered through a subsequent Local Development

Order which will replace the Simplified Planning Zone.'

- 5.6 Following the adoption of the Core Strategy in December 2008, SEGRO came forward with the previous proposal for the Leigh Road Central Core Area which included 130,000m² of office space. There were extensive negotiations with SEGRO in order to address the issues that arise from this scale of office, particularly with regard to controlling the level of commuting by the private car. This has resulted in an agreed package of measures for transport any other facilities that formed part of the original LRCC1 approval which was granted in September 2010. The current application contains a similar package of measures which accord with the provisions of the Core Strategy.
- 5.7 Following the grant of the planning permission for LRCC1, the Council's Site Allocations DPD was adopted in November 2010. This includes Slough Trading Estate as Site Specific Allocation 4. This proposes that the Trading Estate should be the subject of comprehensive mixed use development of the Estate for business (including B1a offices), residential, retail, hotels, conference facilities, educational facilities, recreation, community and leisure uses. The Site Planning Requirements of Policy SSA4 seek to ensure that Development Proposals within the Estate should be generally in accordance with the Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the LRCC Area which forms part of it unless otherwise agreed by the Council. It also restricts the amount of new B1 (a) offices to a maximum of 130,000m² gross internal area to be built in the LRCC area unless otherwise agreed with the Council.
- 5.8 Subsequent to the granting of LRCC1, a further application P/14515/003 has been submitted on 13th May 2011, to amend the approved redevelopment area. The main difference between LRCC1 and LRCC2 is the fact that the redevelopment site for LRCC2 does not extend north of Buckingham Avenue. This outline application was approved on 18th June 2012 and the current application is a submission of details in relation to this application.
- 5.9 Another application P/14515/004 has been submitted on 27th December 2012 for the following development:

NON-MATERIAL AMENDMENTS TO AMEND THE APPROVED PARAMETERS PLAN PL/01/03, LISTED IN CONDITION 4 OF PLANNING PERMISSION P/14515/003, DATED 18TH JUNE 2012 (OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÉCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS).

The purpose of this application was to amend the parameters plan, due to the fact that a site survey of 234 Bath Road revealed a sewer that would be very expensive to divert in order to comply with the originally approved parameters plan. The application was approved on 23 January 2013.

6.0 **Neighbour Notification**

6.1 The following adjoining occupiers were consulted.

Bath Road: 217a, 219, 221, 225, 240, 224-230, 250-252 Bath Road
275, 816 Leigh Road

No comments have been received.

7.0 **Consultation**

7.1 **Transport and Highway Comments**

7.1.1 **Highway Alterations**

When reviewing the plans it is unclear exactly what is being proposed in terms of highway improvements to Leigh Road and A4 Service Road when this development is implemented. I suspect that as this development does not trigger the junction improvement at Leigh Road / Bath Road junction then no changes are proposed to the existing layout. I have strong concerns with this as the existing junction has never been tested as to whether it can cope with the additional traffic of this development. Furthermore under LRCC2 it was clearly envisaged that the A4 Service Road junction with Leigh Road would be stopped up, but this is not proposed with this scheme and therefore there would be considerably more pressure on the A4 Bath Road / Leigh Road /Service Road junction than ever envisaged as part of LRCC2. This raises both safety concerns and congestion issues and therefore it will need to be addressed. This has been highlighted previously to PBA in March 2012 and therefore it is surprising that this has not been addressed as part of this application. As with my pre-application comments dated 19/2/13 in relation to this site if it was to be brought forward as a stand alone site a scheme will need to be developed to stop traffic using the Leigh Road end of the service road, with exceptions for cyclists and the proposed shuttle bus. This scheme will need to be secured as part of the development and agreed prior to determination.

7.1.2 **Access**

The existing access arrangements are being altered and therefore the redundant accesses will need to be removed and the footway reinstated.

7.1.3 **Junction of Aberdeen Avenue /Leigh Road**

It would be helpful if further plans were submitted showing the impact of the new decked car park on the existing layout of Aberdeen Avenue in terms of footway widths, whether there is any impact on visibility of pedestrians crossing Aberdeen Avenue and on the visibility splays from Aberdeen Avenue.

7.1.4 **Car Park Layout**

From my understanding of the submitted plans, 60 car parking spaces are being

provided for Fiat on the Ground Floor Deck and these will be accessed from the Fiat site. There would appear to be a slight reduction in the number of spaces being provided to Fiat than existing – clarification please. How does the visibility work in terms of vehicles emerging from the basement deck and the vehicles leaving the upper car park. This is not particularly clear on the plans and could be a health and safety issue on-site. I have measured the internal dimensions of the car park and it would appear that some of the aisles do not measure 6.0m, which will make it harder for vehicles to manoeuvre in and out of spaces. Please clarify the dimensions of the aisle widths for all decks and car parks. Aisle widths should be a minimum of 6.0m wide and spaces 4.8 x 2.4m. The remainder of the parking of the decked car park to the rear of the site is to be allocated to the tenant of 234 Bath Road and there are a total of 243 spaces. Outside a further 25 spaces and in the basement car park 219 spaces providing a total of 487 spaces for 234 Bath Road. From the submitted documents, it is unclear as to what the total floor area is of the building and how this conforms to the agreed parking standards as per LRCC2 – this information needs to be provided.

7.1.5 **Cycle Parking**

My advice to developers on cycle parking is frequently the same - quality not quantity, and follow best practice guidance on the layout; these are simple rules. Aisle widths of 0.6m are not sufficient neither is the proposed 0.7m width between racks. Cyclists using these racks will have high value cycles and they will not expect them to get damaged trying to manoeuvre their bikes in and out of these spaces. Racks should be sited 1.0m apart and care be made to ensure that all racks can be adequately accessed and there is no risk to cyclists locking their bikes and hit by a passing vehicle. The designer of the scheme needs to take account the best practice TfL guidance <http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf> and make the necessary changes to the scheme such that an appropriate design is developed in accordance with best practice guidance. Furthermore it is not clear how access to the cycle parking will be secured – is a separate gate to be provided.

In the basement car park some thought needs to be given as to how cyclists will access the large bank of spaces from the access ramp. Cyclists will not cycle around the whole car park to access the bays, but from a health and safety perspective it is not going to be safe for them to emerge at 90 degrees to the access ramp. A dedicated path through the spaces needs to be provided.

7.1.6 **Showers, Changing Rooms and Locker Facilities**

It would appear that showers, lockers and changing facilities are to be provided at basement level and this is to be welcomed. Some more detailed plans of what is being proposed and the ratio of showers to floor space and how this conforms to BREAM standards would be helpful. Encouraging non-car modes is a critical element of the overall Masterplan and therefore getting these facilities right in the first building is important.

7.1.7 **Vehicle Tracking**

To ensure that service vehicles and possible drop off for the employers shuttle service within the site tracking should be re-provided to ensure that all vehicles can still adequately access the site. This includes providing tracking for manoeuvring into spaces 6 + 7 which are adjacent to the access barrier.

7.1.8 **Car Park Management Plan**

Noting the previous concern of the Local Highway Authority about the use of the Leigh Road access for vehicles travelling to the car park, a Car Park Management Plan should be prepared and submitted to the Local Highway Authority setting out measures how employee vehicles will be discouraged from accessing the site from the Leigh Road access. Further measures need to be implemented to prevent this access being used in a two direction e.g. signing and these will need to be set out in the Plan.

7.1.9 **Travel Plan**

Further information needs to be provided on the timescales and content of the Travel Plan.

7.1.10 **Recommendation**

In my comments I have highlighted a number of issues that still need to be addressed prior to determination, but it is my view all of the issues can be addressed. However at this stage until the further information is provided the application does not contain sufficient information for the Local Highway Authority to determine the impacts of the development on the safety and operation of the public highway. Therefore the proposed development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7. However subject to the further information be supplied and agreed as acceptable and within this would include the scheme for Bath Road Service Road together with the other issues I have identified then I would withdraw this objection to the scheme.

PART B: PLANNING APPRAISAL

Policy Background

8.0 **National Guidance**

8.1

National Planning Policy Framework (March 2012)

8.1.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

8.1.2 A presumption in favour of sustainable development lies at the heart of the NPPF. The document recognises that sustainable development has economic, social and environmental dimensions that are mutually dependent, and Paragraph 8 states that 'economic growth can secure higher social and environmental standards, and well designed buildings and places can improve the lives of people and communities.'

8.1.3 Section 1 reinforces the Government's commitment to securing economic growth in order to create jobs and prosperity and states that the planning system should help to facilitate this. Paragraph 19 states that 'Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.'

- 8.1.4 Section 7 of the NPPF relates to good design in development proposals and recognises the indivisibility of good planning and good design. Development proposals should be of a high quality and be inclusive.
- 8.1.5 Paragraph 58 it is stated that planning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;
- and
- are visually attractive as a result of good architecture and appropriate landscaping.
- 8.1.6 In paragraph 60 it is stated that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. *It is, however, proper to seek to promote or reinforce local distinctiveness.*
- 8.1.7 However, paragraph 61 acknowledges that design goes beyond aesthetic considerations and stresses that planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment. But in paragraph 64 it is stated that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

9.0

The Development Plan

Local Plan for Slough, March 2004

- 9.1 The Local Plan for Slough was adopted by the Council in March 2004. The site is identified on the planning maps as Trading Estate/Simplified Planning Zone (EMP7) and as an Existing Business Areas (EMP3, S4). The following policies apply:
- 9.2 Policy EMP2 lists a number of criteria that business developments must comply with, these are:
- a) *the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;*
 - b) *It does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance*

- of the new building;*
- c) *the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*
 - d) *appropriate servicing and lorry parking is provided within the site;*
 - e) *appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;*
 - f) *the proposal incorporates an appropriate landscaping scheme;*
 - g) *the proposal would not significantly reduce the variety and range of business premises;*
 - h) *the proposal does not result in a net loss of residential accommodation; and*
 - i) *the proposal maintains any existing primary and secondary shopping frontages at ground level on the site.'*

9.3 The introductory text to Policy EMP7 provides information about Slough Trading Estate in paragraphs 3.59 - 3.69 these are provided below:

The Slough Trading Estate is the largest concentration of business and employment in the Borough. It extends to nearly 200ha and provides over 700,000m² of business and industrial accommodation in some 700 buildings. The 400 tenants of the Trading Estate range in size and activity and provide in the order of 20,000 jobs, or nearly 30% of the Borough's total employment. In particular, the manufacturing sector has always been well represented on the Trading Estate. Just over 50% of jobs on the Estate are within manufacturing businesses compared to the overall figure of 22% for the Borough. The scale and range of businesses on the Trading Estate and the employment this creates are vital components of the local economy.

The Estate's attractiveness to business is partly a function of its accessibility to the M4, M25, Heathrow Airport and Central London, but also because of its critical mass in terms of business linkages and the existing employment base. As such, the Estate accommodates many firms that contribute to important economic clusters of similar industries both within Slough and the wider Thames Valley.

Active management by Slough Estates plc has enabled a rolling programme of refurbishment and redevelopment to take place to meet the needs of existing businesses and attract inward investment. The ability of the Estate to respond to the changing needs of business was enhanced by the designation of a Simplified Planning Zone (SPZ) in 1995. This permits most types of business class development (excluding independent B1a office accommodation) to take place, subject to conditions attached to the scheme, without the need for planning permission. All other major development, such as large retail schemes, still require planning permission in the usual way.

These various attributes make the Trading Estate a preferred location for business accommodation in Classes B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 distribution and storage of broadly the same scale as currently exists on the estate. It is not considered necessary to apply a sequential approach to these uses in this location and it is not intended that any policies of the plan require it for such development.

Headquarters and other types of major independent office development have taken place along the Bath Road frontage, which has made good use of this accessible location within the Trading Estate. Whilst there is little scope for additional major independent office floorspace, Policy EMP1 applies a sequential test to such development whereby they will only be allowed if there are no suitable sites available in the town centre, edge of the town centre or other existing business areas as well served by public transport as the Bath Road.

Small-scale office units play an important role in promoting the economic development of the Borough. The difference in trip generation between small-scale office accommodation and other B1 uses can be of a small magnitude. On this basis, small office units up to 200m² in size will be permitted within the Estate.

The Borough Council recognises that there is independent office accommodation in other locations within the Estate, apart from the Bath Road frontage. New B1(a) office scheme over 200m² will only be permitted elsewhere if it is replacing that which already exists on an individual site. Otherwise new office accommodation will be limited to ancillary office accommodation in accordance with Policy EMP1 in order to control the intensification of uses in inappropriate locations. The SPZ already includes a reference to limiting office accommodation to those that are ancillary.

The amenity and environment of the Estate does vary, with newer schemes reflecting current accepted standards. Servicing for older units does not always meet the current standards but the redevelopment of sites provides the opportunity to improve provision.

In the past, parking has been provided to meet the maximum level of demand in accordance with Borough Council standards, which have been included within the SPZ scheme. In order to prevent any further increase in traffic generation it is intended to cap parking provision at the current level within the Trading Estate. This means that as a general principle any redevelopment proposal should not increase the number of car parking spaces that exist or existed on the site even if it is proposed to increase the amount of floorspace. However, additional spaces could be gained from another part of the Estate so that the overall level of car parking on the Trading Estate is not increased. It is therefore proposed to review the SPZ scheme to ensure it complies with the new approach to parking standards.

Major improvements to public transport provision will be sought along the A4 Bath Road corridor in order to improve accessibility to the Trading Estate by alternative means of transport to the car. Improved links to Burnham and Slough railway stations will also be sought which will make it easier to commute to the estate by train. In addition, all major new developments will be required to produce Company Travel Plans to demonstrate how firms will encourage staff to use public transport.

It is recognised that on-street parking controls may have to be introduced in the areas around the Trading Estate in order to prevent an over-spill of parking into adjacent residential areas.'

9.4 Policy EMP7 (Slough Trading Estate) states that:

'Within the Slough Trading Estate, as shown on the Proposals Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:

- 1. major independent B1(a) office developments being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and*
- 2. there being no overall increase in the number of car parking spaces within the estate.'*

9.5 Policy EN1 (Standard of Design) states that development proposals must reflect a high standard of design and must be compatible with and/or improve their surroundings.

9.6 Policy EN3 (Landscaping Requirements) requires a comprehensive landscaping scheme for all new development proposals.

9.7 Policies T2, T7, T8 and T9 are transport policies relating to new developments. In particular, Policy T2 advises no increases in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes. In addition, the Council's car parking standards are contained at Appendix 2 and the standard in Existing Business Areas for Class B1(a) offices is 'no overall increase' and then there are specific standards for Class A1-5, C1, D1 and D2 uses. There is therefore a distinction between Class B and non-Class B uses within Existing Business Areas.

Slough Local Development Framework, Core Strategy 2006 – 2026

9.8 The overall spatial strategy within the Core Strategy can be summarised as one of '*Concentrating development but also spreading the benefits to help build local communities*'. In order to achieve this it specifically encourages the comprehensive regeneration of selected key locations and identifies the Heart of Slough as somewhere where major change can be made to the urban townscape and the quality of the public realm.

9.9 Core Policy 1 (Spatial Strategy)

This policy requires that all development complies with the spatial strategy set out in the core strategy. The overarching planning strategy for slough is for high density housing, intensive employment generating uses or intensive trip generating uses to be located in the town centre.

The strategy does however state that comprehensive regeneration of selected key locations within the Borough will also be encouraged at an appropriate scale. It provides for some relaxation of the policies or standards in the Local Development Framework. However this must be justified by the overall environmental, social and economic benefits that will be provided to the wider community.

9.10 Core Policy 5 (Employment)

The location, scale and intensity of new employment development must reinforce the Spatial Strategy and Transport Strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons. Intensive employment-generating uses such as B1 (a) offices will be located in the town centre in accordance with the spatial strategy. The

policy specifically provides an exception for Slough Trading Estate. This exception is allowed on the basis that:

- there will be comprehensive regeneration across the estate;
- the production of a 'masterplan'; and
- the provision of public transport improvements.

The policy states that this will be provided through a subsequent Local Development Order which will replace the Simplified Planning Zone which currently regulates development on the estate. The implementation section to Core Policy 5 states the following in relation to Slough Trading Estate:

'Slough Trading Estate has specifically been identified as an area for regeneration within the policy. This will be implemented through a Master Plan which is being prepared by SEGRO. This will identify the location of the proposed new offices within a new hub. Around 3,600 new jobs could be created on the Trading Estate over the plan period. The amount of new B1 (a) offices, and the scale of other development will, however, be dependent upon a number of requirements being met. These will include capping the number of parking spaces at current levels and introducing a package of public transport improvements and other initiatives in order to ensure that there is no increase in the level of car commuting into the estate. This should also involve increasing the number of Slough residents working in the estate. Once the Master Plan has been approved it is proposed that key elements, such as the new hub, will be considered through a planning application and the rest of it will be implemented through a subsequent Local Development Order which will replace the existing SPZ.'

The introductory text to Core Policy 5 discusses Slough Trading Estate in sections 7.85, 7.86 and 7.88 which state:

'Slough Trading Estate is the largest Existing Business Area and provides around a quarter of all of the jobs in the Borough. As a result its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. There has been a rolling program of refurbishment and redevelopment in the Trading Estate in recent years in order to ensure that it is able to accommodate modern business needs and continues to attract inward investment. This has been aided by the designation of the Trading Estate as a Simplified Planning Zone with its integrated transport strategy.'

It is recognised that the Trading Estate will need to continue to evolve to serve the needs of knowledge-based industries. SEGRO are in the process of producing a Master Plan for the area which is intended to achieve this. The success of the Trading Estate is important to the Borough's sustainable development as it has the potential to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result it is proposed that Slough Trading Estate should be treated as a special case within the Core Strategy. This means that B1 (a) offices may be allowed in the proposed new hub within the Trading Estate, as an exception to the Spatial Strategy, in order to facilitate the comprehensive regeneration of the Estate.'

Any employment-generating uses within the Borough which exacerbate the problems identified above will be expected to contribute towards appropriate training, childcare

and/or transport measures as required.'

- 9.11 Core Policy 7 (Transport)
New development is to be located in the most accessible locations, thereby reducing the need to travel, improve road safety and improve air quality. Development proposals will have to make contributions to, or provision for the development of Slough town centre as a Regional Hub.
- 9.12 Core Policy 8 (Sustainability and the Environment)
All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.
- 9.13 Core Policy 9 (Natural and Built Environment)
Development will not be permitted unless it:
- Enhances and protects the historic environment;
 - Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
 - Protects and enhances the water environment and its margins;
 - Enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio- diversity rich features.
- 9.14 Core Policy 10 (Infrastructure)
Development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructures must be sustainable.
- 9.15 Core Policy 11 (Social Cohesiveness)
The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.
- 9.16 Core Policy 12 (Community Safety)
All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.

Site Allocations DPD

- 9.17 The Site Allocations DPD was adopted in November 2010. The main purpose of this document is to identify the sites that are needed to deliver the Spatial Vision, Strategic Objectives and policies in the Core Strategy. As a result it contains all of the key regeneration sites within Slough.
- 9.18 The whole of the Trading Estate has been included as Site Specific Site Allocation 4 in the adopted Site Allocations DPD. This requires that development proposals within the Slough Trading Estate should be substantially in accordance with the Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the Leigh Road Central Core Area which forms part of it.
- 9.19 The main planning requirements from these documents which have been included

within the Site Allocation DPD are as follows:

- *All major new B1(a) offices are limited to the Leigh Road Central Core Area*
- *There is no overall increase in the total number of parking spaces upon the Trading Estate*
- *A package of public transport improvements are provided in order to meet modal shift targets that will ensure that there is no increase in the level of car commuting into the Estate*
- *A package of skills training is provided in order to increase the number of Slough residents working on the Estate*

The scale and nature of the proposed retail, hotel and leisure uses should be ancillary to and serve the needs of the Trading Estate and minimise the impact on the vitality and viability of the Farnham Road District centre and Slough Town Centre.

The Sainsbury's store in the Farnham Road should be extended in order to serve the Estate as well as acting as the anchor store for the Farnham Road.

The Leigh Road Central Core should include a transport hub and skills centre.

Apart from the gateway features on the Bath Road and the hotel Hub, all buildings will be a maximum of height of four storeys.

- 9.20 The Site Allocations DPD therefore formed the basis for the parameters for the LRCC2 application. The current application for Reserved Matters, follows on from this approval.

Planning Assessment

10.0 Principle of Development

- 10.1 Planning permission (P14515/000) for the first version of the Leigh Road Central Core development (LRCC1) was approved on 30th September 2010 following the signing of the Sec 106 legal agreement. The second version (LRCC2) was approved as application P/14515/003 on 18th June 2012.

- 10.2 The current application has been submitted to develop Plot OB01, which has the following parameters for the office building in accordance with the approved drawing for application P/14515/003 and are set out as follows:

- maximum area: 25,000m² GIA
- provisional ground floor level: +31.20m AOD
- min building height: +43.50 m AOD (3 storeys)
- max building height: +54.70m AOD (5 storeys + plant)

- 10.3 In terms of the car park, the parameters for Plot CP 01 have been set as follows:

- provisional ground floor level: +31.20m AOD
- min building height: +34.20 m AOD (2 decks)
- max building height: +40.20m AOD (4 decks)

- 10.4 In terms of assessing the principle, it is considered that the proposal is consistent with the parameters plan that was approved as part of LRCC2. The use, footprint

and upper limits of the building comply with the approved plan and therefore no objection is raised in terms of the principle of the proposal, subject to satisfactorily addressing the reserved matters outlined in condition 3 of planning permission P/14515/003, relating to scale, layout, appearance and landscaping.

11.0 **Scale**

11.1 Both the Illustrative Master Plan and the Site Allocation for the Trading Estate allow some flexibility in the way that the Commercial Core is delivered, provided it complies with the basis principles. The approved LRCC1 and LRCC2 have established the principle of creating a gateway building at the entrance to the regeneration area, consisting of a five-storey building, with plant on the roof. This is an increase in height compared to the other headquarter buildings along the Bath Road, but it has been recognised that the additional height is necessary in order to achieve a gateway affect.

11.2 It is also worth repeating that the proposed building is consistent with the approved parameters that are outlined in paragraphs 10.2 and 10.3 above. The Site Allocations DPD also states in SSA4 that: *“Apart from the gateway features on the Bath Road and the hotel hub, all buildings will be a maximum of height of four storeys.”* The scale of the proposed office building is the result of a combination of factors, but this has been well established as part of the outline application, which included detail drawings of the building currently under consideration.

11.3 The fact that the building will be five-storeys in height and also forward of the building line in Bath Road, means that the scale of the building will result in a very prominent and dominating building. This is considered to be acceptable in order to create a gateway feature. The DAS contends that *“the unbroken glass facades allow the building to reflect the changing sky conditions and nearby buildings, helping to dematerialise it’s mass and sit elegantly in the background”*. It is also felt that there is sufficient separation between the users of the Bath Road and the proposed building not to be too overbearing when viewed from the majority of public vantage points. The trees on the highway verge between Bath Road and the service road will also act to soften the visual impact on pedestrians and other road users, with additional tree planting proposed along the Leigh Road elevation. On balance it is therefore believed that the scale of the application building is appropriate as a gateway feature leading to buildings in Leigh Road that will be off reduced scale, similar to the four-storey buildings in Bath Road.

12.0 **Layout**

12.1 The proposed “V” shaped building, which follows the road alignment, results in a sheltered area behind the building, which in fact will be the main entrance. The majority of the headquarter buildings fronting Bath Road all have very distinctive characteristics, with main pedestrian entrances from Bath Road. The two offices buildings currently occupying the site is however an exception to this, with an access from Leigh Road and a pedestrian entrance from the north. It is regrettable that the proposed scheme has not used the redevelopment of the application site to reflect a stronger Bath Road presence. Other office buildings on the northern side of Bath Road have grand entrances created by substantial open space, soft and hard

landscaping, as well as canopies supported on full height columns. Imitating this would have been consistent with the NPPF's objective to *"respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation."* It is also considered that the proposed development is 'turning its back' on the Bath Road, being inward facing in order to create a "sheltered" environment for the future occupiers.

- 12.2 The applicant is of the opinion that the *"spaces around the building are as important as the building itself and have been designed to create vibrant and positive working environment with good relationship between the internal and external spaces and how these are used."* It is worth noting that the combination of the solar path and the height of the building will mean that the "sheltered" area will also receive very little direct sunlight and it is therefore questioned whether the open space in front of the entrance will be used as envisaged by the applicant. In contrast, other buildings in Bath Road with southerly entrances and landscaping provide ample breakout spaces for its occupants. It also means that the buildings come alive with people, in stead of having a passive frontage onto Bath Road.
- 12.3 The Design and Access Statement (DAS) explains the four design options have been considered and the *"design development process is based on a detailed understanding of the Site, its potential constraints and opportunities together with the aspirations of those who live and work in the area including its immediate and wider context."* The architects have developed the building by undertaking detailed studies on massing, form and function and its effect on daylight, sunlight and the pedestrian level wind environment, including assessments of the building from a large number of local and distant vantage points. It is encouraging that so much care has been taken to develop the building, but the following statement in the DAS is disconcerting: *"The plan form of the principal building was a key factor, where the internal configuration of accommodation had to make very efficient use of space, with the result having a major influence on the external appearance and character of the buildings as a whole."* It gives impression that the lay-out has been predominately influenced by the internal office requirements. This forms the lead-in to the detailed explanation of the four options that have been investigated by the architects and then conclude that when tested against Segro's brief, the "V" shaped layout *"provides the optimum balance of building requirements within the sites constraints."* Policy EN1 (Standard of Design) requires that development proposals must reflect a high standard of design and must be compatible with and/or *improve their surroundings*. It is considered that the current proposal has not utilised the opportunity to address the requirement to improve its surroundings and provide a building with Bath Road frontage that would be more inviting to its occupiers, as well as *reinforce local distinctiveness* in accordance with the NPPF.
- 12.4 In response to the pre-application discussions the applicant has removed the louvers from the recessed elevation of the hinge, together with a simplification of the fenestration on this face to be as flush as possible. On balance it is believed that this approach to give greater prominence on the corner to create a gateway feature offsets the lack of space at ground level to provide a welcoming approach for pedestrians, similar to other buildings fronting Bath Road. It is also acknowledged that the NPPF states that *"planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development*

forms or styles.” No objection is therefore raised to the layout of the proposed development.

13.0 **Appearance**

- 13.1 In paragraph 3.3 it has been explained the appearance of the building has been significantly influenced by the use of predominantly glass and the projecting fins. This approach is a result of the architects striving to achieve the following design objectives:
- Provide excellent views out from the floors to enhance visual amenity
 - Provide maximum level of natural light to reduce artificial lighting
 - Intelligent and cost effective control of unwanted solar gain
- 13.2 The DAS also states that “the passive solar heat gain is key to the building concept and is instrumental in defining its character.” In light of the above design objectives, the architects decided that in order to maximize views out and daylight into the office space that the external envelope had to be designed with floor to ceiling glazing, with solid spandrel elements at slab level. To control solar gain, the architects opted for large format fins, because they allow almost unobstructed views out of the building and allow maximum daylight penetration into the space. The result is a highly efficient system with a distinctive architectural character.
- 13.3 The proposed building also included the fins on the recessed hinge elevation at pre-application stage. Officers raised concerns that despite the characteristic design features on the main elevations, it was not clear that the building had enough of a presence to act as a gateway feature to the new developments along the Leigh Road. The architects have responded to this concern and have modified the proposed building to omit the fins from the recessed elevation of the hinge, together with a simplification of the fenestration on this face to be as flush as possible. This accentuates the full height of this element of the building and has *“a heroic proportion, consistent with the character of other Bath Road office buildings that utilise full height columns as a device to achieve a grand sense of scale or mark an ‘event’”*. The architects have not agreed to incorporate columns on the recessed elevation in order to mimic this design feature found on most of the other buildings in the area. It was felt that this would create the false impression of this elevation being the main building entrance, which is not the case. In order to pick up on this characteristic, the architects have introduced vertical fins at the ends of the horizontal fins. According to the DAS, *“these fins have the additional benefit of framing the Bath Road and Leigh Road elevations making the overall composition more seamless and better resolved. They also have a column like presence framing the hinge facade and giving the building a greater sense of presence on the Bath Road.”* As outlined in the section above, officers would have preferred the main entrance on Bath Road, but in weighing up all the other considerations, it is believed that the amended scheme has gone some way in addressing officer’s initial concerns.
- 13.4 In terms of the return elevations facing west and north, it is worth noting that these elevations will be highly visible in the street scene. The north elevation’s prominence is a result of the height difference between the main building and the multi-storey car park, which will be sited directly north. The west elevation is highly prominent for road users when travelling in an easterly direction towards Slough town centre, due

to the fact that the return elevation is 17m in front of the adjacent Fiat building (240 Bath Road). This means that approximately 80% of this side elevation will be forward on the very strong building line in Bath Road. In the pre-application submission, the proposed return elevations have been designed to incorporate two materials, consisting of black aluminium curtain walling for approximately have the width of this elevation and glass for the remainder. Officers expressed concerns about these elevations at pre-application stage, noting that sufficient consideration has not been given to how this will look in the street scene. The submitted application did not take officers concerns on board, but in response to subsequent discussions, the elevation has been amended to make the whole elevation in glass and thereby exposing the emergency staircase. Although this does not constitute a significant redesign, which has been requested by officers, it is considered that this change, in combination with a lighter colour of the material, has improved this elevation. The architects contend that *“by revealing the stairs the revised design of the return elevations achieve a welcome degree of animation. Moreover the vertical blades at the end of each wing which capture the twisting elements have a similar feel to the column and edge wall of the adjoining building enhancing their relationship. The lighter colour palette of the proposals are complimentary and tie the building to its neighbour. The step up in scale matches the step out of the building line of the new building towards the Service Road and therefore achieves a symmetry enabling both buildings to be read as individuals, which is a characteristic of the plots along the Bath Road. Although the new building is more prominent in this particular viewpoint, the general impression of the development is that the perceived scale that would normally be considered appropriate for a gateway building.”*

13.5 In terms of the colour of the materials, the pre-application scheme included a light coloured palette, which in combination with the mainly glass elevations resulted in a ‘light weight building’, despite the five-storey height. Notwithstanding officers favouring a lighter approach to the building, the application has been submitted with a dark palette, including black for the fins. In subsequent discussions with the applicant, the application has been amended and it has been reverted back to the lighter colour palette. In stead of using black for the fins, the proposed fins will now be constructed from natural anodised aluminium. The architects are of the opinion that *“the natural anodised aluminium provides a sharp contrast to the glazed elements and accents the brise soleil as dynamic elements across the façade and as a distinctive feature of the building. Conceptually the brise soleil are like a protective mesh around a much softer core generated from the hinge and wrapping round to be absorbed within the cladding to the cores. The shadows generated by the brise soleil also give a sense of depth to the overall composition.”* Officers are in agreement that this significant improvement will contribute in achieving a land mark building, with unique design features, whilst respecting the distinctive characteristics of its surroundings.

13.6 The applicant has also responded favourably to concerns about the appearance of the multi-storey car park. The submitted application originally included the use of a black mesh cladding for the elevations of the car park. Officers raised a concern about the colour and the material on a car park in such a highly prominent position. In response to the changes to the main building and the increase in glass on the north elevation adjacent to the car park, the proposal has been amended to include sandblasted translucent glass channels for the car park elevations. This is similar to those on the current development on the Lonza site at 224-228 Bath Road. The glass

channels will provide the suitably neutral background status that is complimentary to the strength of the office building concept and the proposed materials. This is once again seen as a significant improvement to appearance of the car park and no objection is raised to this part of the proposal.

13.7 In summary, it is considered that the applicant has responded positively to officers concerns about the appearance of the building and sufficient amendments have been undertaken in order to overcome the majority of the concerns. On balance it is therefore believed that the proposal is acceptable in terms of its appearance.

14.0 **Landscaping**

14.1 The DAS states that the strong design and appearance of the main building on this junction will be in itself be the dominant statement that influences the public realm. The landscaping on the frontages is therefore minimal, relying on simple lines of trees. The landscaping plan indicates the use of simple line of semi-mature Maple trees on the road frontage facing Leigh Road, to compliment the existing line of mature Horse Chestnut trees on the Bath Road frontage. The chestnut trees along the Bath Road are diseased and as part of the proposals to regenerate the area, the applicants have agreed to replace any diseased or dying trees on a phased basis to try to ensure that the Bath Road retains its distinctive appearance as part of the Section 106 agreement for LRCC2. The proposed Maple trees will be set within a simple grass strip, which will lead the eye along the building façade and the other developments in the rest of the estate.

14.2 As mentioned before, a break out area has been provided in the recessed area on the corner elevation, which has been raised in order to create a sense of separation with the adjoining areas. The “*carefully balanced design*” of soft and hard landscaping is also proposed between the main entrance and the car park, which will create a “plaza” that will be used for recreation. This area will be used as break out area by providing seating against raised planters as well as gently mounded grassed areas.

14.3 The building will also include 450m² area of specially designed “green roof”, which will include 29 species of grasses and flowering plants.

14.4 In summary, it is believed that the proposed landscaping is acceptable to complement the striking features of the building and no objection is therefore raised in terms of the proposed landscaping.

15.0 **Traffic and Highways**

15.1 Core Policy 7 (Transport) states that all new developments should reinforce the principles of the transport strategy as set out in the council’s Local Transport Plan and Spatial Strategy, which seeks to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel. It also requires that development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport

- more attractive than the private car;
- o Improving road safety; and
- o Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

15.1.1 In response to the Traffic and Highway Engineers comments, the applicant has submitted a comprehensive response below and additional information to address the issues raised in section 7.1 of this report.

15.1.2 “Shuttlebus

The A4 bus service will run to the east of 234 Bath Road, as shown Drawing 17563-478-006. There may be the potential for this route to be extended to include O2 Telefonica, which operates their own service at present. There is, however, a degree of further discussion and agreement to be reached on such a combined service.

There is no certainty over the routing of the extended service to incorporate O2. It could be that such an extension would run on the A4 Bath Road between Ipswich Road and Leigh Road or, alternatively, it could run along the service road. It is unlikely that there would be a significant journey time advantage of one routing option over the other and Slough Borough Council have confirmed that there is scope for bus priority to be used at the traffic signals for this service. Using the service road would mean that there is scope for a further stop close to LG or Fiat, but neither of these companies have shown any real commitment to be part of the service at present. The two possible extended bus routes to O2 are shown on Drawings 17563-478-007 and 17563-478-008.

Western Service Road

Drawing 17563-478-004 shows the potential to close the western service road to all traffic i.e. this would work with the shuttle bus service as currently envisaged and also with O2 in place routing on the A4 Bath Road between Ipswich Road and Leigh Road. The service road fronting 234 Bath Road would be dedicated as a cycle and footway. Bollards would be provided to the east of the approved main access to 234 Bath Road from the service road. A turning area would be retained utilising the 234 access. The existing northern footway and eastern end of the stopped up section of the service road could be used for landscaping. Drawing 17563-478-005 shows an alternative layout option for the service road where the western service road is retained for buses only in an eastbound direction through introducing a new bus lane. This option would only be required if the A4 bus service is to pass along the service road. Whilst this is not presently envisaged it could be accommodated with the layout as shown.

Access

In response to concerns that there may be conflict points within the site, including vehicles emerging from the basement deck and vehicles leaving the upper car park, as well as potential for cars to exit via the existing entrance with Leigh Road, we enclose Drawing 17563-478-002. This illustrates the road markings that will help to address these concerns and ensure safe circulation within the Site.

Junction of Aberdeen Avenue /Leigh Road

Enclosed Drawing 17563-478-001 shows the impact of the new decked car park on the existing layout of Aberdeen Avenue in terms of footway widths and the impact on

visibility of pedestrians crossing Aberdeen Avenue and on the visibility splays from Aberdeen Avenue. It shows the existing road layout with the proposed new decked car park adjacent to Aberdeen Avenue. The junction visibility from Aberdeen Avenue will be retained and demonstrates that visibility will not be compromised by the proposal.

Car Park Layout

A total of 60 car parking spaces are being provided for Fiat at ground floor level and there will be no reduction from the amount of spaces shown on Fiat's demise plan (this shows 60 spaces).

We enclose annotated versions of Drawings 10-075 PL 099 01, 10-075 PL 100 01 and 10-075 PL 150 01 that illustrate the internal dimensions of the car park. This confirms that aisle widths exceed 6 metres and that car parking spaces are a minimum 4.8 metres by 2.4 metres in size. The Gross External Area (GEA) of new building is 15,146m² and there are 427 car parking spaces being provided which gives a car parking ratio of 1:35m², which accords with the agreed parking standards for LRCC2."

15.1.3 It is considered that the majority of these issues can be resolved. However, the additional information has raised some issues that need to be addressed before the final determination of the application. The Engineers final comments will be reported on the amendments sheets.

16.0 **SECTION 106 AGREEMENT**

16.1 This application will not have a Section 106 agreement, because the agreement is linked to the main LRCC2 approval. It is however worth noting that the proposed building's floor area is below the level that would trigger the main S106 contributions. However, if this proposal is implemented, Segro will have to appoint a Transport Manager within six months of implementation of the scheme who would be responsible for securing a work place Travel Plan following occupation.

17.0 **CONCLUSION**

17.1 Slough Trading Estate provides around a quarter of all of the jobs in the Borough and its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. It is recognised that the Trading Estate will need to evolve to serve the needs of knowledge-based industries in order to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result the Core Strategy treats the Trading Estate as a special case and allows B1(a) offices as an exception to the Spatial Strategy, in order to facilitate the comprehensive regeneration of the Estate as a whole and for this reason the LRCC1 and LRCC2 applications have been approved.

17.2 The principle of the current proposal already been established through the granting of the previous planning permission for LRCC2, which contained detailed drawings of the proposed building. It is considered that the applicant has gone some way in addressing the majority of the officer's concerns, as discussed in this report. As a result it is considered that the application should be supported, because of the

economic and regeneration benefits that it can provide by initiating the comprehensive redevelopment of the Trading Estate.

PART C: RECOMMENDATION

18.0 **RECOMMENDATION**

18.1 Delegate to the Head of Planning Policy and Projects for resolution of the outstanding matters relating to changes to the highway, finalising condition relating to drawings and final determination.

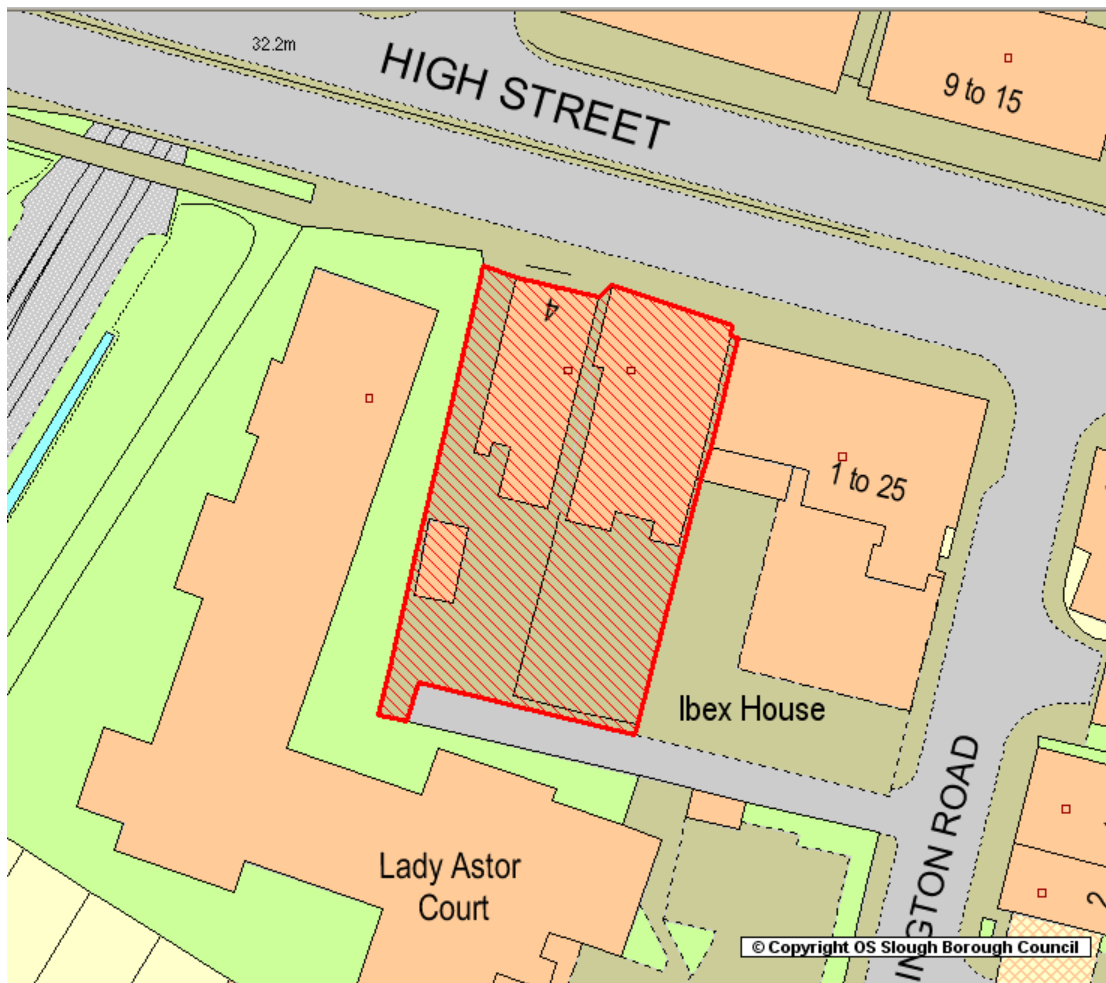
19.0 **PART D: LIST OF CONDITION(S)**

To be reported on the amendments sheets.

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Registration Date:	25-Mar-2013	Applic. No:	P/00213/015
Officer:	Mr. J. Dymond	Ward:	Chalvey
		Applic type:	Major
		13 week date:	24th June 2013
Applicant:	Mr. Sidhu Sarabjeet		
Agent:	Mr. Steve Groucott, Skerryvore Designs Sexton's Tower, 2, Caerphilly Road, Bassaleg, Newport, NP10 8LE		
Location:	4, 6, 8, High Street, Slough, SL1 1EE		
Proposal:	DEMOLITION OF EXISTING BUILDING AT 6-8 HIGH STREET AND REDEVELOPMENT OF SITE WITH THE ERECTION OF A 4 STOREY BUILDING TO PROVIDE RETAIL UNIT AT GROUND FLOOR LEVEL AND 12 NO. FLATS (10 NO. ONE BEDROOM MAISONNETTES, 2 NO. TWO BEDROOM MAISONNETTES) WITH ASSOCIATED CAR PARKING TO THE REAR (ACCESSED OFF REAR SERVICE ROAD) AND CYCLE STORAGE.		

Recommendation: Delegate to the Head of Planning Policy and Projects



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the application against the development plan and relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for the resolution of outstanding matters relating to layout, access, servicing and refuse storage, consideration of comments from consultees and no substantive objections being received, completion of a Section 106 Agreement, the finalising of conditions and final determination.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is full planning application for the proposed demolition of the existing building at 6-8 high street and the redevelopment of site with the erection of a 4 storey building to provide retail unit at ground floor level and 12 no. flats (10 no. one bedroom maisonettes, 2 no. two bedroom maisonettes) with associated car parking to the rear (accessed off rear service road) and cycle storage.
- 2.2 The applicant has undertaken amendments to the proposal following the submission of the application. The principal change that has been undertaken to the proposed development was to omit the proposed flat at ground floor level fronting the High Street which would instead now be utilised as a retail unit. Balconies have also been added to the front and rear elevations.
- 2.3 Pre-application advice has been provided on the proposal.

3.0 **Application Site**

- 3.1 The site is situated on the south side of the High Street. The site is currently occupied by two pitched roof buildings of two storeys in height with accommodation in their roof spaces which have been extended at ground floor level to the front, side and rear. The applicant is understood to control both 4 High Street and 6-8 High Street.
- 3.2 This application relates to the proposed redevelopment of 6-8 High Street. The existing building comprises a retail unit and storage area at ground floor level with storage at first floor level. The retail unit is understood to have been vacant for a number of years. There is a

travel agent at ground floor level of 4 High Street and there is residential accommodation above. The submitted existing floor plans appear to indicate that this comprises a single six bedroom flat.

- 3.3 The site is situated within the defined town centre as shown on the Slough Local Development Framework Proposals Map. The character of the area is considered to be urban in nature and there are a range of town centre uses in the immediate vicinity of the site.
- 3.4 The site falls within the Secondary Shopping Frontage as shown on the Slough Local Development Framework Proposals Map.
- 3.5 The site is not located within a conservation area and there are no statutorily listed buildings nearby which would potentially be affected. There are no protected trees on the site. It should be noted that Wellington Street is covered by Slough Borough Council Designated Air Quality Management Area 4 (Air Quality Management [No4] Order 2011) which covers the A4 Bath Road from the junction with Ledgers Road/Stoke Poges Lane in an easterly direction along Wellington Street, up to the Sussex Place junction. The area has been designated as such in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality Regulations.
- 3.6 To the north of the site, on the opposite side of the High Street is Kittiwake House, a mixed use development comprising retail units at ground floor level fronting the High Street and 78 no. flats (36 no. one bedroom and 42 no. two bedroom) flats above. Planning permission was granted for this development under planning application P/11033/002 dated 10/04/2008. As viewed from the High Street, the building is eight storeys in height.
- 3.7 To the south and west of the site is Lady Astor Court. This building is broadly 'L' shaped and wraps around the rear and side boundaries of number 4, 6-8 High Street. The building is two storeys in height and is in use as a residential care and nursing home. Burlington Road Health Clinic formerly stood on this site. The Clinic was locally listed.
- 3.8 To the east of the site is IbeX House, a mixed use development comprising retail units at ground floor level fronting the High Street and 24 residential apartments (three no. one bedroom and 21 no. two bedroom) above. Outline planning permission was granted for this development under application reference P/00380/021 dated 23/03/2007; the subsequent reserved matters application was approved under application reference P/00380/022 dated 20/11/2007. As viewed from the High Street, the building is part seven storeys/part three storeys in height. Car parking is provided at ground floor level and to the rear and side of the building.
- 3.9 There is therefore a mixture of building heights and scales in the

immediate vicinity of the site. This area could be seen as marking the entrance to the town centre commercial core and Heart of Slough redevelopment as approached from the west.

4.0 **Site History**

4.1 Previous applications relating to the site are as follows:

P/00213/014 DEMOLITION OF EXISTING BUILDING AND REDEVELOPMENT OF SITE WITH THE ERECTION OF A 5 STOREY BUILDING TO PROVIDE 12 NO. FLATS (6 NO. ONE BEDROOM MAISONNETTES, 1 NO. TWO BEDROOM MAISONNETTE, 4 NO. TWO BEDROOM MAISONNETTES AND 1 NO. TWO BEDROOM PENTHOUSE) WITH ASSOCIATED CAR PARKING TO THE REAR (ACCESSED OFF REAR SERVICE ROAD) AND CYCLE STORAGE.

Withdrawn (Treated As) 19-Mar-2013

P/00213/013 ERECTION OF A SINGLE STOREY REAR EXTENSION & ALTERATIONS TO EXISTING SHOP

Approved with Conditions 13-Jul-1984

The following applications of significance relating to development in the vicinity of the site are also considered to be of relevance:

Kittiwake House

P/11033/005 ALTERATIONS TO SHOP FRONT ON SOUTH ELEVATION INCLUDING PROVISION OF 2. NO STEPPED ENTRANCES AND ALTERATIONS TO SIDE ELEVATION INCORPORATING LEVEL ACCESS IN CONNECTION WITH THE SUBDIVISION OF GROUND FLOOR COMMERCIAL UNIT (CLASS A2) TO 4 NO. UNITS

Approved with Conditions; Informatives 02-Sep-2011

P/11033/004 APPLICATION FOR NON-MATERIAL MINOR AMENDMENT TO PLANNING PERMISSION REFERENCE P/11033/002 DATED 10TH APRIL 2008 FOR ADDITION OF 2NO. STEPS TO FRONT GROUND FLOOR COMMERCIAL UNIT ON SOUTH ELEVATION, ALTERATIONS TO BRICK PLINTH AND WIDENING OF BRICK PILLARS TO 650MM ON SOUTH ELEVATION, INSTALLATION OF 2ND DDA COMPLAINT ENTRANCE TO GROUND FLOOR

COMMERCIAL UNIT ON WEST ELEVATION,
INSTALLATION OF GLAZING TO GROUND FLOOR
WEST ELEVATION.

Approved with Conditions; Informatives 27-Sep-2011

P/11033/003 APPLICATION FOR NON-MATERIAL MINOR
AMENDMENT TO PLANNING PERMISSION
REFERENCE P/11033/002 DATED 10TH APRIL 2008
FOR ADDITION OF STEPS TO FRONT GROUND
FLOOR ENTRANCE TO COMMERCIAL UNIT ON
SOUTH ELEVATION, ALTERATIONS TO BRICK
PLINTH AND WIDENING OF BRICK PILLARS TO
650MM ON SOUTH ELEVATION, INSTALLATION OF
2ND DDA COMPLAINT ENTRANCE TO GROUND
FLOOR COMMERCIAL UNIT ON WEST ELEVATION

Refused; Informatives 28-Apr-2011

P/11033/002 CONSTRUCTION OF A PART A SEVEN / PART
EIGHT STOREY BUILDING, CONSISTING OF 78 NO.
FLATS (36 NO. ONE BEDROOM AND 42 NO. TWO
BEDROOM) WITH OFFICE (A2) AND STORAGE AT
GROUND FLOOR

Approved with Conditions; Informatives 10-Apr-2008

Ibex House

P/00380/023 THE FITTING OUT AND INSTALLATION OF SHOP
FRONTS ON UNITS 1-4.

Approved with Conditions; Informatives 22-Feb-2012

P/00380/022 SUBMISSION OF RESERVED MATTERS PURSUANT
TO OUTLINE PLANNING PERMISSION P/00380/021,
FOR THE DEVELOPMENT OF TWENTY FOUR
FLATS (THREE NO. ONE BEDROOM AND TWENTY
ONE NO. TWO BEDROOM) AND ONE NO. GROUND
FLOOR RETAIL UNITS IN A SEVEN STOREY
BUILDING WITH TWENTY FOUR NO. PARKING
SPACES

Approved with Conditions; Informatives 20-Nov-2007

P/00380/021 OUTLINE PLANNING PERMISSION FOR 24
RESIDENTIAL APARTMENTS, 3 RETAIL UNITS AND
24 CAR PARKING SPACES

Approved with Conditions; Informatives 23-Mar-2007

The Heart of Slough

P/14405/000 THE REDEVELOPMENT / RECONFIGURATION OF THE EXISTING ROUNDABOUT AT THE JUNCTION OF WELLINGTON STREET WITH WILLIAM STREET TO CREATE A CROSSROAD LAYOUT AT THIS ROAD JUNCTION. PLUS THE REMOVAL OF THE EXISTING PEDESTRIAN SUBWAY (UNDERNEATH WELLINGTON STREET), AND ALTERATIONS TO THE FOOTWAYS OF WELLINGTON STREET, WILLIAM STREET AND HIGH STREET WEST ASSOCIATED WITH WORKS TO ENHANCE THE PUBLIC REALM/LANDSCAPING ON THESE STREETS (FULL). IN ADDITION, THE REDEVELOPMENT OF THE FOUR QUADRANT SITES ADJACENT TO THE ROUNDABOUT (THAMES VALLEY UNIVERSITY; BRUNEL BUS STATION, SLOUGH PUBLIC LIBRARY; AND SLOUGH DAY CENTRE AND THE CHURCH OF OUR LADY IMMACULATE AND ST ETHELBERT) INVOLVING DEMOLITION OF ALL EXISTING BUILDINGS EXCEPT FOR THE CHURCH OF OUR LADY IMMACULATE AND ST ETHELBERT TO PROVIDE: 1,598 NEW DWELLINGS; 48,708SQM OF (CLASS B1 USE) OFFICE SPACE; A 120 BED HOTEL; A NEW BUS STATION; 6,085SQM OF COMMUNITY FLOOR SPACE (CLASS D1 USE) INCLUDING PROVISION OF A NEW LIBRARY, CLASS A1 RETAIL USE AND CLASS A3 CAFÉ / RESTAURANT, CLASS A4 USE (PUBS/BARS), CLASS D2 USE (LEISURE) AND ASSOCIATED PUBLIC REALM AND PARKING (OUTLINE).

Approved with Conditions; Informatives 22-Dec-2009

The key regeneration proposal is for the Heart of Slough (SSA13), a highly accessible location which consists of a large area of the town centre around the William Street roundabout. The proposed comprehensive regeneration based on four quadrants will provide community facilities including a new library and bus station, a new residential area on the Thames Valley University site and new commercial buildings. A Masterplan for the Heart of Slough has been prepared.

5.0 **Neighbour Notification**

- 5.1 1-79 Kittiwake House
- 1-25 Ibex House
- Lady Astor Court

Action for Employment
Sky Express Travel
Blue People Personnel
4-4e High Street

In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site. The application was advertised in the 19th April 2013 edition of The Slough Express.

An amended plans reconsultation has been undertaken.

5.2 No representations received.

6.0 **Consultation**

6.1 **Transport and Highways**

Application contained insufficient information to allow for full assessment. Parking standard for town centre is nil and cycle parking will need to be provided in accordance with at least Local Plan Standards which is 1 space per flat. No plans submitted for refuse and recycling and no plans submitted showing tracking for a refuse vehicle. Servicing arrangements need to be clarified.

The developer has offered to dedicate land along the frontage of the development to remove the protrusion of the development and allow the footway to be widened. Recommended that a small contribution is made for surfacing improvement to enhance the setting of the building and remove concrete bollards. Further comments have been sought on the revised plans submitted.

6.2 **Environmental Protection**

Conditions recommended.

6.3 **Thames Water**

No objections.

6.4 **Crime Prevention Design Officer**

No comments received.

6.5 **Environment Agency**

No objection, subject to condition regarding contamination.

6.6 **Planning Policy**

No comments received.

6.7 Town Centre Manager

No comments received.

6.8 Contaminated Land Officer

Condition recommended regarding the submission of a phased risk assessment.

6.9 Drainage Officer

No comments received.

6.10 Dept. of Culture, Media and Sport

No comments received.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Technical Guidance to The National Planning Policy Framework

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

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Housing

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy EN17 – Locally Listed Buildings

Policy H9 – Comprehensive Planning

Policy H14 – Amenity Space

Policy OSC15 – Provision of Facilities in new Residential Developments

Policy S1 – Retail Hierarchy
Policy S8 – Primary and Secondary Frontages
Policy S17 – New Shop Fronts
Policy S18 – Security Shutters
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T13 – Road Widening Lines
Policy T14 – Rear Service Roads
Policy TC2 – Slough Old Town

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires 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 this framework.

Other relevant documents

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013
Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
Slough Local Development Framework Proposals Map
Slough Borough Council Developer's Guide Parts 1-4
Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
Guidelines for Flat Conversions (April 1992)
The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbouring properties;
- 4) Amenity space for residents;
- 5) Transport, parking/highway safety.

8.0 **Principle of Development**

8.1 The site is situated within the identified Slough town centre as shown on the Slough Local Development Framework Proposals Map. The acceptability of the principle of the proposed retail unit and flats is assessed below.

8.2 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This policy requires that

the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.

- 8.3 The spatial strategy proposes to build upon major town centre regeneration schemes such as the Heart of Slough project and promote a sustainable, comprehensively planned, high-quality, high-density, mixed-use environment and ensure that the necessary infrastructure and community facilities/services are located in highly accessible locations.
- 8.4 Flats
- 8.5 Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This policy states that high-density housing should be located in Slough town centre.
- 8.6 The site is within Slough town centre and the provision of flats in this location is considered to be acceptable. This part of Slough town centre is considered to be appropriate for proposals for high density housing.
- 8.7 Retail Unit
- 8.8 Core Policy 1 of the Core Strategy states that proposals for major retail uses will be located in the appropriate parts of Slough town centre. Such development will have to be comprehensively planned in order to deliver maximum social, environmental and economic benefits to the wider community.
- 8.9 Core Policy 6 of the Core Strategy states that all new major retail, leisure and community developments will be located in the shopping area of Slough town centre in order to improve the town's image and to assist in enhancing its attractiveness as a Primary-Regional Shopping Centre.
- 8.10 The site falls within the Secondary Shopping Frontage as shown on the Slough Local Development Framework Proposals Map.
- 8.11 It is considered that the principle of a retail unit of the size proposed would be acceptable in this location in that the proposed development would be located in the shopping area of Slough town centre and would assist in enhancing its attractiveness as a Primary-Regional Shopping Centre.
- 8.12 Comprehensive Development
- 8.13 The applicant was advised at pre-application stage that opportunities for comprehensive development should be pursued where possible in the interests of maximizing the development potential of both number

4 High Street and number 6-8 High Street. Policy H9 of the Adopted Local Plan for Slough sets out that a comprehensive approach should be taken in any residential development scheme to ensure that adjoining land which is capable of development is not sterilised. Commercial schemes which sterilise residential land or prejudice the ability of potential residential units being provided or brought into use will not be permitted.

- 8.14 The submitted design and access statement states that the redevelopment of number 4 High Street will follow after this development and that the development can therefore be considered as two stages of the same process, however the applicant needs to see a positive outcome for the proposed development of number 6-8 High Street in order to free the finances required for stage two.
- 8.15 An indicative street scene elevation was submitted which shows how number 4 High Street could potentially be redeveloped. This elevation shows that a building of a similar appearance, with a reduced height could be erected on the site of number 4 High Street to provide a development that is in keeping visually and also to addresses the transition in height between the building under consideration and Lady Astor Court. It will also be necessary to carefully design the building to ensure that the occupiers of Lady Astor Court are not adversely affected through overlooking, loss of light or over dominance given that there are a significant number of habitable room windows facing the boundary to the side and rear of the site.
- 8.16 Despite this, given that the redevelopment proposed under this application relates only to a building on the site of number 6-8 High Street at this stage, the proposed development needs to be considered in effect as a standalone scheme and it is therefore considered to be important to ensure that it is designed in such a way that it does not have the potential to sterilise adjoining land.
- 8.17 Flank wall windows to habitable rooms have been omitted at ground, first and second floor level and the development is therefore not considered to have the potential to sterilise the land at number 4 High Street through overlooking. Bedroom windows would remain in the flank wall at penthouse level facing west. It has been commented that views from these windows would be out over the roof of the building which would be erected on the site of 4 High Street as there would be a need to provide a building of reduced height on this site to address height and impact issues in relation to Lady Astor Court.
- 8.18 The windows in the flank wall at penthouse level facing east would be to bathrooms and secondary windows to open plan kitchen/lounge areas. These windows are labelled as being obscurely glazed and non opening and this is considered to be acceptable.

8.19 Whilst the proposal under consideration is therefore not for the comprehensive redevelopment of both numbers 4 High Street and 6-8 High Street, it is considered that the proposal does address the future development of number 4 in terms of ensuring that this land is not sterilised and that a form of development could be provided on this site in the future. The proposal is therefore considered to comply with Policy H9 of the Adopted Local Plan for Slough.

9.0 **Design and Impact on the Street Scene**

9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed development should be of a high standard and should reflect the character and appearance of the surrounding area. Policy EN1 of the Adopted Local Plan for Slough sets out detailed design criteria which development proposals are required to comply with and Core Policy 8 of the Core Strategy states the following:

“2. High Quality Design:

All development will:

a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;

b) Respect its location and surroundings;

c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and

d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.”

9.2 **Height and scale**

9.3 As noted above, there is considered to be a mixture of building heights and scales in the immediate vicinity of the site. The proposal would be viewed from the High Street in the context of Ibex House, which is part seven storeys/part three storeys, 4 High Street which is two storeys in height with accommodation in the roofspace and Lady Astor Court which is two storeys in height and set slightly lower than street level. It is therefore considered that the height of the proposal should address the transition between neighbouring buildings in order that it appears in keeping with its surroundings.

9.4 The overall height of the proposed building, including the fourth storey penthouse, would be 12 metres. The three storey element would be 9.3 metres and would broadly line through with the adjacent three storey element of Ibex House to the east.

- 9.5 It is therefore considered that the height of the building satisfactorily addresses the change in building height between IbeX House and Lady Astor Court. It is considered that the proposed scale and massing of the building would be in keeping with surrounding development.
- 9.6 Layout and siting
- 9.7 Turning to the layout and siting of the proposal, the building would front the High Street and would reinforce the building line along the High Street. The proposal addresses the existing issue with respect to the protruding ground floor shop frontage, and it is proposed to dedicate this broadly triangular piece of land of 12.5 square metres to the front of the site as public highway in order that the footway can be improved. The proposed building would be set back behind the new back edge of the footway.
- 9.8 An amenity area is proposed to the rear, along with a separate service court.
- 9.9 Form and materials
- 9.10 The general form of the building would appear to be in keeping with surrounding development. Proposed materials are stated as being sand faced stock bricks in red and render and it is considered that this palette would be in keeping with mixture of materials seen in the surrounding area. Balconies are proposed to the front and rear elevations. These balconies would be aluminium and their design would appear to be similar to those of Kittiwake House on the opposite side of the road. It is considered that the proposed elevations would be in keeping with the character and appearance of surrounding development.
- 9.11 Living conditions for future occupiers
- 9.12 With regard to room sizes, it is considered that the proposal would be acceptable having regard to the standards set out in the Guidelines for Flat Conversions. Turning to daylight and sunlight, an assessment has been submitted which indicates that light levels would be acceptable. Light provision and outlook for future occupiers is considered to be satisfactory.
- 9.13 Rooms are considered to be satisfactorily stacked to prevent the transmission of noise between walls and floors. Details of sound insulation measures will be required by condition.
- 9.14 A service courtyard has been shown to the rear of the site. It will be necessary to ensure that the servicing of the retail unit does not impact on the amenity of the occupiers of the ground floor flat. Servicing should be by way of independent access, separate from the

access utilised by residential occupiers and further consideration is therefore required in relation to servicing arrangements. This is similarly the case for refuse. It is recommended that the application be delegated to the Head of Planning Policy and Projects to allow these matters to be addressed.

- 9.15 With regard to crime prevention, it will need to be ensured that the boundary treatment to the ground floor flats is appropriate and assists in deterring crime. The access to the building considered to be well positioned in terms of it being in public view and accessible from the High Street, however it will need to be separate from the entrance to the retail unit and this aspect of the proposal is therefore considered to require further consideration. Matters relating to air quality and noise and vibration will be addressed through the submission of assessments by condition and mitigation may be required.
- 9.16 Subject to satisfactorily resolution of the above mentioned outstanding matters, the proposal is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework. It is also considered that the proposal would respect the setting of the locally listed building and the proposal would comply with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10.0 **Potential Impact on Neighbouring Properties**

- 10.1 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. This policy also states that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers.
- 10.2 It is considered that the main areas for consideration in relation to the potential impact on neighbouring occupiers would be with respect to the relationship between the proposed flats and Lady Astor Court, and the relationship between the proposed flats and Ibex House to the east. Whilst number 4 High Street forms part of the application site, the existing floor plans for this property show that the first and second floors are used for residential purposes. Given that this building is proposed to remain in situ, it is considered necessary to consider the potential impact of the proposed development on the living conditions of occupiers of this property.

10.3 **Relationship with Lady Astor Court**

- 10.4 The separation distance between the rear elevation of the proposed building and the opposing elevation of Lady Astor Court to the south would be 20 metres. The separation distance between the flank wall of the proposed building and the flank wall of Lady Astor Court to the

west would be 18 metres. The proposal is not considered to give rise to unacceptable impacts on the amenities of the occupiers of Lady Astor Court.

10.5 Relationship with Ibex House

10.6 The three storey element of Ibex House abuts the boundary of the application site. There are flats situated at first and second floor levels with windows facing to the front and rear. There are no windows situated in the flank wall of the three storey element of Ibex House facing the application site.

10.7 The four and seven storey element of Ibex House is set back some 7.2 metres from the boundary with the application site. There are windows and balconies in this elevation facing the site. Angled bay windows have also been utilised to direct views.

10.8 There is the potential for flats to the rear and side of Ibex House to be impacted. Flats 5 and 11 (as labelled on the approved plan) at first and second floor level in the adjacent three storey element are considered to be those units which could potentially experience the greatest impacts. The approved plans show that there are patio doors and balconies to open plan kitchens and living rooms in closest proximity to the site boundary, with second windows to these rooms further along the elevation away from the boundary. The proposed building would appear to intersect the 45 degree horizontal plane from the patio doors at a distance of around 2.5 metres. Flat 4, which is set back from the boundary and faces the site could also potentially be impacted.

10.9 The submitted daylight/sunlight assessment indicates that whilst the potential reduction in daylight and sunlight to windows to these units may be noticeable, the potential impact on these units would be considered 'minor adverse' in the context of Building Research Establishment (BRE) "Site layout planning for daylight and sunlight" standards and would therefore not be considered significant.

10.10 It is not considered that the proposed flats would give rise to unacceptable issues relating to overlooking, overshadowing or loss of privacy.

10.11 Relationship with number 4 High Street

10.12 The submitted daylight/sunlight assessment sets out that the impact on number 4 High Street would be 'moderate adverse'.

10.13 The existing first floor plan of number 4 High Street shows that there is a window in the flank wall elevation at first floor level serving a bedroom. The submitted daylight/sunlight assessment refers to this bedroom window as 'W52'. This window is the only source of light to

this habitable room and it would therefore need to be ensured that daylight and sunlight to this room does not fall below acceptable levels. By reason of the height and proximity of the flank wall of the proposed development at number 6-8 High Street, it would appear that both the 45 degree horizontal and vertical plane from this window would be intersected. As such, the impact would be likely be significant when considered in the context of the 45 degree line of sight standard normally applied through the Residential Extensions Guidelines Supplementary Planning Document. The flank wall windows serving the staircase would also be affected, however as staircases are not considered habitable rooms, there would be considered to be no significant adverse impact to these areas.

10.14 The design and access statement states that it is proposed to 'board over' the flank wall windows once approval is granted as vacant rooms would be rendered uninhabitable. The applicant therefore appears to have acknowledged that the proposed development would impact on living conditions and has indicated that they are prepared to address this. Number 4 High Street forms part of the red line application site and given the applicant's stated intention to carry out alterations to address this issue, it is considered that a condition requiring the submission of a scheme for approval before development commences to address the adverse impacts to window W52 would be appropriate as there is a reasonable prospect of the necessary works being undertaken.

10.15 Whilst simply boarding over the windows so that no light would be provided to the affected bedroom would not be satisfactory, a scheme to change the purpose to which this room is put to a non-habitable use, such as a domestic storage area, or an alteration to the internal layout of the building to provide light to this room would likely be considered to satisfactorily address this issue.

10.16 The proposal would thus comply with Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

11.0 **Amenity Space for Residents**

11.1 The ground floor units would benefit from an area of private outside amenity space, whereas the units on the first and second floors would have balconies.

11.2 It is considered that this amenity space provision would be acceptable and compliant with Policy H14 of The Adopted Local Plan for Slough 2004 and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

12.0 **Transport, Parking/Highway Safety**

- 12.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority’s approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 The location of the site is considered to be sustainable and is accessible by a variety of means of transport, including bus and rail. The applicant is proposing to dedicate land to allow the footway to be widened and a contribution has been recommended for an associated improvement to the public realm to enhance pedestrian movement.
- 12.3 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The parking standard for sites within the town centre is for nil spaces to be provided.
- 12.6 It is considered that this level of parking provision would be acceptable having regard to relevant standards. A condition could be recommended which would prevent occupiers of the flats from being entitled to a local residents parking permit for future and proposed schemes to limit pressure on surrounding on-street parking.
- 12.7 Turning to cycle parking provision, it has been requested that individual cycle lockers/storage units are provided for future occupiers to utilise. A condition could be imposed regarding the submission of details for approval prior to the commencement of the development.
- 12.8 As noted above, servicing and refuse storage arrangements are considered to require further consideration.
- 12.9 Subject to the satisfactory resolution of outstanding matters, the proposal is considered to comply with Core Policy 7 of the Core Strategy; Policy T2 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.
- 13.0 **Planning Obligations**
- 13.1 The proposed development would include the creation of 12 no. flats. As such, the proposed development would fall below the threshold for affordable housing and education contributions as set out in the Developer’s Guide and contributions would therefore not be applicable.
- 13.2 A Section 106 Agreement will be required for the dedication of the land to the front of the site to the Highway Authority for use as

footway. This will provide for improved pedestrian movement as the footway can be widened. A contribution is also sought for surfacing improvements and the removal of concrete bollards to enhance the public realm.

13.3 This obligation is considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010, it is considered that the proposal would comply with Core Policy 8 of the Core Strategy; Policy H14 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

14.0 **Process**

14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The applicant sought pre-application advice and this was provided. Amendments have been sought during the course of the application to address concerns. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

15.0 **Summary**

15.1 This is a town centre site and a sustainable location for a mixed use development to provide a retail unit and flats. It is understood that the existing building at 6-8 High Street is vacant and the retail unit has not been utilised for some time. It is therefore considered that the proposed redevelopment would be acceptable and would support the regeneration already underway in the town centre and Heart of Slough.

15.2 Based on the information provided, it is not considered that the proposal would give rise to significant detriment to neighbouring occupiers such that it would be undue in planning terms and would warrant refusal of the application. The proposed development is not considered to prejudice the development of 4 High Street in the future and the proposal would therefore not sterilise adjacent sites.

15.3 The design and appearance of the building would be in keeping with the other contemporary mixed use developments in the vicinity of the site, notably Ibex House and Kittiwake House.

15.4 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations.

15.5 It is recommended that the application be delegated to the Head of Planning Policy and Projects for the resolution of outstanding matters relating to layout, access, servicing and refuse storage, consideration of comments from consultees and no substantive objections being

received, completion of a Section 106 Agreement, the finalising of conditions and final determination.

PART C: RECOMMENDATION

16.0 **Recommendation**

- 16.1 Delegate to the Head of Planning Policy and Projects for the resolution of outstanding matters relating to layout, access, servicing and refuse storage, consideration of comments from consultees and no substantive objections being received, completion of a Section 106 Agreement, the finalising of conditions and final determination.

On the basis that all outstanding matters are adequately addressed then the following conditions (headings only) would be applied.

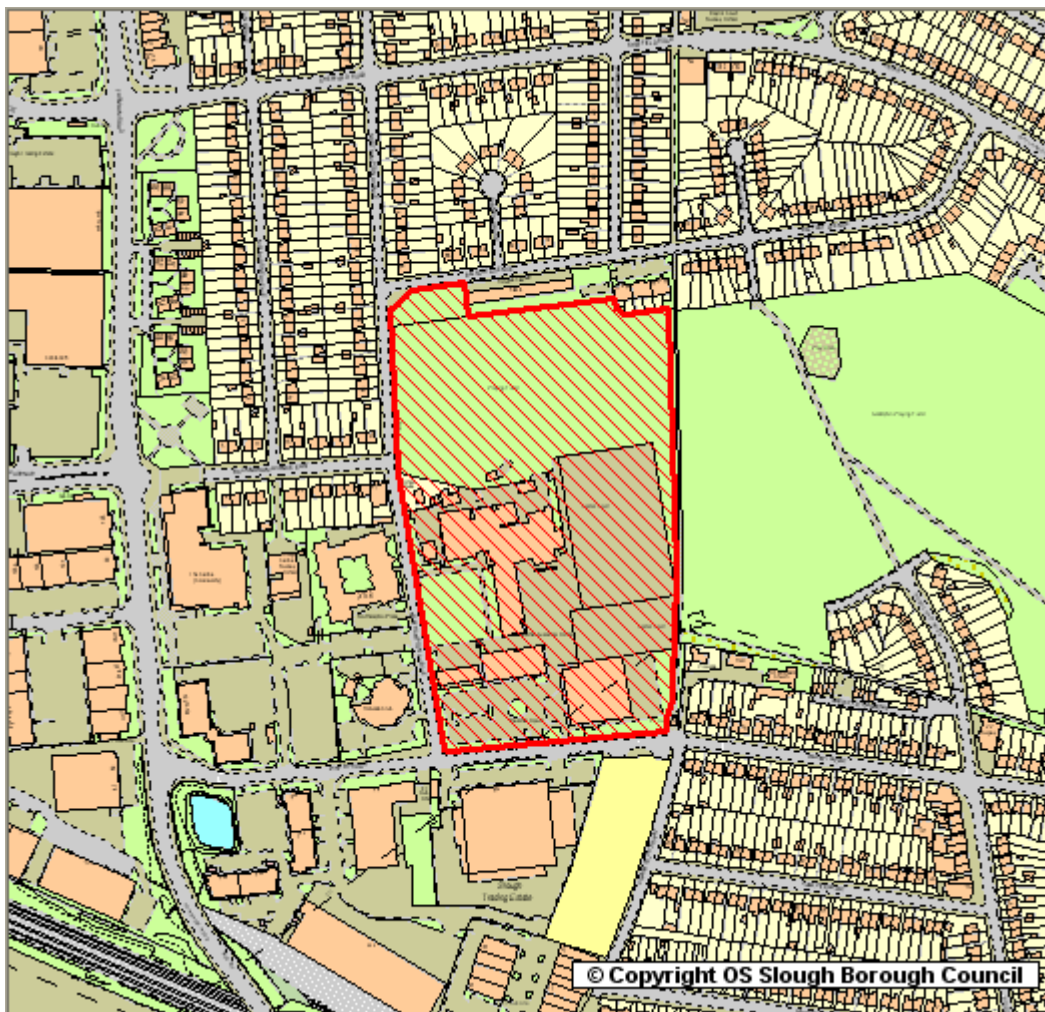
PART D: LIST OF CONDITIONS - HEADINGS

1. Commencement within three years from the date of this permission;
2. Development to be carried out in accordance with approved plans;
3. Submission of external material samples;
4. Submission of surfacing samples;
5. Submission of landscaping scheme;
6. Submission of boundary treatment;
7. Retail unit to only be used as a shop and for no other purpose;
8. Submission of details of shop fronts;
9. Hours of shop opening;
10. Hours of shop deliveries;
11. Submission of details of shop serving arrangements;
12. Measures to prevent crime;
13. Submission of lighting scheme;
14. Submission of contaminated land phased risk assessment;
15. Submission of remediation strategy if contamination not previously identified is found;
16. Submission of drainage details;
17. Submission of air quality assessment and scheme for mitigation;
18. Submission of noise and vibration assessment and scheme for mitigation;
19. Scheme for insulation between walls and floors;
20. Submission of cycle storage details;
21. Submission of refuse storage details;
22. No resident to be entitled to a parking permit for a local parking zone;
23. Submission of a scheme to address the adverse impacts to window W52 as identified in submitted daylight/sunlight assessment;

24. Notwithstanding windows in west elevation of penthouse, flank wall windows to be obscurely glazed and high level opening;
25. Hours of construction;
26. Submission of Working Method Statement;
27. Submission of measures to control waste during construction.
28. Renewable Energy
29. Sustainable Construction

Registration Date:	29-Apr-2013	Applic. No:	P/03857/020
Officer:	Mr. J. Dymond	Ward:	Farnham, Baylis and Stoke
		Applic type:	Major
		13 week date:	29th July 2013
Applicant:	Ms. C/O Agent		
Agent:	Miss Mairi Morse, CSK Architects 93a, High Street, Eton, Windsor, SL4 6AF		
Location:	Herschel Grammar School, Northampton Avenue, Slough, SL1 3BW		
Proposal:	DEMOLITION OF EXISTING SIXTH FORM AND MODERN LANGUAGES BUILDINGS AND ERECTION OF A NEW PART TWO/PART THREE STOREY BUILDING TO PROVIDE SIXTH FORM CENTRE.		

Recommendation: Delegate to of Planning Policy and Projects



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for formal determination following consideration of revisions to the travel plan, completion of a Section 106 Agreement and finalising of conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the proposed demolition of the existing sixth form centre and modern languages buildings and the erection of a new sixth form centre to provide purpose built accommodation.
- 2.2 The proposed sixth form centre would be part two/part three storeys in height. It would be erected on the site of the buildings to be demolished.
- 2.3 At ground floor level, it is proposed to provide classrooms and an exam hall. At second floor level, there would be classrooms and a sixth form common room. At third floor level, a library and function room is proposed along with a terrace.
- 2.4 This application follows the withdrawn of an application for a similar development in March 2013. This application was withdrawn to allow for information requirements regarding potential transport impact to be addressed.

3.0 **Application Site**

- 3.1 The use of the site is established for Class D1 secondary education purposes. The school buildings are grouped to the south west of the site, towards the Northampton Avenue/Whitby Road junction. The school playing fields are to the north and east. There is an indoor sports complex to the south east.
- 3.2 The surrounding area is predominantly residential in nature with employment uses to the south side of Whitby Road.

4.0 **Site History**

- 4.1 P/03857/019 DEMOLITION OF EXISTING SIXTH FORM AND MODERN FOREIGN LANGUAGES BUILDINGS AND ERECTION OF A NEW PART TWO/PART THREE STOREY BUILDING TO PROVIDE SIXTH FORM CENTRE.

Withdrawn by Applicant 01-Mar-2013

- P/03857/018 ERECTION OF A THREE STOREY STRUCTURE TO FRONT OF MAIN BUILDING TO PROVIDE WALKWAY AND LIFT ACCESS

Approved with Conditions; Informatives 25-Feb-2013

- P/03857/017 ERECTION OF A SINGLE STOREY EXTENSION TO DINING ROOM.

Approved with Conditions; Informatives 25-Feb-2013

- P/03857/016 ERECTION OF A GROUNDS STORE BUILDING WITH PITCHED ROOF

Approved with Conditions; Informatives 07-Mar-2008

- P/03857/015 ERECTION OF A SINGLE STOREY PITCHED ROOF BUILDING COMPRISING OF THREE NO. CLASSROOMS

Approved with Conditions; Informatives 21-Apr-2006

- P/03857/014 ERECTION OF A SINGLE STOREY PITCHED ROOF CLASSROOM BUILDING

Approved with Conditions; Informatives 13-Apr-2006

- P/03857/013 VARIATION OF CONDITION NO.29 OF PLANNING PERMISSION P/03857/012 IN RELATION TO SIGHT LINES ON WHITBY ROAD

Approved with Conditions; Informatives 25-Mar-2004

- P/03857/012 THE ERECTION OF A SPORT HALL AND THE LAYING OUT OF AN ARTIFICIAL SURFACE SPORTS PITCH WITH 8 NO FLOODLIGHTING COLUMNS, 4 NO TENNIS COURTS, RUGBY PITCH, CRICKET SQUARE, RUNNING TRACK AND ASSOCIATED PARKING (AMENDED PLANS RECEIVED 19/03/03)

Approved with Conditions; Informatives 28-May-2003

P/03857/011 ERECTION OF A NEW MUSIC ROOM AND DRAMA BLOCK WITH A FLAT ROOF

Approved with Conditions; Informatives 22-Jan-2001

P/03857/010 REPLACEMENT OF WINDOWS AND CLADDING WITH NEW ALUMINIUM WINDOWS AND OPAQUE PANELS

Approved with Conditions 06-Jul-1999

P/03857/009 ERECTION OF A NEW SPORTS HALL WITH CHANGING FACILITIES, BAR/ FUNCTION ROOM AND MULTI PURPOSE DANCE/DRAMA STUDIO, THE LAYING OUT OF 2NO. SYNTHETIC PITCHES WITH 15 NO. FLOODLIGHTING COLUMNS AND 2 NO. STORES AND THE FORMATION OF ACCESS AND CAR PARK (OUTLINE) (AMENDED PLANS 11/1/99)

Withdrawn (Treated As) 31-Oct-2002

P/03857/008 ERECTION OF NEW DRAMA STUDIO WITH ASSOCIATED STORAGE

Approved with Conditions 17-Dec-1997

P/03857/007 USE OF PLAYGROUND FOR CAR BOOT SALE

Approved with Conditions; Informatives 27-Jun-1995

P/03857/006 INSTALLATION OF 12 NO. TEMPORARY CLASSROOMS (AMENDED PLANS 28/04/94)

Approved with Conditions 12-May-1994

P/03857/005 RE-CLADDING OF EXTERNAL ELEVATIONS

Approved with Conditions 18-May-1994

P/03857/004 CONSTRUCTION OF FIRE ESCAPE STAIRCASE

Approved with Conditions 10-May-1993

P/03857/003 CONTINUED USE OF PLAYGROUND FOR CAR BOOT SALES ON SATURDAYS 0700-1300 HOURS.

Approved (Limited Period Permission) 03-Aug-1992

P/03857/002 USE OF PLAYGROUND FOR CAR BOOT SALES
ON SUNDAYS. 0700-1300 HOURS.

Approved (Limited Period Permission) 24-Jul-1991

5.0 **Neighbour Notification**

- 5.1
- 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, Belfast Avenue, Slough, SL1 3HF;
 - Flats 1 – 57, Northampton Place, 82, Northampton Avenue, Slough, SL1 3FT;
 - Rotunda Youth & Community Centre, Northampton Avenue, Slough, SL1 3BP;
 - 63, Whitby Road, Slough, SL1 3DP;
 - WH Smith News, 105, Whitby Road, Slough, SL1 3DR.

5.2 In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site and the application was advertised in the 31st May 2013 edition of The Slough Express.

5.3 No objections received.

6.0 **Consultation**

6.1 **Environment Agency**

Application deemed to have a low environmental risk.

6.2 **Traffic and Road Safety/Highways Development**

Travel plan is of a good quality, however points need addressing. A Section 106 Agreement will be required for the implementation of the travel plan and to limit the school roll to 930 pupils.

6.3 **Tree Management Officer**

Comments provided regarding tree protection and condition recommended for the submission and approval of an arboricultural method statement.

6.4 **Principal Engineer - Drainage**

No comments received.

6.5 **Environmental Protection**

No comments received.

6.6 Thames Water

Comments provided with respect to surface water drainage and condition regarding piling. No objection with regard to water infrastructure. Informative recommended.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework

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

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 and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN2 – Extensions
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy OSC2 – Protection of School Playing Fields

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

7.2 There are considered to be a number of issues relevant to the assessment of this application. The main issues are considered to be as follows:

- Principle of development
- Design and Impact on street scene

- Highways and transport
- Impact on neighbour amenity
- Trees and landscaping

8.0 **Principle of Development**

- 8.1 The use of the site is established for Class D1 secondary education purposes. The proposed development would replace the existing sixth form and modern languages buildings with a new building providing dedicated sixth form facilities as well as providing other additional teaching and learning facilities.
- 8.2 It is understood that the existing sixth form centre is considered to provide inadequate provision of both teaching and ancillary spaces in terms of both quality and quantity. There is also no step free access to the first floor accommodation. The proposal seeks to address these issues.
- 8.3 Pupil numbers would increase by up to 30 pupils. There are understood to be 899 pupils at the school at present. Pupils are aged between 11-18. There are 100 members of staff and there may be a nominal increase in staff numbers associated with the proposal.
- 8.4 The National Planning Policy Framework states at para. 72 that “local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”
- 8.5 Core Policy 6 of the Core Strategy similarly supports the provision of community facilities including education uses.
- 8.6 The supplementary text to Core Policy 5 of the Core Strategy which relates to employment identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools and colleges.
- 8.7 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of the Core Strategy.
- 8.8 The proposals are considered to be acceptable in principle as they would support the continued operation of the school and provide improved and additional facilities for pupils.
- 8.9 The submitted plans show that temporary classrooms would be sited to the north of the main school building. There is considered to be no objection to the provision of this temporary accommodation

and a condition is recommended regarding the siting and use of these temporary classrooms.

- 8.10 The proposed sixth form centre would support the continued use of the site for education purposes and provide improved facilities. The proposed development is considered to comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9.0 **Design and Impact on Street Scene**

- 9.1 Core Policy 8 of the Core Strategy and Policies EN1 and EN2 of The Adopted Local Plan for Slough require that development shall be of a high quality design which shall respect its location and surroundings and provide amenity space and landscaping as an integral part of the design. The National Planning Policy Framework states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

- 9.2 The proposed sixth form centre would be part two storey/part three storey in height.

- 9.3 The proposed building has been designed such that the three storey element would be sited adjacent to the existing four storey main school building. The lower two storey element would be sited towards Northampton Avenue and would be set back from the road.

- 9.4 The proposed building would be sited adjacent to the main school building. The siting of the proposed buildings is considered to be reasonably well related to the existing buildings on the site. The proposal is considered to respect the general pattern of development on the site in terms of maintaining the group of school buildings to the south west of the site and maintaining open playing fields to the east. Whilst the proposed building would be visible from both Northampton Avenue and Whitby Road, it is not considered that it would be overly prominent or visually intrusive and as such it is not considered to have an adverse impact on the street scene.

- 9.5 The proposed building is considered to be acceptable in design terms. Proposed materials would be white brick, and off white render. Coloured features are proposed to mark entrances. Windows and external doors would be powder coated aluminium and the proposed canopy would be metal with timber columns.

- 9.6 Associated works to the hard landscaping around the building are proposed. These works are considered to be in keeping.

- 9.7 The proposed sixth form centre is considered to be acceptable in design and street scene terms and would comply with Core Policy 8

of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy EN1 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

10.0 **Highways and Transport**

- 10.1 The main issues in relation to highway and traffic matters are considered to be with regard to trip generation, parking, improving pedestrian and cycle accessibility, and promoting sustainable transport to and from the site.
- 10.2 As noted above, pupil numbers would increase by up to 30 pupils. There are understood to be 899 pupils at the school at present. There are 100 members of staff and there may be a nominal increase in staff numbers associated with the proposal.
- 10.3 There are 83 no. car parking spaces on the site and these would be retained.
- 10.4 A school travel plan has been prepared and submitted with the application. The travel plan proposes measures that Herschel Grammar School will use to promote sustainable transport to and from the site.
- 10.5 The travel plan proposes measures to promote walking, cycling and car sharing. Road safety and will also be promoted. The submitted travel plan is considered to be of good quality, however points have been identified which require addressing and the applicant has been made aware of this. It is proposed to recommend that the application be delegated to the Head of Planning Policy and Projects to allow for revisions to the travel plan to be considered.
- 10.6 The Council's Transport consultant considers that a Section 106 Agreement will be required for the implementation of the travel plan and to limit the school roll numbers to 930 pupils.
- 10.7 These obligations, which are considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010, will be secured through a Section 106 Agreement.
- 10.8 Subject to an undertaking for a financial contribution for appropriate mitigation measures being received, it is considered that highway and transport issues would be acceptable and the development would comply with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies T2 and T8 of The Adopted Local Plan for Slough 2004 and the National Planning Policy Framework.

11.0 **Impact on Neighbour Amenity**

11.1 The nearest residential occupiers to the site are located at Northampton Place which is situated on the opposite side of Northampton Avenue.

11.2 The proposed development is not considered to have an undue impact on the amenity of neighbouring occupiers.

11.3 In terms of impact on neighbour amenity, the proposed development is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

12.0 **Trees and Landscaping**

12.1 The Council's Tree Officer has recommended that a condition be imposed requiring the submission and approval of an arboricultural method statement. It is considered that this would be reasonable and necessary having regard to the provisions of Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

13.0 **Process**

13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. The development is considered to be sustainable and is considered to accord with the requirements of the National Planning Policy Framework.

14.0 **Summary**

14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received from consultees and other interested parties, and all other relevant material considerations.

14.2 It is recommended that the application be delegated to the Head of Planning Policy and Projects for formal determination following consideration of revisions to the travel plan, completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

15.0 **Recommendation**

- 15.1 Delegate to the Head of Planning Policy and Projects for formal determination following consideration of revisions to the travel plan, completion of a Section 106 Agreement and finalising of conditions.

PART D: LIST OF CONDITIONS

CONDITIONS:

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

(a) Drawing No. 1423/G/01, Dated Dec 2012, Recd On 29/04/2013

(b) Drawing No. 1423/G/02, Dated Dec 2012, Recd On 29/04/2013

(c) Drawing No. 1423/G/03, Dated Dec 2012, Recd On 29/04/2013

(d) Drawing No. 1423/G/04, Dated Dec 2012, Recd On 29/04/2013

(e) Drawing No. 1423/G/05, Dated Dec 2012, Recd On 03/05/2013

(f) Drawing No. 1423/MFL/01, Dated Dec 2012, Recd On 29/04/2013

(g) Drawing No. 1423/MFL/02, Dated Dec 2012, Recd On 29/04/2013

(h) Drawing No. 1423/MFL/03, Dated Dec 2012, Recd On 29/04/2013

(i) Drawing No. 1423/SF/01, Dated Dec 2012, Recd On 29/04/2013

(j) Drawing No. 1423/SF/02, Dated Dec 2012, Recd On 29/04/2013

(k) Drawing No. 1423/SF/03, Dated Dec 2012, Recd On 29/04/2013

(l) Drawing No. 1423/SF/04, Dated Dec 2012, Recd On 29/04/2013

(m) Drawing No. 1423/SF/05, Dated Dec 2012, Recd On 03/05/2013

- (n) Drawing No. 1423/SF/06, Dated Dec 2012, Recd On 03/05/2013
- (o) Drawing No. 1423/SF/07, Dated Dec 2012, Recd On 03/05/2013
- (p) Drawing No. 1423/SF/08, Dated Dec 2012, Recd On 03/05/2013
- (q) Drawing No. 1423/SF/09, Dated Dec 2012, Recd On 03/05/2013
- (r) Drawing No. 1423/SF/10, Dated Dec 2012, Recd On 03/05/2013
- (s) Drawing No. 1423/SF/11, Dated Dec 2012, Recd On 03/05/2013
- (t) Drawing No. 1423/SF/12, Dated Dec 2012, Recd On 03/05/2013

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. Samples 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. Samples of external materials to be used in the construction of the access road, pathways and communal areas within 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 Local Adopted Plan for Slough 2004.

5. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

6. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

7. No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Adopted Local Plan for Slough 2004.

8. Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as such thereafter.

REASON To ensure that the proposed development is satisfactorily drained in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) site lighting
- (vi) proposed method of piling for foundations
- (vii) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- (viii) the route of construction traffic to the development

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

10. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in

accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

12. Prior to the development hereby approved first being brought into use, a scheme shall be submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

13. Prior to the development hereby approved first being brought into use, details of the cycle parking provision (including location, housing and cycle stand details) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

14. Prior to the occupation of the development hereby granted permission, a school travel plan shall be submitted to the Local Planning Authority for approval in writing. This plan shall set out measures and targets to reduce car travel to the school, based on Slough Borough Council guidance. The travel plan shall set out a five year programme of scheme and initiatives, identified in conjunction with Slough Borough Council and it shall be reviewed on an annual basis in accordance with the timescale laid out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. No impact piling shall take place until a piling method statement

(detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON In the interests of safeguarding underground sewerage utility infrastructure in close proximity in accordance with Core Policies 8 and 10 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008. Piling has the potential to impact on local underground sewerage utility infrastructure.

16. No temporary classrooms shall be sited until such time as details have first been submitted to the Local Planning Authority and approved in writing as to the siting, size, design, external appearance, duration of use and restoration of land following removal of the temporary classrooms. The temporary classrooms shall only be sited and used strictly in accordance with the approved details.

REASON In the interests of providing suitable temporary classrooms, and in the interests of visual amenity and transport, in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

17. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources (as described in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007)). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the development hereby permitted. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy NRM11 of the South East Plan, May 2009.

18. Following practical completion of the building hereby permitted, the building shall not be occupied until details of compliance

with the Building Research Establishment BREEAM (or subsequent equivalent quality assured scheme) overall 'Very Good' has been achieved.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy CC4 of the South East Plan, May 2009.

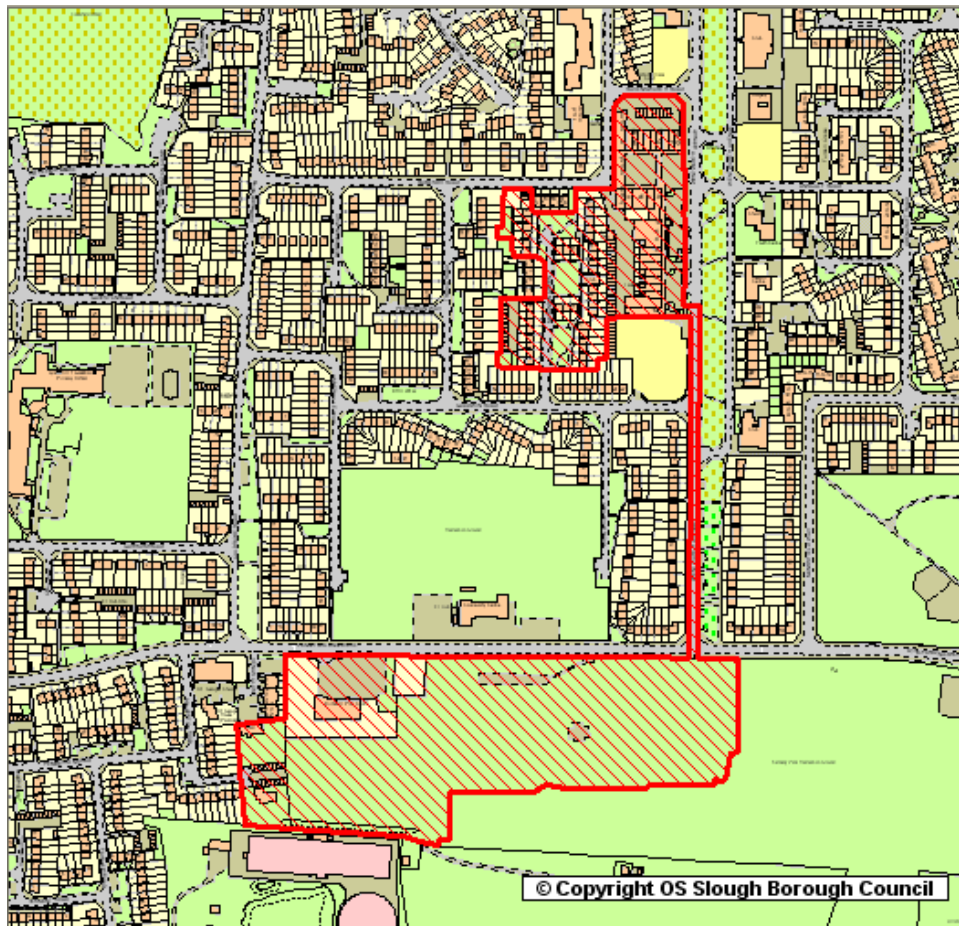
INFORMATIVES:

1. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.
2. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
3. 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. 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.

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Registration Date:	15-May-2013	Applic. No:	P/15513/000
Officer:	Mr. Albertini	Ward:	Britwell
		Applic type:	Major
		13 week date:	14th August 2013
Applicant:	Mr. Garry Tarvet, Countryside Properties (UK) Ltd		
Agent:	Mr. David Phillips, GL Hearn 20, Soho Sqaure, London, W1D 3QW		
Location:	Land At Kennedy Park, Long Furlong Drive And At Marunden Green, Wentworth Avenue, Britwell, Slough, Berkshire, SL2		
Proposal:	<p>FULL PLANNING APPLICATION FOR DEMOLITION AND REDEVELOPMENT OF TWO LINKED DEVELOPMENT SITES (SITE 2A KENNEDY PARK AND 2B WENTWORTH AVENUE SHOPS/ MARUNDEN GREEN). SITE 2A COMPRISES 171 RESIDENTIAL UNITS, 980 M2 OF RETAIL USE (USE CLASSES A1, A2, A3 AND A5) AND 411 M2 RETAIL SPACE, HEALTH CENTRE OR NURSERY (USE CLASSES A1, A2, A3, A5 AND D1). SITE 2B COMPRISES 87 RESIDENTIAL UNITS AND 195 M2 OF RETAIL USE (USE CLASSES A1). SURFACE CAR PARKING AND CYCLE PARKING PROVISION; AMENITY SPACE; ACCESS AND ASSOCIATED AND ANCILLARY DEVELOPMENT ACROSS BOTH SITES ALSO FORM PART OF THE PROPOSALS.</p>		

Recommendation: Delegate to the Head of Planning Policy and Projects



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to the Head of Planning Policy for satisfactory conclusion of outstanding matters, agreement of draft Section 106 agreement and completion of conditions.

PART A: BACKGROUND

2.0 **Proposal**

2.1 The site forms part of a Council initiated regeneration project that aims to remove some of the problems associated with the existing Wentworth Avenue shopping area and flats above and also improve both facilities for local residents and rented housing stock. The Council, through competitive tender, are appointing Countryside Properties to develop Council owned land for mixed tenure housing, new social rent homes for the Council, a net increase in affordable housing, and a new shopping centre.

2.2 The site is effectively split into 2. The Kennedy Park site (2A) will have 171 homes including 14 flats at a density of 45 units per hectare plus a retail centre. 40% of the homes will be affordable housing. The Wentworth Avenue site (2B) will have 87 homes including 7 flats at a density of 44 units per hectare plus a small shop and an open space. Taking account of demolitions on site 2B there will be a net increase of 16 homes on that site. The proportion of affordable housing is 45%.

2.3 Overall 41.5 % of the homes will be affordable housing; 53 social rent for the Council and 54 shared ownership for Catalyst Housing Association. The overall net increase in homes across both sites will be 187.

2.4 The breakdown of residential accommodation proposed is:

- 15 - one bedroom flats (5 social rent, 10 shared ownership)
- 6 - two bedroom flats (2 social rent, 4 shared ownership)
- 106 - two bedroom houses (6 social rent, 32 shared ownership)
- 121 - three bedroom houses (30 social rent, 8 shared ownership)
- 10 - four bedroom houses (social rent)

2.5 The main retail area will be on Kennedy Park close to the Wentworth Avenue / Long Furlong Drive junction and combined with a bus stand. The single storey main building will comprise one large unit (372 sqm.), intended for a small convenience store and 6 smaller units (99 sqm. each). A separate building (411 sqm.) next to

the park, will be either retail or community uses e.g.; health, nursery.

- 2.6 A small 195 sqm. shop is planned for the corner of Wentworth Ave. and Ravensworth Road.
- 2.7 The proposal involves demolition of all remaining buildings on both the sites. The existing retail area, before recent partial demolition, comprised approximately 2,500 sqm.
- 2.8 All houses will be two storey and the 3 blocks of flats will be 3 storey. Houses are linear terraces with flat blocks marking some corners. Homes face the street with frontage or, in places, kerb side parking and no rear parking courts. Roads are designed to limit speeds and most will be shared surface.
- 2.9 For site 2A, Kennedy Park a key feature is 5 access points off Long Furlong Drive leading through to and giving clear views through to Kennedy Park beyond. These are tree lined with homes set back from the shared surface road. One access will be the inward bus and service access for the shopping area. The exit from the shops will be onto a new roundabout at the south end of Wentworth Ave. Homes on the southern edge will face Kennedy Park.
- 2.10 Pemberton Road will serve one new house and will have a pedestrian/cycle link to the new development.
- 2.11 Of the 3 oak trees near the west end of the site one is in poor health and will go. The 3 oaks south of the retail area will be retained. Most of the small trees near the reservoir will go.
- 2.12 The frontage of the retail area faces east away from houses with 49 parking spaces opposite. Adjacent is a path/cycleway linking Wentworth Avenue to Pentland Road and the Northborough estate. The retail area incorporates a bus stand. This will allow all buses going to the town centre to use one stop whatever route they take. Pedestrian crossings on Long Furlong Drive are proposed either side of the roundabout next to the retail area and one will be near the west end of the site on the route to Lynch Hill School.
- 2.13 For site 2B at Wentworth Ave/ Marunden Green the key layout feature is a central green with houses overlooking it. This will be accessed as now from Marunden Green but with a road link onto Rokesby Road also. Along Wentworth Ave, where the car park is now, houses will line most of the street from the new community building northwards. The existing pedestrian link from Rokesby Road to Wentworth Avenue will be retained in the form of a shared surface access way lined with houses. On Ravensworth Road there will be corner block of 3 storey flats two houses and a small shop on the Wentworth Ave corner.

- 2.14 Some of the trees in Marunden Green will be retained in the new open space but the group near the back of Goodwin Road homes will be lost. The overall open space will be 0.23 hectares in size.
- 2.15 The scheme includes unallocated car parking spaces that the occupiers of the 24 retained flats can use – 12 kerbside spaces in Marunden Green and 8 spaces off Rokesby Road in a small plot of vacant land next to 38 Rokesby Road.
- 2.16 For both sites houses have 2 parking spaces each. Cycle stores are provided for all homes on the frontage or for end of terrace homes the rear garden. Bin stores are on the frontage. No rear garden access paths are proposed.
- 2.17 All affordable homes will be built to lifetime homes standard. All homes will be built to level 3 of the code for sustainable homes. The retail units will be built to BREEAM standard of very good. The development will include photovoltaic panels to generate electricity from light.
- 2.18 Regarding architectural design the applicant refers to a contemporary version of the garden city suburb. Some of the architectural details can be seen in the surrounding area of Britwell. Gable ends, brick or render finishes and steep pitched roofs are proposed. Mock chimneys break up the roof line. Some facades will have coloured boarding as well as simple porch canopies. Ends of terraces generally have projecting gables as ‘book ends’.
- 2.19 Facades will share common features to create an underlying unity but façade treatment will vary from street to street to provide character areas. The palette of materials used will be good quality but be limited in range.
- 2.20 The retail buildings will be more modern to act as focal point. The main building will have a waveform canopy roof as a visual landmark and practical means of shelter.
- 2.21 A draft Section 106 agreement outlines financial contributions for education, transport/parking, Kennedy Park enhancements and maintenance plus works to form a path to Pentland Road. The Park enhancements are to provide recreation for the new population, to compensate for the loss of some open space and provide alternative recreation space (re the Burnham Beeches issue – see para 2.22 below).
- 2.22 Supporting statements have been submitted by the applicant for transport, flooding, ecology, design, planning, ground investigation, sustainability, community consultation. The ecology study outlines issues associated with the proximity of Burnham Beeches, a special

area of conservation in particular the need for local informal recreation space to limit increase demand on Burnham Beeches.

3.0 **Application Site**

- 3.1 The first site, known as 2A (4.46 hectare), covers part of Kennedy Park plus an area off Pemberton Road used by the scouts and guides etc., the old play centre/family welfare building recently used by the recycled teenagers project and the old lodge compound. The second site, 2B (2.01 hectare), covers all the Wentworth Avenue shopping centre plus the now cleared Marunden Green area excepting the retained flats on the west of that road.
- 3.2 The Kennedy Park site comprises amenity grass land sloping slightly to the south east, some skate board ramps, a few mature trees, young trees near the scout/guides buildings and a boundary hedge alongside the road. Key oak trees now benefit from Tree Preservation Orders.
- 3.3 To the west are Pemberton Road homes, Venus Close flats with St. George's church beyond. Opposite to the north are the Parish Council Britwell Community Centre, playing field and houses fronting the road. To the east is a grass area and beyond a grassed mound and the new scout and guide buildings adjacent to Long Furlong Drive. The mound is a former landfill site but is capped to modern day standards. To the south, near the west side of the site, is a covered reservoir. For the rest of south boundary the park grass land continues up to the rough grassland belonging to Segro and extending to the edge of the Northborough estate. The Segro land is a historic landfill site. A well used informal path crosses this land from Pentland Road to Wentworth Ave.
- 3.4 The Wentworth Avenue site, inclusive of Marunden Green, has been partially cleared of buildings with just a few shops remaining. It contains some ornamental trees. To the west are residential properties of Travic Road plus a 3 storey block flats that fronts the site. To the south are rear gardens of Goodwin Road homes and the new Community Building. To the north is a second 3 storey block of flats on Rokesby Road and residential roads surround the rest of the site. New homes are being built opposite on the old service station site. The east is Wentworth Ave with community buildings opposite beyond a band of trees and the recently built homes on the former Jolly Londoner site.
- 3.5 Until recently site 2B contained flats in the tower above the shops and elderly person bungalows at Marunden Green totalling 71 homes.
- 3.6 The site is in the middle of Britwell with primary and secondary schools nearby and is well served by buses to the town centre

some of which extend to Heathrow and Langley. It is within walking distance of the northern part of the Trading Estate but the most direct route involves a scramble down a muddy embankment at Pentland Road. That informal path is also the most direct route for pedestrians from the Northborough area to access local community facilities and shops.

4.0 **Site History**

4.1 Outline application for 97 homes and 2,322 square metres of retail/community uses plus bus turning area on Long Furlong Drive. Approved in principle March 2010. Ref. No. S/134/10. Application not progressed.

Various approvals for demolition of Marunden Green bungalows and Wentworth Ave flats.

5.0 **Neighbour Notification**

5.1 1 letter of support. 6 objections raising concerns of :

- Overlooking/loss of privacy
- Loss of 5 mature trees (site 2B rear Goodwin Rd.)
- Loss of trees result in loss of wildlife/birds
- (layout change from earlier plans)
- Extra traffic especially. L Furlong/L Readings Junction
- St. Georges Church; focal point of local community – loss of view of church down Long Furlong Rd.
- Road link connecting Goodwin Rd to Rokesby Rd will cause problems/misuse.
- Loss of (retail) car park used by new community centre – street parking will cause congestion.
- Loss of property value.

5.2 In response the separation distances are typical of a new development such that any overlooking is not significant for a suburban area. In some places existing residents have benefitted from no homes or no upper storeys near their home.

5.3 The loss of a view of the Church is an unfortunate consequence of using the Park for development. Setting back the building line would result in either a smaller development or loss of more of the Park.

5.4 The new community centre has a small car park and 9 spaces are available in a lay by on the east side of Wentworth Ave. Parking restrictions, to protect the 9 spaces for centre users, are planned.

5.5 Loss of property value is not a planning matter.

- 5.6 Tree loss and traffic are referred to below.
- 6.0 **Consultation**
- 6.1 Traffic
Request various changes to and clarification of trip generation and distribution figures to assess the impact of the development on the highway network. Some road junctions on the edge of Britwell may be affected. Mitigation measures need to be agreed. Details of travel plan monitoring need to be agreed. A response from the applicant is awaited.
- 6.2 Highways
Long Furlong Drive roundabout needs altering to achieve forward visibility. A revised plan is under discussion which involves moving parking areas next to a protected tree. A road safety audit will be needed regarding detail design of highways.
- 6.3 Environmental Quality
Information has been submitted about the land under the site and the former landfill next to the site. Clarification or further information for some specific points is requested. Request conditions to cover submission and implementation of a remediation strategy.
- 6.4 Housing
Seek more social rent homes but the private units are too small to be converted to social rent tenure so will accept a financial contribution instead to allow flexibility on how extra affordable homes are provide.
- 6.5 Education
Seek financial contribution for education facilities. Prepared to accept reduction of agreed sum to go towards affordable housing.
- 6.6 Environment Agency
No objection. Seek conditions to control surface water run off, control unexpected soil contamination, control of pilling re contamination.
- 6.7 Thames Water
No objection. Seek conditions to control foul and surface water drainage. Protect or divert water main. Seek foul drainage strategy.
- 6.8 Crime Prevention Design
No objection. Has been involved at pre application stage. Developer aims to build to 'Secured by Design' standard.
- 6.9 Britwell Parish Council – no comments received.
- 6.10 Natural England

Natural England was consulted because the development is near Burnham Beeches a Special Area of Conservation (Habitats Regulations). They have no objection provided the development is carried out in strict accordance with details submitted. The mitigation measures outlined in the proposal and discussed in the ecological assessment should be secured including the provision of additional recreation opportunities.

6.11 South Bucks District Council

Point out that the edge of the sites are 1.5 km apart and their planning policy gives high priority to the integrity of Burnham Beeches in particular restricting the amount of development in close proximity. Development can increase recreational pressure on the Beeches which in turn can affect the sensitive habitat. Regarding the ecological assessment's study of the cumulative impact of new development in the area that might affect the Beeches they point out that the study did not look at development outside Slough. It also questions the assessments consideration of alternative green space that could offset the impact of 500 plus new residents in Britwell. They say it is essential that Natural England and Burnham Beeches are consulted. *The applicants have subsequently said they have taken into account all developments and that Natural England have not objected.*

South Bucks say the transport assessment has not looked at the affect on junctions in Buckinghamshire in particular Farnham Road or Farnham Lane. *The applicant has subsequently provided information and Bucks County Council's comments are awaited.*

6.12 The City of London (Burnham Beeches) has commented on the application. They say the development will alone or in combination with similar developments in the area have a significant detrimental impact upon the Special Area of Conservation. They refer to various discrepancies or lack of information in the ecological assessment. They conclude that the precautionary principle should be applied and the application be refused.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The Core Strategy (2008) identified this part of Britwell for major change. The site is identified in the Site Allocations Development Plan (Nov 2010) (site SSA2) for residential, retail and community uses plus public open space. The reason for allocation is regeneration in a sustainable way to improve the image of the area, improve housing stock, provide a range homes (size and tenure) with an emphasis on family homes, enhance open space recreation

facilities, enhance wildlife habitat, improve local access to shops/community facilities in particular access from the south. The proposal inclusive of proposed Section 106 agreement, achieves the above objective. However the content of the Park enhancement scheme will be important to ensure adequate compensation for the loss of some open space land.

- 7.2 The Site Allocations Plan identifies some key planning requirements and how some policy conflicts could be addressed.
- 7.3 Core Strategy policy 2 and Local Plan Policy OSC 1 both seek to retain open space unless compensatory provision is made. The proposal will involve the loss of 4.2 hectares of open space (3.6 ha excluding buildings/compounds) at Kennedy Park. The Site Allocations Plan recognises that the loss could be justified by the economic, social and environmental benefits of comprehensive regeneration. However in addition compensatory provision is proposed as detailed below.
- 7.4 Firstly 2,300 sqm. of new open space is proposed at Marunden Green to serve the new housing and the immediate existing community which has no significant open space at present. The Council will take control of this with maintenance money.
- 7.5 Secondly the proposed financial contribution to Kennedy Park enhancement will allow the remainder of Kennedy Park to be improved and possibly adjacent spaces. At present it has few facilities and features. These improvements can serve both the new and existing residents in particular older children. An indicative master plan, prepared by the Council, shows a skateboard park larger than the one to be lost on the site, play space, general enhancements for active and passive recreation and changes to the mound to make it more interesting. It can include space for young children's play to complement the extensive play equipment nearby at Monksfield Park. The indicative master plan includes natural habitat for informal recreation, dog walking and wildlife. Access to the Park can be improved through use of the new pedestrian crossings on Long Furlong Drive and the proposed path to Pentland Road.
- 7.6 Broad costings indicate the financial contribution is sufficient for significant enhancements including those in the indicative master plan. It is proposed to receive the money at the beginning of the development such that the Council will control enhancement irrespective of the rate of house building. Maintenance money will also be contributed.
- 7.7 Consequently an exception to the loss of open space policy can be made because of the benefits of the scheme and the compensatory measures within the Council's control.

- 7.8 In addition agreement in principle has been reached with Segro for the Council to have access to its land south of Kennedy Park. Consequently this could secure an area of replacement open space approximately equivalent to that lost by development. This area is already used informally for dog walking etc.
- 7.9 Regarding Local Plan policy OSC 7 and Core Strategy policy 6 which resists the loss of community facilities the old family welfare building will be lost but the new community building provides an alternative facility. The scouts and guides are in the process of being relocated on Long Furlong Drive opposite Monksfield open space.
- 7.10 There is no conflict with the retail policy that seeks to protect neighbourhood centres and concentrate significant new space in existing retail centres as the proposal simply replaces an existing neighbourhood centre. The reduction in size of overall retail space is not in this case a significant matter as the new proposal is adequate to serve the area and provide a range of shops including a food store.
- 7.11 Core Strategy policy 4 seeks new development outside central locations to be predominantly houses not flats. 13 % of the homes will be flats. For a major development of over 200 homes a few flats are acceptable. Furthermore the flats are all in the affordable housing category and provide for local need. Consequently this is a reasonable percentage such that there is no substantial policy conflict. Overall there are sufficient family homes and range of sizes to be in line with the Site Allocations objective.
- 7.12 Local Plan policy OSC 5, open space, is complied by way of a new space on the Wentworth Ave site and for the Kennedy Park site by proximity of the existing Park combined with the enhancement scheme proposed.
- 7.13 The proposal complies with the National planning policy Statement.

8.0 **Transport and Highways**

- 8.1 The impact of traffic on the highway network is an outstanding matter. Any further transport issues to be addressed will be reported on the Committee meeting amendment sheet and assessed against Core Strategy policy 7 transport. The draft Section 106 covers key transport matters.
- 8.2 The net increase in dwellings will result in some extra traffic on the highway network. Although the impact has yet to be fully assessed it is important to encourage use of non car modes of travel. The following will assist: (1) the bus turning area (in front of the shops)

will provide a single bus stop in a convenient location for all services to the town centre irrespective of which route they take. (2) The roundabout will assist buses turning out as they will not have to wait for a gap in traffic as they do from tee junctions or lay bys. (3) By condition real time passenger information and a shelter will be provided. (4) An estate wide travel plan and (5) introductory bus season ticket for each household are proposed. (6) Cycle stores will be provided for all homes. (7) The path link to Pemberton Road and to Pentland Road will provide convenient pedestrian and cycle links to the new shops and bus stop particularly for Northborough estate residents. It will also be a short cut to the Trading Estate.

- 8.3 The path to Pentland Road will be a Section 106 requirement and will be subject to a separate planning application.
- 8.4 The access points are acceptable in principle. However a revised roundabout is under discussion to allow for the correct forward visibility but also avoid the adjacent parking area moving over roots of the mature oak trees. The remainder of the highway layout is acceptable.
- 8.5 Car parking in terms of numbers is acceptable as all houses have 2 spaces most of which are 'on plot' or allocated. There will also be some visitor spaces and spaces for existing flats at Marunden Green who currently park in that street.
- 8.6 Various off site highway works required include parking restrictions at the junction of Wentworth Ave/Ravensworth Road and the lay by opposite the new community building; bus stop/shelter relocation, verge protection on Wentworth Ave. opposite the site, adjustment of crossing points, new pedestrian crossings on Long Furlong Drive (3), changes to Long Furlong Drive traffic calming, stopping up of sections of public highway not required in the new development. Subject to consultation the Council intend to propose a 20 mph zone on part of Long Furlong Drive.

9.0 **Shopping Centre**

- 9.1 The shops will move approximately 350 metres further south. This will benefit residents near Long Furlong Drive and in particular those living in the Northborough estate. But those in the north of Britwell will have further to walk to the shops. It is impractical to split the location of the shops as a concentration helps attract retail occupiers and provide a focus for the neighbourhood. However the provision of a small shop on Ravensworth Road will assist those disadvantaged by the move.
- 9.2 The retail building will be visible at the end of Wentworth Ave. and together with its distinctive design it will appear close to the shops. Its visibility will also help attract customers using Long Furlong

Drive.

- 9.3 Servicing is at the rear. A gated compound that an articulated lorry can enter is planned with scope for tree planting on the edge to help screen it from new homes opposite. The close proximity of the yard to homes is not ideal but delivery traffic should be modest and the homes, that overlook the yard entrance, can help will security.
- 9.4 Because of problems with the existing centre the new retail building has no residential property above. The frontage of the main retail building will be visible from Long Furlong Drive and the proposed new path to Pentland Road to provide some surveillance from nearby public space. The Council is also looking at how its CCTV system can be extended to the site. Overall it is an opportunity to create a new, more successful neighbourhood centre.
- 10.0 **Design**
- 10.1 The mainly two store development is welcome as it fits in well with the rest of Britwell. The extensive frontage development helps provide active streets and is a well known way of reducing crime.
- 10.2 Whilst the extensive use of frontage car parking will result in cars dominating the street scene it will help with crime prevention as cars will not be hidden from view beside or behind homes. Planting or fences on frontages will be important to help soften the appearance of so many cars in the street. A few spaces are located next to flanks with no overlooking. A revision to move some of these has been requested.
- 10.3 Separation distances between new homes and to existing homes are reasonable for suburban development. Gardens are all 9 metres or more in length.
- 10.4 The elevational treatment of housing and the retail building is satisfactory.
- 10.5 The retention of the mature oak trees on the Kennedy Park site is important in terms visual amenity. However to achieve a rational and consistent layout buildings are very close to 3 of the trees. One garden is substantial covered by the spread of the tree. Whilst the trees are protected by preservation orders by condition special construction will be required for works adjacent. It will also be advisable for the developer to advise future occupiers in advance of the need to retain the trees.
- 10.6 The landscape concept shows a satisfactory mixture of structural and decorative tree planting on frontages, to the side of flanks or in rear gardens. Because of the density and frontage parking there is limited scope for extensive tree planting on frontages.

10.7 At Marunden Green, the loss of some existing trees is regrettable but it makes it easier to create a new landscape area with homes overlooking it and also reduces the exposure of rear gardens to public areas which can be more vulnerable to crime.

10.8 In time the new trees will provide an adequate replacement but some existing residents will lose their view of existing trees.

10.9 Subject to the revision of some residential parking and the roundabout design etc. the proposal complies with Core Strategy policies for the built environment and community safety. It also complies with Local Plan policy re design, landscape, density,

11.0 **Environmental Aspects**

11.1 The previous 2009 application for the Kennedy Park site was subject to an Environmental Impact Assessment because of the adjacent old landfill site south of Kennedy Park. As the Council now has more information about contamination etc. on this site a subsequent screening opinion has concluded no new Environmental Impact Assessment is needed.

11.2 **Sustainability**

All the homes will be built to level 3 of the Code for Sustainable Homes standard. The retail buildings will be built to achieve the BREEAM very good standard. Photovoltaic panels will be placed on the roof of many homes and shop units to generate electricity from the sun equivalent to 10% of the developments carbon emissions.

11.3 **Ecology**

An ecology survey has been carried out which concludes that the habitat within the site has limited ecological value. It indicates the proposed new planting could enhance the ecological value of the site. In addition the park enhancement scheme can provide better wildlife habitat.

11.4 The site is not far from Burnham Beeches which is a Special Area of Conservation (and an SSSI and a Nature Reserve). The edge of the application site is 2.5 km from the nearest Burnham Beeches car park and the development will increase the number of people living in this part of Britwell as there will be a net increase of 187 homes.

11.5 Under the Habitats Regulations the affect of the development by itself or cumulatively on Burnham Beeches must be considered. In this instance a key consideration is extra people going to Burnham Beeches for recreation which may have an adverse affect on the

sensitive wildlife habitat there.

- 11.6 The applicants conclude that the development proposal alone or in combination would not contribute to a likely significant effect, nor to an overall adverse impact on the integrity of Burnham Beeches.
- 11.7 English Nature does not object to the proposal provided the development goes ahead in strict accordance with the proposal i.e. ecology and recreation enhancements.
- 11.8 The proposal for additional development in Britwell is included within the Site Allocations Development Plan. The Plan addressed the matter of proximity to Burnham Beeches by way of a screening opinion that concluded that principle was acceptable subject to application of the Council's normal planning policies.
- 11.9 The proposal includes provision for a Kennedy Park enhancement scheme. That scheme can make the Park or associated areas more attractive for informal recreation, in particular dog walkers or those who enjoy natural environments. This is an important provision to help dissuade residents going to Burnham Beeches. It can provide alternative recreation space. An outline enhancement scheme has been considered (see para 7.5) and implementation of it is within the Council's control subject to receiving a Section 106 financial contribution.
- 11.10 Consequently the availability of money, the Council's control of the park and the Council's indicative master plan are sufficient to show that appropriate enhancements can be carried out that will help reduce additional recreational pressure on Burnham Beeches. By condition ecology enhancements within the housing development can be made. Natural England's request can therefore be satisfied.
- 11.11 In addition it is likely that the Council will gain formal access to the open land south of Kennedy Park such that this can also be used officially for local informal recreation in particular dog walking.
- 11.12 The overall proposal inclusive of section 106 matters complies with Core Strategy policy for sustainability and natural environment.
- 12.0 **Section 106 matters**
- 12.1 A draft Section 106 agreement has already been agreed in principle. Subject to any revisions regarding transport impact it complies with Core Strategy policy 10 regarding infrastructure and associated policies referred to above. It covers the following :
- Education facilities financial contribution (for the net increase in homes).

- Bus season ticket for all households (via financial contribution to Council).
- Travel Plan and associated monitoring fee.
- Kennedy Park enhancement financial contribution.
- Kennedy Park and open space long term maintenance financial contribution.
- Parking restrictions (Wentworth Ave.) financial contribution.
- Sustainable development (minimum standards)
- Path to Pentland Road – commitment to build (subject to the Council sorting permissions from land owners affected etc.)

In addition an affordable housing financial contribution is now proposed.

- 12.2 The Council's requirements, as land owner, to provide the shopping centre, affordable housing together with Section 106 requirements means the development is not viable if the Council's full Section 106 requirement is applied. This has been established through the tender process. In the submitted scheme this is addressed by the affordable housing package being less than desired. Subsequently it has been agreed to reduce the education contribution by about one third less than the published rates and have an affordable housing financial contribution of an equivalent amount. This is acceptable bearing in mind the desire for regeneration and need for affordable housing.
- 12.3 Building affordable housing on the site is a commitment in the Council's development agreement with the developer rather than the Section 106.
- 12.4 As this is a Council owned site no Section 106 can be signed at present. The Council, by way of full Council resolution has committed to only dispose of the development site if a Section 106 agreement is signed by the developer at the same time and if there is a commitment (in a development agreement) to build the affordable housing.
- 13.0 **Conclusion**
- 13.1 The principle of developing the site has been established by way of the Site Allocations Development Plan of 2010. That Plan recognises that development on part of the park can only be acceptable if there is satisfactory compensatory provision and that

the development has local regeneration benefits. A previous application for developing part of the park was been agreed in 2010 but was not progressed further.

- 13.2 The proposed open space and park enhancement package is suitable compensation for loss of some open space. The new shopping centre, affordable housing package and general renewal of the built environment, plus the park enhancement are benefits for Britwell that cannot easily be achieved without use of part of Kennedy Park. The park enhancement is also a key requirement, requested by Natural England, to help address wider environmental policy in particular limiting additional recreational pressure on Burnham Beeches, a Special Area of Conservation.
- 13.3 The design of the scheme is simple but attractive and links well with its surrounding in particular the use of predominantly two storey buildings. Homes facing informal, tree lined shared surface streets and facing the park plus new open space are particular features. The incorporation of a bus stand and requirement to build a proper path to Pentland Road will help local people access local facilities.
- 13.4 Subject to the satisfactory resolution of outstanding matters referred to in the report above and the completion of a Section 106 agreement for the items referred to in the report the development complies with Development Plan policies.

PART C: RECOMMENDATION

14.0 **Recommendation**

Delegate to the Head of Planning Policy for satisfactory conclusion of outstanding matters; agreement of draft Section 106 agreement and completion of conditions.

15.0 **PART D: LIST OF CONDITIONS OR REFUSAL REASONS**

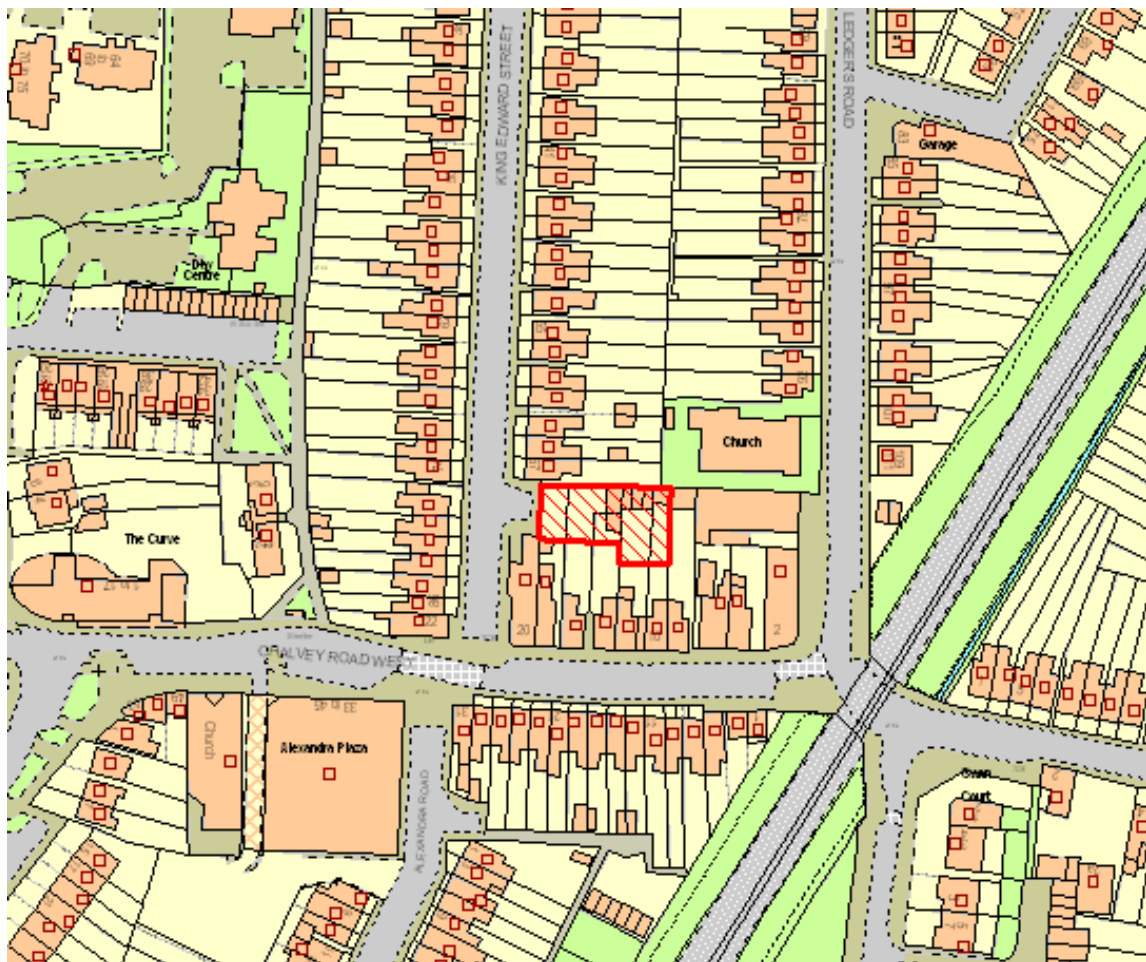
- Time limits for implementation – 3 years
- Approved plans list
- Materials - details
- Bin stores - details (for flats/retail)/provide
- Cycle stores - provide
- Lighting – details (for un adopted areas)
- Water butts – provide for houses
- Boundary treatment – details/provide
- Parking & turning areas - provide
- Access details

- Off site highway works – details & timing of
- Replacement residents parking spaces - provide
- Construction management scheme (contractor parking and space for deliveries)– details/carry out
- Public Open Space hectares – details/provide
- Landscape scheme – details/provide
- Landscape management – details/carry out
- Tree protection during construction –provide
- (including special construction over tree roots)
- TPO trees – notify residents affected
- Wildlife mitigation - details
- Low or zero carbon energy 10% - details/provide
- Soil remediation scheme – details/carry out
- Thames Water piling restrictions near sewers-details
- Surface water drainage scheme –details/provide
- Environment Agency conditions
- Thames Water conditions
- Retail controls – min of 980 sqm use class A1 on site 2A.
- Bus stand, shelter, passenger information – details/provide
- Recycling containers in retail car park – details/provide
- Path – east edge of site 2A – provide with shopping centre.
- (some conditions will be linked to phases of development)

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Registration Date:	12-Apr-2013	Applic. No:	P/02702/014
Officer:	Francis Saayeng	Ward:	Chalvey
		Applic type:	Minor
Applicant:	Mirenpass Ltd		
Agent:	Colette Crean, Danks Badnell LLP 3-4, OSBORNE MEWS, WINDSOR, BERKS, SL4 3DE		
Location:	Land rear of, 10-18, Chalvey Road West, Slough, Berkshire, SL1 2PN		
Proposal:	DEMOLITION OF EXISTING SINGLE STOREY UNIT AND ERECTION OF 2 x SEMI - DETACHED DWELLINGS.		

Recommendation: Approve, subject to conditions.



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed amended scheme for 2 semi – detached dwelling house is acceptable and as such it is recommended to approve, subject to conditions.
- 1.2 This application is called in to the 25th July 2013 Planning Committee by Councillor Mohammed Sharif for the following reasons: parking and congestion, in King Edward Street, poor environment of site, bank land development and would set a precedent.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Planning permission is sought for the demolition of an existing storage unit and erection of 2 x three bedroom semi – detached houses incorporating 2 off street parking for each dwelling.

3.0 **Application Site**

- 3.1 The application site consists of land to the rear of 10-18 Chalvey Road West and adjacent to residential property 67 King Edward Street. The properties which form 10-18 Chalvey Road East are predominantly retail at ground floor with residential or storage accommodation above. King Edward Street is predominantly made up of Victorian terraces and semi-detached properties.

4.0 **Relevant Site History**

- 4.1 The application site has a long planning history. From 1989 – 1996 various permissions were granted for the redevelopment of the site for 2x flats.
- 4.2 In 1997 an application was made for the retention of a catering kitchen on the site. This was refused and a number of later applications were made relating to this unauthorised kitchen which were either refused/withdrawn or invalidated.
- 4.3 Of note is application Ref no.P/02702/010 in 2000 which proposed the demolition of the unauthorised commercial kitchen and the erection of 5x flats with associated parking. This application was refused but later allowed at appeal.

Previous application Ref no. P/02702/011 was approved with conditions on 26 /07/2001 for construction of 4 flats and associated parking tenants stores and associated works(Amended Plans 03/05/2001).

Another Previous application Ref no.P/02702/012 was refused on 11/03/2011 for 3 No. x 2 bedroom terrace d Houses for the following reasons:

- 4.4 More recently in January 2011 an application was made for the redevelopment of the site Ref (P/2702/013) to provide 1No x one bedroom and 2No. x three bedroom terrace houses. This application was refused on 25th October 2011 by Slough Borough Council Planning Committee for the following reasons:

1. *The proposal by reason of the contemporary style of terraces with narrow frontages would result in a cramped form of development which is out of character with the surrounding street scene and locality in general. As such the proposal is contrary to Policies H13 and EN1 of the adopted Local Plan for Slough 2004; Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 -2026,Development Plan Document December 2008; and PPS1 and PPS3.*

2. *The proposal does not provide adequate off – road parking provision and as such would result in overspill parking onto public highway , to the detriment of highway safety, and the amenity of neighbouring properties. As such the proposal is contrary to Policies T2 and H13 of the Adopted Local Plan for Slough 2004;Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026,Development Plan Document December 2008; and PPS1 and PPG13 .*

5.0 **Neighbour Notification**

- 5.1 Zion Methodist Church Ledgers Road Slough SL1 2QZ
65, 67, 74, 76, 78, King Edward Street Slough SL1 2QS
8, 8a, 10, 10a, 10b, Flat 12, 12, 14, 14a 16, 16a 18, 18a, 20, 20a
Chalvey Road West Slough SL1 2PN
Flat, 20, Chalvey Road West Slough SL1 2PN
Flat, 12, Chalvey Road West Slough SL1 2PN
- 5.2 A petition containing 62 signatures was received objecting on the grounds of: Loss of privacy/overlooking of gardens; shortage of parking; loss of natural light; crime; drop in value of property; on-street parking to the detriment of the safety of highway users, design will be different in the street
- 5.3 In addition seven letters of objection have been received objecting on grounds of: Loss of privacy (overlooking into gardens); overcrowding; loss of view; loss of natural light; shortage of parking; crime; on-street parking to the detriment of the safety of highway

users; drop in house prices; drop in business activity; impact on character of street scene; impact on sewage system; additional traffic and noise; increased vandalism, drug and prostitution; overbearing to neighbouring properties; height of properties proposed; public disorder over parking; noise disturbance from construction affecting the working environment of a pharmacy; currently lorry movements to the site are minimal; a car free development is fanciful; and parking problems associated with Houses of Multiple Occupation and inhabited sheds in gardens.

In addition seven letters of objection have been received objecting on grounds of:

Loss of privacy (overlooking into gardens); overcrowding; loss of view; loss of natural light; shortage of parking; crime; on-street parking to the detriment of the safety of highway users; drop in house prices; drop in business activity; impact on character of street scene; impact on sewage system; additional traffic and noise; increased vandalism, drug and prostitution; overbearing to neighbouring properties; height of properties proposed; public disorder over parking; noise disturbance from construction affecting the working environment of a pharmacy; currently lorry movements to the site are minimal; a car free development is fanciful; and parking problems associated with Houses of Multiple Occupation and inhabited sheds in gardens.

6.0 **Consultation**

6.1 Crime Prevention Design Advisor: No objection

Thames Water:
No objection

6.2 Highways and Traffic: No objection subject to conditions in light of appeal Decision where no objection was raised to parking provision

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Informatives

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

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 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.

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works

- 6.3 Thames Water:
No objection

Neighbourhood Enforcement Team:

Concerned that the southern building seems to seal off access to rear of 10 – 18 Chalvey Road. This may cause future problems regarding access for clearances etc. Two properties may lead to noise nuisance problems

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

- 7.1 The proposal is considered in conjunction with saved policies: EN1 (Standard of Design), EN5 (Design and Crime Prevention), H13 (Backland/Infill Development), H14 (Amenity Space), and T2 (Parking Restraint) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 4 (Type of Housing), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); Residential Extensions Guidelines, Supplementary Planning Document, December 2008; and Planning Policy Statement 1 - Sustainable Development, Planning Policy Statement 3 - Housing, and Planning Policy Framework (NPPF)2012 - Transport and Planning.

8.0 **Principle of Development**

- 8.1 High density housing in the form of 5x one bedroom flats was allowed at appeal under permission P/02702/010 in July 2001. However, since this appeal decision the Core Strategy has been adopted (December 2008) and now forms a material planning consideration High density housing in the form of 5x one bedroom flats was allowed at appeal under permission P/02702/010 in July 2001. However, since this appeal decision the Core Strategy has been adopted (December 2008) and now forms a material planning consideration.

- 8.2 Due to there being a shortage of family housing in Slough, Core Policy 4 of the Core Strategy specifies that outside of Slough town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area. This policy includes development within higher density mixed use areas such as District or Neighbourhood centres. The application site is located in a Neighbourhood Centre.
- 8.3 As a result flatted development would no longer be acceptable in principle in this location.
- 8.4 Family housing is defined in the Core Strategy as:
“A fully self contained dwelling (with a minimum floor area of 76m²) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses, but not flats or maisonettes.”
- 8.5 The two proposed semi – detached dwellings meet the minimum requirements of family housing as per Core Policy 4. The scheme has been amended from the previous application reducing the number of dwellings on the site to take in to consideration of the impact on neighbouring amenity. As such the provision of two family houses is considered to be sufficient for the proposal to be acceptable in principle.
- 9.0 **Impact on Character**
- 9.1 In line with National Planning Policy Framework (NPPF) 2012, good design is fundamental. Good design is based on responding to existing character, appearance and other attributes of an area. At a more detailed level, it also includes design, massing and bulk, external materials, colours and landscaping, inclusive design, the orientation of the proposed buildings and their relationship to public spaces to provide adequate surveillance to help make a safe, secure environment.
- 9.2 **Layout**
- This application has been designed as a linear form of development which matches the existing linear development in King Edward Street. As such the proposal has an active frontage which addresses King Edward Street. This revised layout overcomes design concerns raised in application P/02702/012 and P/02702/013 due to the side elevation, facing towards the properties on Chelvey Road West, would be uncharacteristically deep and with low pitched roof that would not be in keeping with other properties in the area. The Planning Inspector stated that this element of the design would fail to respect the existing characteristics of the built form within this street. The Inspector preferred the initial design drawings that included a contemporary design to the front elevation of the

dwelling and not the under-croft parking which resulted with the open frontage dominating the appearance of these properties. The amended scheme have addressed all the Inspector's comments on the quality of the development and have now submitted a contemporary design which have been accepted nearby and would add to the variety, quality of visual interest in the local environment as expressed in the last appeal's Inspector's report.

9.3 **Access**

The main access to the site is achieved from King Edward Street. In addition there is pedestrian access from the rear of the proposed properties onto Chalvey Road West via an alleyway. In the interest of the principles of Secured by Design it would be preferable to have a gate at this access to allow only residents to pass. This can be secured via condition (Condition 13 refers).

9.4 **Bulk, Scale, Massing and Design:**

The eaves height of the proposed dwellings are in line with the eaves height of property No. 67 King Edward Street, and the proposed ridge height of the proposed dwellings are lower than the ridge line height with adjacent property 67 King Edward Street, and the wider street scene; The proposed semi-detached houses have matching eaves and ridge heights with the surrounding existing properties. The proposed houses have matching eaves height but a slightly lower ridge line. The properties themselves are 6.5m wide across the frontage which is only 1.5m wider than the 5.0m width of the adjacent property 67 King Edward Street. However the proposed new dwellings do not seek to imitate the Victorian style of King Edward Street. Detailing such as the width of windows follows that of windows in adjacent properties but overall the proposed dwellings have a more contemporary design. As such the proposed development clearly separates itself from the surrounding development as a new addition, whilst responding to the last Inspector's comments recommending for architectural interest and high level of design quality to be in keeping with surrounding historic context.

9.5 **Density:**

The proposed density of development is in line with the density of development in the immediate surrounding area.

9.6 **Amenity Space:**

Assessment of the appropriate level of amenity space requires consideration of the type and size of dwelling, and type of household likely to occupy the dwelling (Policy H14 of The Local Plan for Slough refers). As the proposal is predominantly for family sized

accommodation the provision of suitable amenity space is essential.

9.7 The Residential Extensions Supplementary Planning Document (SPD) recommends a rear garden area consisting of a minimum depth of 9m or 50m² for a three bedroom dwelling. The proposal allows for garden space in excess of these guidelines.

9.8 The revised layout and resulting amenity space overcomes concerns raised under previous applications P/02702/012 and P/02702/013 where a sub-standard level of amenity space was proposed for family sized dwellings.

9.9 **Landscaping:**

There is limited scope for landscaping to the front of the proposed dwellings given their siting in the street. Given the urban character of the immediate surrounding area the proposal is not considered to have a detrimental impact on character by reason of lack of landscaping.

9.10 The proposal is therefore considered to comply with planning policies: H13, H14 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and National Planning Policy Framework (NPPF) 2012.

10.0 **Impact on Neighbouring Amenity.**

10.1 Proposed House 1 will adjoin the boundary with 67 King Edward Street. The Amended design with the set in of the two storey, height and lowering of the overall height of proposed houses lower than that of 67 King Edward Street would ensure that outlook from that property would not be unacceptably reduced. Overlooking of the neighbouring garden from upper rear facing windows of the proposed dwellings would be possible but this would be a normal relationship for houses such as these. In addition the proposed dwellings are set back from the front building line of this neighbouring property. As such House 1 has a reduced first floor area making this 3 x bedroom property with minimal impact on 67 King Edward Street.

10.2 Bearing in mind the extent of extensions allowed at appeal under reference P/2702/10, the revised scheme greatly reduces the amount of development on the boundary with 67 King Edward Street, most notably by the space to the rear which is now laid to garden.

10.3 The same is true of recently refused application P/2702/12, which

again proposed the bulk of development along the shared boundary with 67 King Edward Street. This proposal is therefore considered to result in a more appropriate development within the context of King Edward Street, and with the revisions made both Houses, is not considered to have so detrimental an impact on 67 King Edward Street so as to warrant a reason for refusal.

- 10.4 Noise and disturbance has been raised as a concern. The level of noise and disturbance associated with the residential use of the site is not considered to be markedly different from the surrounding predominantly residential King Edward Street and the adjacent retail uses in Chalvey Road West which attract a certain level of noise. As such noise and disturbance is not considered to be so detrimental so as to warrant a reason for refusal.
- 10.5 Noise from construction can be mitigated with a suitable informative attached to any subsequent permission (Informative 1 refers).
- 10.6 Concern has also been raised with respect to overlooking. The proposed dwellings have windows in the front and rear elevations only which is the same relationship as the majority of dwellings in King Edwards Street. As such only oblique views of the end of neighbouring properties' rear gardens would be achievable. This relationship in terms of overlooking is not considered to result in direct overlooking into neighbouring properties or of rear amenity spaces and as such is not considered to be detrimental to neighbouring amenity.
- 10.7 The rear of properties belonging to Chalvey Road West abut the south side boundary of the site. In most instances there is a separation from these properties with the boundary of the site by way of rear yards. However in the case of 18/18a and 16/16a Chalvey Road West the buildings abut this boundary; single storey at 18/18a and two storey at 16/16a. Both buildings appear to be unauthorised as there is no planning history at either site relating to these extensions.
- 10.8 Proposed House 2 would abut 18/18a and 16/16a Chalvey Road West completely blocking all light and outlook to these extensions. However, from visiting the site, most notably in the case of the two storey rear extension which abuts the site at 16/16a Chalvey Road West, this is a store to the shop. As such loss of light to this area would not constitute a reason for refusal.
- 10.9 The proposal is therefore considered to comply with planning policies: H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and National Planning Policy Framework

NPPF) 2012.

11.0 **Traffic and Highways.**

- 11.1 The proposal would provide an integral garage and one off street parking spaces for each dwelling. In the P/2702/013 appeal decision, the Inspector stated that “this is an area well related to local shops and services. It is a relatively sustainable location for new development and an area where the use of modes of travel other than the private car should be encouraged. The Inspector was of the view that it is not satisfactory that this a greater provision of parking for a development such as this would be appropriate and finds no support from the development plan or NPPF for such an approach” The planning inspector dismisses the objections raised by the local residents on new occupiers adding or demanding for parking locally. The Inspector’s view was that objection on the parking locally would not significant or that it would result in unacceptable inconvenience for existing residents. It is the view of the Planning Inspectorate that,” given the current commercial use of the site, the situation with regard to traffic movements and parking may actually improve. The Inspector was not persuaded that the proposal would result in any additional concerns with regard to road safety. The Inspector did not find any conflict with Policies T2 or H13 the Local Plan or Policy 7 of the of the Core Strategy as these impose maximum parking standards, require satisfactory highway safety and seek to reduce the need to travel. From a traffic generation point of view the proposal is considered to have limited traffic generation implications on the wider highway network, and as such would not warrant a reason for refusal. This is a view supported by the appeal decision on P/20702/10 and P/02702/013.
- 11.2 The application site is located within a small defined shopping area off Chalvey Road West. Residential Development within such shopping areas is expected to take the form of shops/businesses with residential flats above. Council Planning Policies allow such developments without a requirement to provide car parking as the owners often live and work on the same site.
- 11.3 The site was initially assessed as not requiring car parking due to its location within such a defined shopping area. However due to the objections received during the 25 August 2011, Planning Committee relating to lack of car parking proposed on site and the existing car parking problems in King Edward Street and the surrounding area Highways have advised that car parking provision of 2x parking space per 3 bedroom dwelling is appropriate.
- 11.4 The revised amended scheme plans have therefore been received which incorporate a garage and one off street parking space to the front of the properties thereby meeting the requirement to provide 2 x parking spaces per 3bedroom dwelling.

11.5 The proposal is therefore considered to comply with planning policies: T2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and National Planning Policy Framework (NPPF) 2012. The Council's Highways have no object subject to parking conditions.

12.0 **Other Issues**

12.1 Concerns have been raised in letters of objection relating to loss of view; drop in house prices; drop in business activity; increased drug and prostitution; public disorder are not material planning considerations.

12.2 Issues relating to sewage would fall under the jurisdiction of Thames Water. Thames Water has been consulted on this application and in relation to sewerage infrastructure they have no objection to the proposal.

12.3 Care has been taken to ensure the proposal complies with the principles of Design and Crime Prevention as per Policy EN5 of the Local Plan for Slough and in addition the Crime Prevention Design Advisor has been consulted on the application and raises no objection but only some observations on the pedestrian access from Chalvey Road West and inactive frontage as outlined above.

12.4 Any Change of Use of the properties from that proposed would require planning permission as would habitable sheds in gardens. Both issues do not form the basis of this application.

13.0 **Summary**

13.1 The proposal would make efficient use of commercial site and residential accommodation would be a generally more compatible use with regard to the living conditions of neighbouring residents.

13.2 It was considered by the last appeal Inspector that the replacement of this existing commercial use with residential development would provide significant benefits in terms of the future living conditions of the nearby residents. The proposal is considered acceptable as it would provide family housing within an existing suburban residential area, and is considered to comply with Local and National Planning Policy Framework (NPPF) in terms of impact on character, neighbouring amenity and it is likely also that harm to the local highway network and safety would be reduced. The Inspected support the redevelopment of this site by stating that, "As this is a relatively sustainable location, the proposal gains support in terms of the principle of new residential development.

14.0 **PART C: RECOMMENDATION**

14.1 **Recommendation**

14.2 Approve, subject to conditions:

14.3 **CONDITIONS**

1. 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. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.
 - (a) Drawing No. 10/29/110.B(Amended), Dated October 2012, Recd On 29/05/2013
 - (b) Drawing No. 10/29/111B (Amended), Dated October 2012, Recd On 29/05/2013
 - (c) Drawing No. 10/29/1000A, Dated May 2011, Recd On 11/04/2013
 - (d) Drawing No. Design and Access Statement, Dated April 2013, Recd On 11/04/2013

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. Samples 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. The internal layout of the building hereby granted permission shall be laid out in accordance with the approved plans and

shall not be amended at any time in the future.

REASON :To minimise the impact of the development on adjacent occupiers in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.No window, other than hereby approved, shall be formed in the development without the prior written approval of the Local Planning Authority.

5. Notwithstanding the terms and provisions of the Town & Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order) (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E & F, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON: The rear garden(s) are considered to be only just adequate for the amenity area appropriate for houses of the size proposed. It would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order in accordance with Policy H14 of The Adopted Local Plan for Slough 2004.

6. No windows, other than those hereby approved, shall be formed in the north and south side elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

7. The garage and parking space hereby permitted shall only be used to accommodate cars which are used ancillary to the enjoyment of the dwelling-house on the site and shall not be used for any trade or business purposes; nor adapted as habitable room(s) without the prior permission in writing from the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities and visual amenities of the area in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

8. Before the development hereby permitted in begun, a scheme to control/reduce noise emanating from the development (including details of existing noise levels) shall be submitted to and approved in writing by the Local Planning Authority. This

scheme shall be implemented on site prior to occupation of the development and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON To protect the amenity of nearby occupiers in accordance with Policy EN26 of The Adopted Local Plan for Slough 2004.

9. During the demolition / construction phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

10. During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the interests of air quality and to accord with Policy EN29 of The Adopted Local Plan for Slough 2004.

11. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

12. The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed.

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Adopted Local Plan for Slough 2004.

13. No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

14. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

15. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

16. 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.

INFORMATIVE(S)

1. The applicant is reminded of the following:

CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES LEGISLATIVE CONTROLS

(a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.

(b) Section 61 of the Control of Pollution Act 1974 enables a contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

2. As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:
3. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.
4. Works outside these hours only by written agreement with the Borough Environmental Health Officer.
5. Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.
6. Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 Noise Control on Construction Sites - Code of Practice for Basic Information and Procedures for Noise Control Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it.
7. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled

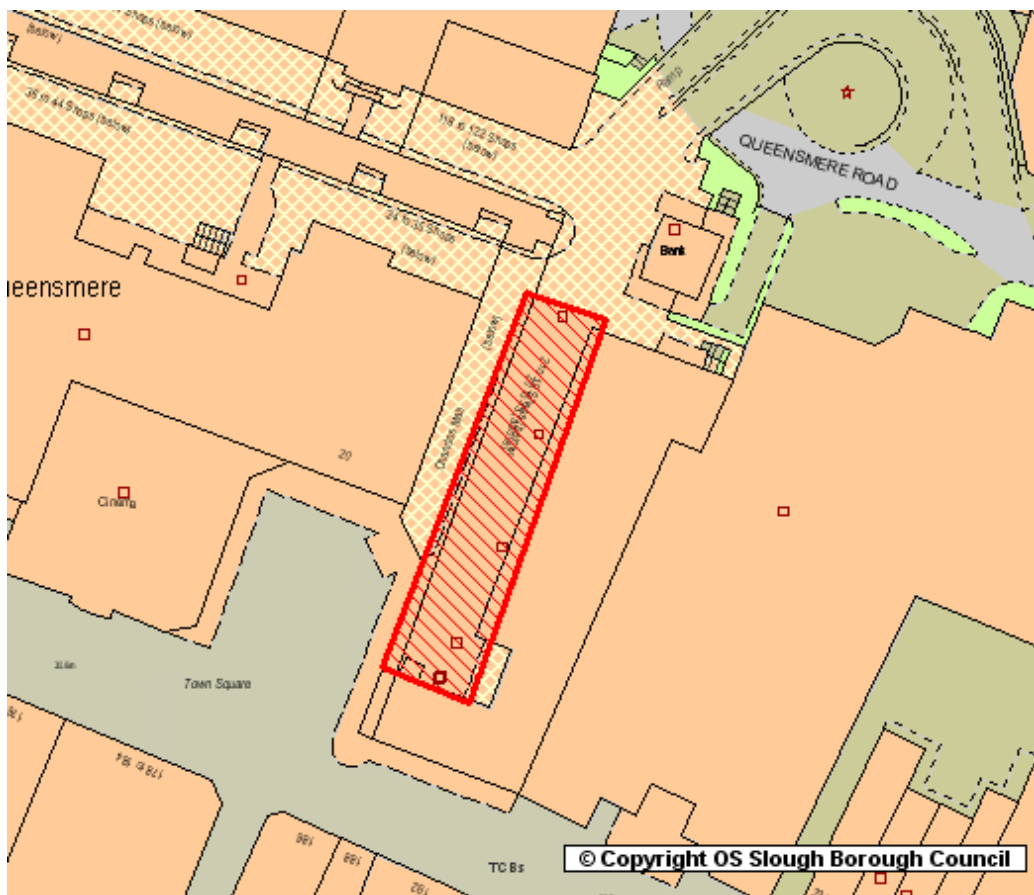
to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.

8. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.
9. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.
10. 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.
11. Applicants are advised to discuss the new requirements for access for the disabled under the Building Regulations with the Council's Building Control Service.

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Registration Date:	16-Apr-2013	Applic. No:	P/11826/005
Officer:	Mr Smyth	Ward:	Upton
		Applic type:	Major
		13 week date:	16th July 2013
Applicant:	Slough Shopping Centres LLP		
Agent:	Mr. Adam Beamish, Cunnane Town Planning LLP 67, Strathmore Road, Teddington, Middlesex, TW11 8UX		
Location:	Wellington House, 20, Queensmere, Slough, SL1 1DB		
Proposal:	CHANGE OF USE OF PART 1ST FLOOR FROM CLASS B1 (A) OFFICE TO CLASS C3, CHANGE OF USE OF 2ND FLOOR FROM CLASS B1(A) OFFICE/CLASS D1 NON RESIDENTIAL EDUCATION CLASS C3 RESIDENTIAL AND CHANGE OF USE OF 3RD TO 5TH FLOORS FROM B1(A) OFFICE TO CLASS C3 RESIDENTIAL. ERECTION OF A 6TH FLOOR FOR CLASS C3 RESIDENTIAL USE TO CREATE A SEVEN STOREY BUILDING CONTAINING A TOTAL OF 100 FLATS, COMPRISING, 2 NO. STUDIO FLATS, 76 NO. x ONE BED FLATS AND 22 NO. X TWO BED FLATS. PROVISION OF CYCLE AND BIN STORES ON REAR SERVICE DECK AND ROOF TOP COMMUNAL GARDEN.		

Recommendation: Approve, with conditions



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This is a major application comprising 100 no. dwelling units which is bought before Planning Committee for decision.
- 1.2 Having considered the relevant Policies below the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.
- 1.3 That the application be approved subject to conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The proposal is for *change of use of part 1st floor from Class B1 (a) office to Class C3 residential, change of use of 2nd floor from class B1(a) office / Class D1 non residential education to Class C3 residential and change of use of 3rd to 5th floors from B1(a) office to Class C3 residential. Erection of a 6th floor for class C3 residential use to create a seven storey building containing a total of 100 flats, comprising, 2 no. studio flats, 76 no. x one bed flats and 22 no. x two bed flats. Provision of cycle and bin stores on rear service deck and roof top communal garden.*
- 2.2 No physical changes are proposed to the external appearance of the existing building, other the erection of additional floor with a roof top garden terrace. This floor is set in 1m on all sides.
- 2.3 The following schedule of accommodation is proposed:

Level	2 Bed Units	1 Bed Units	Studio
First Floor	2	13	
Second Floor	5	13	
Third Floor	5	13	
Fourth Floor	3	15	
Fifth Floor	3	15	
Sixth Floor	4	7	2
Total	22	76	2

The two bedroom units range in size from 50 sq m to 71 sq m. The one bed units range in size from 32 – 57 sq m and the studio apartments from 32 – 33 sq m.

- 2.4 The application is accompanied by full plans showing floor plans and elevations. The applicant has also submitted the following supporting documents:

- Design & Access Statement
- Planning Statement
- Viability Appraisal
- Daylight Study

2.5 Design and Access Statement

The study concludes, that the proposals will:

- *Maximise the use of an urban brownfield site*
- *Provide a suitable use for the unviable office*
- *Secure a high level of design quality*
- *Contributes to the regeneration and redevelopment of the site and provide a more sustainable environment*
- *Contribute to the quality of the urban fabric*
- *Provide greater public safety and civic stability to the area brought by perceived ownership of the street*
- *Reduce the need for car travel*
- *Provide sufficient bin storage and cycling facilities*

2.6 Planning Statement

The Planning Statement concludes:

“The proposed conversion of the existing underused office and educational floorspace into residential units within a highly sustainable town centre location accords with relevant policies and has been previously supported by the Council with regards to the application site.

The proposed residential units would all benefit from high levels of daylight and provide high quality, sustainable accommodation and would neither be adversely affected by actual or perceived overlooking from other properties, nor would the occupiers of the proposed flats overlook any other properties. The proposed design of the additional storey is in keeping with the scale appearance and character of both the existing building and its surroundings and would deliver a high quality sustainable addition to this part of the town centre

As justified by the viability appraisal neither on site affordable housing or any other financial contributions can be provided.

2.7 Viability Appraisal

The Executive Summary states:

We determine the viability of the development marginal through the results of the affordable housing toolkit.

This conclusion assumes zero affordable housing, any inclusion of affordable housing in substitute to private for sale tenure would further reduce the economic viability of the proposed development

The residual value generated by the toolkit is in the value of £2,815,000

The current capitalised value of the existing use is estimated in the value of £3,500,000 based upon an assessment of actual and the EUV/Estimated Rent Value

On this basis the economic argument would be one or the development to retain its current use.

We conclude that this development proposal does not support the inclusion of affordable housing on the basis of economic viability.

2.8 Daylight Study

The study concludes:

The results of our analysis demonstrates that all windows will achieve an Average Daylight Factor greater than 45 and that more than 90% of each room will lie in front of the No Sky Line.

The results of the analysis therefore demonstrate that the aims of the Building Research Establishments 2011 publication "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice are met

The terms referred to above, are defined within the appendices to the study.

3.0 Application Site

3.1 Wellington House comprises a six storey building with plant room on top, together with a separate three storey annexe building to the west of the main building and accessed by way of a bridge link.

3.2 The property is located within the designated commercial core and primary shopping frontage. Pedestrian access is from Town Square off High Street and vehicular access and servicing is provided from a first floor rear service deck.

3.3 The primary authorised use of Wellington House is B1(a) offices, although the second and third floors of the annexe now comprise nine residential apartments (8 no. one bed flats and 1 no. studio). Part of the second floor of Wellington House is used for non-residential education use by East Berkshire College. The college use the space as overflow office and student liaison. The lease held

by East Berkshire College has a six month break clause and terminates in 2015. East Berkshire College has advised the applicant that it wishes to vacate and negotiations are ongoing relating to the surrender of the existing lease. The third floor is occupied as offices, although details regarding the length of lease remaining have not been given. The ground floor forms part of the Queensmere Shopping Mall.

3.4 The telecoms equipment which is currently located on the roof top is all on rolling licence agreements. The intention is to remove most of the equipment, but retain it where there is least impact on amenity space.

3.5 A site inspection reveals that work has commenced on the conversion of parts of the building to residential units. Such works have been undertaken on parts of the first fourth and fifth floors. At present this work is unauthorised, although none of the units have been completed and are therefore not capable of occupation. Works ceased some time ago, and as all such works are internal they do not constitute development as defined in the Town and Country Planning Act and as such do not in themselves constitute a breach of Planning Control. Any such breach would only be triggered upon occupation, which is not the case here.

4.0 **Site History**

4.1 The most relevant planning history is set out below:

P/03167/0 21	05-Sep-2011	01-May-2012	Refused; Informatives
Appeal Lodged:		App Decision:	Appeal Dismissed 01-Nov-2012
Proposal:	CHANGE OF USE OF PART OF FIRST FLOOR FROM OFFICE USE (CLASS B1) TO RESIDENTIAL (CLASS c3) AND TO PROVIDE 6 NO. STUDIO FLATS AND 2 NO. ONE BEDROOM FLATS		

P/03167/0 20	03-Sep-2010	23-Dec-2010	Approved with Conditions; Informatives
Appeal Lodged:		App Decision:	

Proposal:	CHANGE OF USE OF FLOORS 2 AND 3 FROM OFFICE USE (CLASS B1) TO RESIDENTIAL (CLASS C3) AND PROVIDE 8 NO. 1 BED APARTMENTS AND 1 NO. STUDIO APARTMENTS
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P/03167/0 19	13-May-2010	08-Jul-2010	Approved with Conditions; Informatives
Appeal Lodged:	App Decision:		
Proposal:	CHANGE OF USE FROM OFFICE (B1) TO NON RESIDENTIAL EDUCATION CENTRE (D1).		

4.2 In May 2010 planning permission was granted for a change of use for the second floor of Wellington House, from Class B1(a) Offices to Class D1 Non Residential Education Centre for occupation by East Berkshire College. That planning permission has been implemented.

4.3 In December 2010 planning permission was granted for a change of use from B1(a) offices to Class C3 Residential for the provision of 8 no. X 1 bed flats and 1 no. studio flat on the second and third floors of the Wellington House Annexe building.

4.4 In May 2012, planning permission was refused for a change of use of part of first floor from office use (Class B1) to residential (Class C3) and to provide 6 no. studio flats and 2 no. one bedroom flats. That application was refused on the following grounds:

1. *The proposed west facing units retain a separation distance of only 6.5 metres from the obscurely glazed windows which serve the access corridor to the flats opposite. This provides a poor aspect to those habitable rooms which will face due west with the potential for its occupiers to perceive overlooking. This represents poor design resulting in a development which is not therefore sustainable. Therefore the proposed development fails to comply with the National Planning Policy Framework or Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 (Development Plan Document), December 2008.*
2. *A holding objection is raised on the grounds that the applicant has failed to enter into a Section 106 Agreement under the Town and Country Planning act 1990 for the payment of financial contributions towards the cost of providing affordable housing off site based upon the cumulative effects of two separate planning applications within the same building, which when combined exceed the threshold as set down in Core Policy 4 of the Slough*

Local Development Framework Core Strategy 2006-2026 (Development Plan Document), December 2008, upon which such contributions are triggered.

4.5 The Appeal Inspector determined that the first main issue is the adequacy of the living environment that would be created for occupiers of the proposed residential units, primarily in terms of outlook and privacy. The second main issue is whether or not it is necessary to make provision for affordable housing.

4.6 Turning to the first issue, the Inspector concluded “*There is no doubt that this separation distance is substantially less than would normally be expected in a more conventional housing layout. I fully appreciate that some reduction in standards may well be necessary in a high density urban environment such as this one. Nonetheless, given that the west-facing windows would be the only source of light and outlook for occupiers of these three units, it is important that a good standard of amenity can be achieved.....*

In addition, I note the submitted Daylight Assessment shows that minimum Average Daylight Factors (ADF) would be achieved in all rooms. Even though this Assessment was not challenged by the Council it is also noteworthy that the ADF values for unit nos. 2, 3 & 4 indicate that supplementary electric lighting would be needed. Thus, whilst daylight levels in these units would satisfy the minimum requirement, in this respect also the scheme would not achieve the high quality design or good standard of amenity promoted in national and local policy 2.

In conclusion on this issue I find that, in combination, the matters set out..... above are significant shortcomings indicative of a poor quality design that would result in a poor aspect and poor standard of amenity for the occupiers of unit nos. 2, 3 & 4. In these respects the proposal would conflict with the Framework and with CS Core Policy 8...”

4.7 Turning to the second issue the Appeal Inspector concluded: “*The most recent adopted development plan policy relating to affordable housing is CS Core Policy 4, which requires all sites of 15 or more dwellings (gross) to provide between 30% and 40% of dwellings as social rented or other forms of affordable housing. The appeal application proposes 8 dwelling units, and the scheme previously permitted and implemented created 9 units. The Council now seeks a contribution towards the provision of affordable housing elsewhere, by means of a planning obligation, on the basis that a cumulative total of 17 new dwelling units would exceed the threshold in Core Policy 4.....*

However, neither the policy nor its supporting text makes any reference to either this cumulative approach or to requiring financial

contributions in lieu of on-site provision. The text refers to further detail being provided in due course in a Development Control and Site Allocations DPD and a Supplementary Planning Document (SPD) but, at present, the Council relies on a Developer's Guide entitled 'Developer Contributions and Affordable Housing (Section 106)'. This has been approved as an interim document by the Council and explains the Council's approach in requiring financial contributions for small sites but, again, does not mention the cumulative approach that the Council seeks to apply in this instance. Moreover as the Guide is not an adopted SPD, the weight I can give it is limited accordingly.....

In the absence of unequivocal development plan policy support for the Council's approach in this particular instance, I find insufficient grounds to conclude that it is necessary to provide for affordable housing in the form of a contribution towards off-site provision. I find no demonstrable conflict with CS Policy 4....."

5.0 **Neighbour Notification**

- 5.1 The Occupier, Poundland, 7, Queensmere, Slough, SL1 1DB
 The Occupier, Unilever Graduate Recruitment, Slough, SL1 1YT
 The Occupier, 17a Queensmere, Slough, SL1 1DB
 The Occupier, Optical Express, 118, Queensmere, Slough, SL1 1DQ
 The Occupier, C E X Games, 119, Queensmere, Slough, SL1 1DQ
 The Occupier, The Entertainer, 120-121 Queensmere, Slough, SL1 1DQ
 The Occupier, Allsports, 122, Queensmere, Slough, SL1 1DQ
 The Occupier, Timpson Shoe Repairs 24a Queensmere, Slough SL1 1DB
 The Occupier, Empire Cinemas, 45, Queensmere, Slough, SL1 1DD
 The Occupier, 46-55 Queensmere Slough SL1 1JW
 The Occupier, Ernest Jones, 56, Queensmere, Slough, SL1 1DD
 The Occupier, The Barber Shop, 58, Queensmere, Slough, SL1 1DD
 The Occupier, Pizza Hut (uk) Ltd, 59, Queensmere, Slough, SL1 1DD
 The Occupier, 217, High Street, Slough, SL1 1BY
 The Occupier, 219, High Street, Slough, SL1 1BY
 The Occupier, City Cobblers Of Slough, 3a The Observatory, High Street
 Slough SL1 1LE
 The Occupier, Millets, 186-188, High Street, Slough, SL1 1JS
 The Occupier, Boots The Chemists Ltd, 184, High Street, Slough
 SL1 1JR
 The Occupier 190, High Street Slough SL1 1JS
 The Occupier Dixons Ltd 192, High Street Slough SL1 1JS
 The Occupier Waterstones 103, Queensmere Slough SL1 1DQ
- 5.2 The 21 day consultation period expired on 6th May 2013.

No comments have been received

5.3 The press notice published and site notice displayed on 30th May 2013. and for which the 21 day period for comment expires on 21st June 2013. No comments have been received.

6.0 **Consultation**

6.1 **Transport & Highways:**

Late consultation.

6.2 **Town Centre Manager:**

No comments received

6.3 **Thames Valley Police:**

No comments received

6.4 **Waste Management Team:**

No comments received

6.5 **Land Contamination:**

In terms of potential contaminated land issues, a gas works was historically located adjacent to the north of Wellington House. However because the works will not involve excavation and there will be no residential use on the ground floor, no contamination-related conditions are necessary. If there was demolition and re-development of the existing building it would be a different matter but change of use from the first floor upwards is not an issue from my point of view.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 This application is assessed against:

- The National Policy Framework
- The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013
- Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008

Core Policy 1 (Spatial Planning Strategy),
Core Policy 3 (Housing Distribution),
Core Policy 4 (Type of Housing),
Core Policy 8 (Sustainability & the Environment).
Core Policy 12 (Community Safety)

- Adopted Local Plan for Slough 2004

Policy H7 (Town Centre Housing)

Policy H11 (Change of Use to Residential)
Policy H14 (Amenity Space)
Policy S12 (Change of Use from A1 to A3)
Policy EN1 (Standard of Design)

7.2 **The application is considered in relation to:**

- The Principle of Housing
- Design & Street Scene Impact
- Affordable Housing & Developer Contributions
- Quality of Housing
- Access Servicing & Parking
- Amenity Space
- Designing Out Crime

8.0 **The Principle of Housing**

8.1 The National Planning Policy Framework states planning should:

- *proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.....*
- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites..... normally approve planning applications for change to residential use and any associated development from commercial buildings.....*

8.2 Effective from 30th May 2013, the government has introduced some fundamental changes to the Town and Country Planning General Permitted Development Order. A number of new classes of permitted development have been introduced. Class J to Part 3 of Schedule 2 introduces as permitted development, a change of use from Class B1(a) offices to Class C3 residential. This relates only to buildings which were in Class B1(a) office use immediately before 30th May 2013, or where properties are vacant, it was the last such use before

the property became empty. The development has to be completed/occupied before 30th May 2016.

- 8.3 Such changes of use are permitted subject to a condition that before commencing the use, the developer applies to the Council for its prior approval in relation to:
- (a) transport and highway impacts of the development
 - (b) contamination risks on the site
 - (c) flooding risks on the site.
- 8.4 With respect to transport and highway impacts, if in the opinion of the local planning authority the development is likely to result in a material increase or a material change in the character of the traffic in the vicinity of the site, the local planning authority shall consult with the relevant highway authority.
- 8.5 With respect to contamination risks, the local planning authority will need to determine, taking account of any proposed mitigation whether or not the site will be contaminated, and if so refuse prior approval.
- 8.6 With respect to flood risk the local planning authority will be required to consult with the environment agency where the site falls within flood zones 2 or 3 or in Flood Zone 1, which has been notified to the local planning authority by the Environment Agency.
- 8.7 The local planning authority can require the developer to submit further information on any or all of these matters as may be reasonable to allow the application to be assessed.
- 8.8 The local planning authority will be required to place a notice on site and to consult with neighbouring occupiers. Any representations received will need to be taken into account in determining the application for prior approval and the local planning authority must also have regard to the National Planning Policy Framework as if the application was a planning application.
- 8.9 Also effective from 30th May 2013, Class D has been introduced to Part 4, Schedule 2 to provide flexible interchange between a number of Classes of development for a single continuous period of two years with a floorspace of up to 150 sq metres. The property can interchange between the defined Classes, subject to notifying the Council on each of the occasions that such change is proposed. At the end of the two year period, the site reverts to its previous authorised use.
- 8.10 Under Class D it is permitted development for a change of use of a building and any land within its curtilage

from:

Any use falling within: Class A1 (shops) , A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), Class A5 (hot food takeaways), B1 (business), D1 (non residential institutions) and D2 (assembly and leisure)

To

Class A1 (shops), Class A2 (professional & financial services), Class A3 (restaurants and cafes), of Class B1 (business).

- 8.11 With respect to the current planning application, it is the case that under the current changes to the Town and Country Planning General Permitted Development Order, the first floor, part of the second floor, and third to fifth floors of Wellington House, could change from its authorised use as B1(a) offices to Class C3 (residential) without the need for specific planning permission, subject to prior approval being granted. Given that the proposal is for a car free scheme, then there would be no material change to the character of traffic within the vicinity of the site; the Council's land contamination officer has confirmed that there are no objections on grounds of land contamination and the site does fall within Flood Zones 2 or 3. Whilst consultation with neighbouring occupiers can not be prejudged, it can be confirmed that no objections have been received from neighbouring occupiers in relation to this application. Further, the National Planning Policy Framework advises that: *normally local planning authorities should approve planning applications for change to residential use and any associated development from commercial buildings.*
- 8.12 Officers are of the view that in light of the above that if the applicants were to submit an application for prior approval for the conversion of the floors identified, then such approval is likely to be granted. In such circumstances, the Council's approved policies covering matters such as, affordable housing, education and open space contributions, bicycle parking, refuse storage and travel distances, internal space standards and layout, daylighting/sunlighting and outlook/aspect and privacy could not be applied. Whilst such policies could legitimately be applied in respect of this application, there would be little to be gained by applying such policies, given that it is only likely to generate a further application submitted under prior approval which would not need to be tested against such policies.
- 8.13 Whilst part of the second floor is used by East Berkshire College for Class D1 non residential educational use, therefore planning permission is required to change its use to Class C3 residential. Equally planning permission is required for the provision of an additional floor of accommodation on top of the existing building, the design implications fro which are set out elsewhere in this report.

- 8.14 Core Policy of the LDF Core Strategy states: *Proposals for high density housing..... will be located in the appropriate parts of the town centre.* Core Policy 3 allocates a minimum of 3000 dwellings to the Town Centre. Core Policy 4 states that: *High-density housing should be located in Slough town centre.*
- 8.15 Policy H7 of the Local Plan states: *.....Within the Town Centre Commercial Core area, priority will be given to the development of mixed use schemes, including a residential element, unless it can be demonstrated that the site is unsuitable for residential use.*
- 8.16 Policy H11 states: *Proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to their meeting all of the following criteria:*
- a. a satisfactory independent access is provided;*
 - b. any parking provision meet the aims of the integrated transport strategy;*
 - c. satisfactory minimum room sizes and internal layouts are achieved; and*
 - d. satisfactory sound insulation measures are taken between each residential unit and adjoining properties.*
- Proposals should also provide appropriate amenity area which can take the form of roof gardens, balconies, or more traditional forms of amenity space such as ground level gardens.*
- 8.17 The principle of providing housing in the Town Centre Area is acceptable as being a sustainable form of development. It would make effective and efficient use of an existing underutilised building, promotes a mixed scheme, in terms of retaining retail on the ground floor and would add to the vitality of the town centre in accordance with the principles underlying the aims and objectives of the National Planning Policy Framework. It further complies with the requirements of Core Policies 1, 3 and 4 of the Local Development Core Strategy, Development Plan Document, in terms of housing location and distribution, housing type and density. The proposals further comply with the principles of Policy H7 of the Adopted Local Plan which supports the principle of such schemes within the Town Centre Commercial Core Area.
- 8.18 No objections are raised to the principle of housing, in accordance with the NPPF, the Slough LDF Core Strategy or the adopted Local Plan for Slough
- 9.0 **Design & Street Scene Impact**
- 9.1 The National Planning Policy Framework states: *planning should always seek to secure high quality design and a good standard of*

amenity. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

9.2 Core Policy 8 of the LDF Core Strategy states: *All development will:*

- (a) Be of a high quality design that is practical attractive safe accessible and adaptable*
- (b) Respect its location and surroundings*
- (c) Provide appropriate public space amenity space and landscaping as an integral part of the design*
- (d) Be in accordance with the Spatial Strategy in terms of its height scale massing and architectural style*

9.3 *Policy EN1 of the Adopted Local Plan states: Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:*

- a. scale;*
- b. height;*
- c. massing/Bulk;*
- d. layout;*
- e. siting;*
- f. building form and design;*
- g. architectural style;*
- h. materials;*
- i. access points and servicing;*
- j. visual impact;*
- k. relationship to nearby properties;*
- l. relationship to mature trees; and*
- m. relationship to water courses.*

These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.

9.4 The main design issues relate to the erection of an additional floor and the siting and appearance of the secure bicycle parking and bin store. The proposals do not include any changes to the external appearance of the main building itself. The additional floor will be set back 1 metre from the edge on all sides to reduce its impact when viewed from ground level. The design and appearance will replicate

the rest of the building in terms of fenestration and external cladding. The only noticeable difference is the introduction of doors to allow access onto the terrace created by the set back. On top of the additional floor a roof top garden is proposed. Details of roof plant will be required by planning condition.

- 9.5 No objections are raised on grounds of Design or Street Scene Impact in accordance with the NPPF, Core Policy 8 of the LDF Core Strategy or Policy EN1 of the Adopted Local Plan.

10.0 **Affordable Housing & Developer Contributions**

Given the recent changes to the General Permitted Development Order, it is concluded that there would be little to be gained by not supporting the current application in terms of the principle of the proposed changes of use, given the government's aims of trying to introduce greater flexibility as to the way that commercial buildings are used. Given the relaxation of local planning authorities control over such changes of use, coupled with the previous appeal inspectors lack of support to secure affordable housing, it is not proposed that affordable housing, education and/or open space contributions be secured in respect of this application in relation to the conversion and that the Council's normal policies be applied only in relation to the new build element of the scheme and the change of use of part of the second floor from Class D1 to Class C3.

- 10.1 With respect to the new build element of the scheme, the total number of flats proposed is 13 no. which falls below the threshold whereby contributions would normally be sought for affordable housing education or open space. The change of use from Class D1 education to Class C3 residential does require planning permission and would, when combined with the additional floor increase the number of new units to 23. However, having regard to the previous appeal inspector's decision regarding affordable housing, she was unprepared to link separate planning applications within different parts of the building to provide a cumulative total. Applying that principle to the current proposal, it is concluded that if separate planning applications were to be submitted for the new floor and for the change of use from Class D1 to Class C3, that given the appeal precedent, that it would be unreasonable, in such circumstances to require affordable housing or other developer contributions.

- 10.2 The applicant has submitted a viability appraisal which concludes that it would not be economically viable to provide affordable housing. The viability appraisal has not been tested as the applicant was unwilling to pay any additional fees to allow the Council to carry out a full evaluation of the appraisal. In any event given the particular circumstances of this application and in particular, the governments changes to the General Permitted Development Order, to allow more flexibility in the use of commercial buildings between different use

classes and the precedent set by a previous appeal inspectors decision with regards to affordable housing, it is not considered necessary in this instance for the viability appraisal to be tested.

11.0 **Quality of Housing**

11.1 The overarching principles of the NPPF state that: planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy H11 of the adopted Local Plan states: proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to meeting all of the following criteria:

(c) satisfactory minimum room sizes and internal layouts.

11.2 The quality of housing is normally assessed in relation to room sizes & layout, aspect and daylight & sunlight

Room Sizes & Layout

11.3 Internal floor areas are shown on the deposited floor plans. The two bedroom units range in size from 50 sq m to 71 sq m. The one bed units range in size from 32 – 57 sq m and the studio apartments from 32 – 33 sq m. In general, the floor areas shown comply with the minimum room sizes as set out in the Council's approved guidelines.

11.4 However, it needs to be stressed that matters of room sizes and layout could not be considered under a prior approval application other than by reference to the National Planning Policy Framework which includes as one of its core planning principles that, *planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings*. Without reference to any minimum room sizes, against which the proposal could be tested, it could prove difficult to argue, in practice, a poor standard of amenity for future occupants.

Aspect

11.5 On part of the first floor which faces towards the Wellington House Annexe, is shown laid out as a storage area. This follows a previous refusal of planning permission (P/03167/002) to use this part of the first floor for flats, on grounds of poor aspect and resulting poor quality housing. A view which was upheld by the appeal inspector, when dismissing the appeal:

“All but two of the units proposed in this appeal scheme would be single aspect dwellings and their configuration is such that three units would have all their windows directly facing the annexe to the west, which is only some 6.5m away. Although these units would be at first

floor level, in terms of outlook from them the relationship between them and the annexe would be broadly comparable with that of ground floor habitable room windows facing a two-storey wall..... There is no doubt that this separation distance is substantially less than would normally be expected in a more conventional housing layout. I fully appreciate that some reduction in standards may well be necessary in a high density urban environment such as this one. Nonetheless, given that the west-facing windows would be the only source of light and outlook for occupiers of these three units, it is important that a good standard of amenity can be achieved”.

- 11.6 Whilst similar issues would also apply on the second and third floors, it could be argued that the impact would be less severe given the opportunity for more vertical aspect, whereby it is possible to achieve a 45 degree vertical line of sight, something which would not be possible on the first floor.
- 11.7 The views from the flats improve the higher up the building, with the most panoramic views from the fifth floor and potentially from the proposed sixth floor
- 11.8 However, it needs to be stressed that matters of aspect and views could not be considered under a prior approval application other than by reference to the National Planning policy Framework which includes as one of its core planning principles that, *planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.* Without reference to appropriate minimum separation distances, against which the proposal could be tested, it could prove difficult to argue, in practice, a poor standard of amenity for future occupants.

Day and Sunlight

- 11.9 The applicants have submitted a daylighting/sunlighting study, although the study itself evaluates the scheme of development only in terms of daylighting. Daylighting is analysed in two ways, *the average daylight factor (ADF) and the no sky line NSL)* . The ADF, takes into account the size of the window it serves and any other windows serving the room. The recommended minimum ADF levels depend on the room use with these being 2% for kitchens, 1.4% for living rooms and 1% for bedrooms. The NSL tests the daylight distribution within a room. The BRE guidelines state that a significant area of the room should not lie behind the NSL and that bedrooms are less important than living rooms.
- 11.10 The study concludes that all windows will achieve an ADF of more than 4% and that more than 90% of each room will lie in front of the NSL and that the BRE guidelines are met.

- 11.11 On the basis of the submitted study, although it has not been tested, on face value at least it would appear that the levels of daylight would meet the test of the BRE guidance and therefore that the future occupants would experience acceptable living conditions. As such, in relation to matters of daylighting and resulting living conditions no objections are raised in relation to the National Planning Policy Framework, insofar as the proposals will provide a reasonable level of amenity for future occupants.
- 12.0 **Access Servicing & Parking**
- 12.1 The NPPF states that: *planning should aim to safe and accessible developments, containing clear and legible pedestrian routes.....`*
- 12.2 Core Policy 8 of the LDF Core Strategy states that: *All development will be of a high quality design, attractive, safe, accessible and adaptable.*
- 12.3 Policy H11 of the Adopted Local Plan states: *proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to meeting all of the following criteria:*
- a) *a satisfactory independent access is provided*
 - b) *any parking provision meets the aims of the integrated transport strategy*
- 12.4 Policy T2 of the Adopted local Plan states that: *....the maximum level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the integrated transport strategy.* The supporting parking standards require nil car parking and 1 no. bicycle parking space per dwelling for residential schemes in the town centre.
- 12.5 Pedestrian access would be via the existing entrance onto Town Square. There are three pedestrian lifts plus stairs serving the first to fifth floors. It is proposed to extend the lifts and stairs to the sixth floor.
- 12.6 Servicing including refuse collection is via the existing rear service deck at first floor level. A bin store has been provided on the rear service deck accessed via rear service door/fire escape door, large enough to accommodate 28 no. 1100 litre euro bins (10 no. bins for recycling & 18 no. bins for general refuse), in accordance with guidance given in the Developers Guide. The Council's Waste Management Section and Highway Engineers have been consulted on the servicing proposals but no comments have been received.
- 12.7 Travel distances may exceed the guidance given in the building regulations which indicate a 30 metres travel distance as being the

normal maximum acceptable carrying distance. This matter is being addressed by the Building Control section in relation to a concurrent building regulations application.

12.8 1 no. principle cycle store is provided on the service deck containing 105 bicycle racks. There is a small additional bicycle store proposed for the 6th floor. As this is a car free scheme, good quality bicycle parking is required. Officers have requested that cycle storage be provided within the building given that the principle pedestrian entrance is from the Town Square and given that the existing lifts would be large enough to accommodate a person with a bicycle. By locating the cycle storage on the service deck will require either that cyclists access the cycle store from the rear by using the service deck, which is not desirable from a crime/fear of crime perspective, or that the bicycles are taken through the building from the frontage to the rear service deck down a flight of stairs. Whilst, this may not be ideal, it is not considered sufficient justification to warrant a refusal of planning permission.

13.0 **Amenity Space**

13.1 The overarching principles of the NPPF state that: planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

13.2 Policy H11 of the adopted local Plan states: Policy H11 of the adopted Local Plan states: *proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to meeting all of the following criteria.....proposals should also provide appropriate amenity area which can take the form of roof gardens, balconies, or more traditional forms of amenity space such as ground floor level gardens.*

13.3 Policy H14 of the adopted Local Plan states: *The appropriate level will be determined through consideration of the following criteria:*

- a. *type and size of dwelling and type of household likely to occupy dwelling;*
- b. *quality of proposed amenity space in terms of area, depth, orientation, privacy, attractiveness, usefulness and accessibility;*
- c. *character of surrounding area in terms of size and type of amenity space for existing dwellings;*
- d. *proximity to existing public open space and play facilities; and*
- e. *provision and size of balconies*

- 13.4 The set back of the new sixth floor has allowed a 1 metre wide terrace to be formed around the building, the elevational plans for which appear to show access for the occupiers of the flats at this level. The elevational plans also show a safety glazed balustrade with stainless steel railing around the building at this level. Privacy screens will be required between the individual flats for which details will be required by condition.
- 13.5 The remaining occupants will have access to a rooftop garden, although few details have been provided at this stage. This is a matter which will be covered by planning condition.
- 13.6 Given the scale of the development circa 100 flats and the limited amount of amenity space being provided within the scheme, an open space financial contribution would normally be sought. Private terraces are proposed for the sixth floor flats which would be new build. However, for the remainder of the scheme which would be a change of use and would be permitted development under the current government changes to the General Permitted Development Order, such matters could not be considered. Having regard to this factor it is concluded that there would be little mileage in trying to secure any such financial contributions as part of the current planning application.
- 13.7 Subject to the imposition of appropriate conditions, no objections are raised on grounds of amenity space provision in relation to the NPPF and policies H11 and H14 of the adopted local plan for Slough.
- 14.0 **Designing Out Crime**
- 14.1 The NPPF states: *Planning policies and decisions should aim to ensure that developments: create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion...*
- 14.2 Core Policy 12 of the LDF Core strategy states:

All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.....
- 14.3 Policy EN5 of the adopted Local Plan states: *All development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.....*
- 14.4 The Thames Valley Police Crime Prevention Design Adviser has not responded on this application, but in relation to other similar schemes, has advised whilst no objection in principle is raised, there are some concerns about pedestrian access which would be

available from the rear service deck, for those occupants who cycle, both in terms of the poor quality environment which this provides and due to concerns about crime or fear of crime. As a minimum secure entry should be provided.

- 14.5 On the basis that a rear access would remain for those occupants who cycle then it is proposed that a condition be imposed requiring the submission of a security management plan which could include measures to introduce CCTV, entry control and external security lighting. Subject to the imposition of an appropriately worded condition covering security measures no objections are raised on grounds of crime or fear of crime in accordance with the NPPF, Core Policy 12 of the LDF Core Strategy or Policy EN5 of the Adopted Local Plan.

15.0 **Summary and Conclusions**

- 15.1 A number of issues have been identified with the proposal relating to affordable housing, financial and open space financial contributions, poor aspect in relation to the western facing units on the second and third floor, siting of the bicycle store on the service deck and associated issues of fear of crime.

- 15.2 The local planning authority is in a rather unusual situation with respect to this planning application insofar as the government has introduced changes to the General Permitted Development Order, whereby changes of use from Class B1(a) offices to Class C3 residential is now permitted development, subject to the grant of prior approval relating only to matters of traffic and transport, land contamination and flood risk. As has already been established in this report there would no objections raised on any of these grounds. The changes also allow flexibility between other changes of use, including Class D1 education use to Class B1 business use for a period of two years (maximum 150 q m floorspace).

- 15.3 An application for prior approval would not extend to the construction of the sixth floor or to the change of use from Class D1 to Class C3, although it is already established that there is some flexibility relating to changes of use between Class D1 and Class B1. The number of dwelling units proposed on the sixth floor is less than the figure of 15 no. which would trigger affordable housing contributions.

- 15.4 In conclusion it is considered that there would be little merit in applying the Council's normal policies to this application on the grounds that to all intensive purposes the proposal (excluding the new build element) would be permitted development if submitted to the Council in a different format that is as a prior approval application. Further, the property is within the town centre area, where approved planning policies would support the provision of

higher density housing. An approval would support the government's proposals for greater flexibility in the use of commercial buildings and accord with guidance given in the NPPF.

PART C: RECOMMENDATION

16.0 **Recommendation**

16.1 Approve with conditions.

16.2 **PART D: LIST OF CONDITIONS -**

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

(a) Drawing No. A0-001, Dated 07/12/2012, Received 16th April 2013

(b) Drawing No. A0-002, Dated 07/12/2012, Received 06 June 2013

(c) Drawing No. A0-003, Dated 07/12/2012, Received 16th April 2013

(d) Drawing No. A0-004, Dated 07/12/2012, Received 16th April 2013

(e) Drawing No. A0-005, Dated 07/12/2012, Received 16th April 2013

(f) Drawing No. A0-006, Dated 07/12/2012, Received 16th April 2013

(g) Drawing No. A0-007, Dated 07/12/2012, Received 16th April 2013

(h) Drawing No. A0-008, Dated 07/12/2012, Received 16th April 2013

(i) Drawing No. A0-009, Dated 07/12/2012, Received 16th April 2013

(j) Drawing No. A0-010, Dated 07/12/2012, Received 06 June 2013

(k) Drawing No. A0-011, Dated 07/12/2012, Received 16th April 2013

(l) Drawing No. A0-012, Revision 02 Dated 29/05/13, Received

06 June 2013

(m) Drawing No. A0-013, Dated 05/12/2012, Received 16th April 2013

(n) Drawing No. A0-014, Dated 05/12/2012, Received 16th April 2013

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. Development shall not commence until an on site a security management plan has been submitted to and approved in writing by the local planning authority which shall include proposals to improve the personal security and safety of future occupants who may access the development from the rear service deck in terms of CCTV coverage and improved lighting and all flat entrance doors shall be to BS PAS 24 Security Standard. The development shall proceed in accordance with the details approved.

REASON: To ensure best practice for designing out crime in accordance with Core Policy 12 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policy EN5 of the Adopted Local Plan for Slough 2004

4. Development shall not commence until details of the bicycle store which shall be large enough to accommodate a minimum of 100 bicycles have been submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the details approved and the bicycle parking shall be available for use prior to first occupation and shall be maintained whilst the building is in residential use. .

REASON: This is a car free scheme and the provision of bicycle parking should be of a high quality convenient to use and secure in nature to encourage the use of cycling as an alternative mode of travel in accordance with the aims of the integrated transport strategy and Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policies H11 and T2 of the Adopted Local Plan for Slough 2004

5. Before development commences details of the design and appearance of the proposed bin store enclosure shall be submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the details approved.

REASON: To ensure an acceptable design in accordance with

Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted Local Plan for Slough 2004.

6. Development shall not commence until details of privacy screens and safety balustrade and railings to be provided for the proposed external terrace serving the new build sixth floor flats have been submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the details approved and the privacy screens balustrade and railings shall be installed prior to first occupation of the sixth floor flats and so maintained for the duration of the residential use.

REASON: To ensure privacy safety and amenity for the future occupants of the flats in accordance with the National Planning Policy Framework.

7. The development shall not commence until a scheme for protecting the proposed flats from noise has been submitted to and approved in writing by the local planning authority. All works that form part of the scheme shall be completed before the flats are occupied

REASON: To protect amenities of the future occupants of the proposed flats in accordance with the National Planning Policy Framework (Paragraph 7 Core Planning Principles)

8. Development shall not commence until samples of external materials to be used on the development hereby approved and which shall match as closely as possible the colour texture and design of the existing building at the date of this permission have been submitted to and approved in writing by the local planning authority and the development shall proceed in accordance with the details approved.

REASON: In the interest of good design and to ensure a satisfactory appearance to the completed development in accordance with the National Planning Policy Framework, Core Policy 8 of the of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004

9. A ground floor pedestrian entrance to the proposed flats from High Street shall be maintained at all times.

REASON: To ensure good quality housing and security for the future occupiers in accordance with the National Planning Policy Framework, Core Policy 8 of the of the Slough Local Development Framework Core Strategy (2006 - 2026)

Development Plan Document December 2008 and Policy H11 of the Adopted Local Plan for Slough 2004

10. Prior to first occupation, details as to the siting and appearance of proposed plant and machinery shall be submitted to and approved in writing by the local planning authority. The plant and machinery shall be installed in accordance with the details approved.

REASON: In the interests of visual amenity and good design in accordance with the National Planning Policy Framework, Core Policy 8 of the of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted Local Plan for Slough 2004

11. Any air conditioning or other ventilation plant to be installed at the site shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the nearest noise sensitive boundary when the equipment is not in operation.

REASON: To protect the amenities of future occupiers in accordance with the National Planning Policy Framework

12. Development shall not commence until details of measures to improve the environment of the rear service area within the general vicinity of the site have been submitted to and approved in writing by the local planning authority. The details as approved shall be implemented prior to the first occupation of the flats.

REASON: To protect the amenities of future occupiers in accordance with the National Planning Policy Framework

13. Development shall not commence until details of the roof top garden have been submitted to and approved in writing by the local planning authority. Development shall commence in accordance with the details approved.

REASON: To ensure usable amenity space to serve the development and to provide a suitable level of amenity for the future occupiers of the building in accordance with the National Planning Policy Framework and policy H14 of the adopted local plan for Slough 2004.

14. Prior to first occupation the pedestrian bridge link between the service core and the proposed flats within the north facing elevation on the first floor and within both north and south facing elevations on the 2nd, 3rd, 4th and fifth floors shall be obscurely glazed in accordance with a sample which shall be first

submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the details approved and shall be so maintained whilst the building is retained in residential use.

REASON: To provide privacy and amenity of future occupants of the flats in accordance with the National Planning Policy Framework

- 15 There shall be no residents parking permitted on the service deck

REASON: This is a car free scheme which encourages the use of alternative modes of transport to the private car within the town centre in accordance with the integrated transport policy in relation to Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008

Informatives

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. The applicant is reminded of the requirements to obscurely glaze the western elevation of Wellington House Annexe on both of the second and third floors in accordance with the plans approved under planning permission reference P/03167/020 dated 23rd December 2010.
3. The applicant is advised that travel distance for refuse and proposals for bicycle parking will need to meet the requirements of Building Regulations.
4. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. 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.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE** 25th July 2013

CONTACT OFFICER: Paul Stimpson
Head of Planning Policy & Projects
01753 87 5820

WARD(S): All

PART I
FOR DECISION

RESULTS OF THE NATIONAL PLANNING POLICY FRAMEWORK SELF ASSESSMENT AND APPROVAL OF THE PUBLICATION OF THE ‘COMPOSITE’ LOCAL PLAN FOR SLOUGH

1 Purpose of Report

1.1 The purpose of this report is to seek approval of the publication of the “Composite” Plan which will bring all of Slough’s current planning policies into a single document. This has been informed by the comments that have been received on the “Self Assessment” of Slough planning policies in terms of their compliance with the National Planning Policy Framework (NPPF). The outcome is that Slough planning policies are considered to be in general conformity with the NPPF and only a few minor clarifications are required as to how the policies will be interpreted. The overall result of this exercise is to confirm that there is no need to review the Local Plan for Slough at present.

2 Recommendation(s)/Proposed Action

- 2.1 The Committee is requested to resolve:
- a) That the comments received on the Council’s “Self Assessment” of the conformity of Slough planning policies with the National Planning Policy Framework, as set out in the report and Appendix 1 be noted;
 - b) That the publication of the ‘Composite’ Local Plan for Slough be agreed, including the insertion of the statement of intent with a presumption in favour of sustainable development and the insertion of an explanatory box as to how the sequential test in Core Policy 6 (Retail, Leisure and Community facilities) will be interpreted.
 - c) Policy 10 (Outside Preferred Areas) of the Replacement Minerals Plan for Berkshire will no longer be used for development control purposes in Slough.
 - d) The existing Local Development Scheme (LDS) be withdrawn.
 - e) The need to review the Local Plan for Slough in the future be monitored through the Annual Monitoring Report.

3 Community Strategy Priorities

3.1 The plans which form the Local Development Framework for Slough are an important spatial element of the Community Strategy and will help to contribute to the following emerging priorities:

- **A Cleaner, Greener place to Live, Work and Play**
- **Prosperity for All**

4 Other Implications

(a) Risk Management

There are no specific issues directly arising from this report

(b) Human Rights Act and Other Legal Implications

It is considered that there are unlikely to be any significant implications in relation to the Human Rights Act.

(c) Equalities Impact Assessment

An Equalities Impact Assessment is not necessary as there are no new planning policies. These policy documents are already adopted and Equalities Impact Assessment undertaken.

(d) Workforce

There are no workforce issues arising from this report.

5 Supporting Information

Introduction

- 5.1 Members will recall that at Planning Committee on November 29th 2012 it was resolved to seek comments from the public on the Council's "Self Assessment" of the conformity of Slough Development Plans with the National Planning Policy Framework (NPPF). The results of this exercise are set out below and in Appendix 1. This shows that there are no major conflicts with the NPPF. There are, however, a few cases where some clarification is needed as to how individual policies will be interpreted in the light of the NPPF and this will be explained later in the report.
- 5.2 This means that it is now possible to proceed with the publication of a "Composite Plan" which will be a single document containing all of the current policies which together form the Development Plan for Slough. These are the Core Strategy (2008), the Site Allocations (2010) Development Plan Documents and the saved policies from the Local Plan for Slough (2004), Replacement Minerals Plan for Berkshire (2001) and Waste Local Plan for Berkshire (1998).
- 5.3 It should be noted that this is an administrative exercise which is intended to make the plans easier to use by bringing them all together in a single document. This does not involve the introduction of any new policies.

- 5.4 The other main conclusion that can be drawn from the work that has been carried out to prepare the Composite Plan is that there is no need to carry out a review of the Local Plan at this stage.
- 5.5 The need to start work on reviewing the Plan will continue to be monitored and some background work, such as the production of an Infrastructure Plan for Slough, will take place. The Council's Local Development Scheme (2009), which sets out a timetable for the production of planning documents is now out of date and so will be withdrawn.

Results of Public Comment Exercise on the Self Assessment

- 5.6 The National Planning Policy Framework was published in March 2012 as a 'streamlined' document that replaces Planning Policy Statements and Guidance (PPSs and PPGs). Planning law requires that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.
- 5.7 Paragraph 215 of the Framework also states that after March 2013, those plans and policies that are of limited compatibility will be at risk of not being given full weight.
- 5.8 As a result the Council has carried out a "Self Assessment" of Slough Planning Policies with the conformity of the NPPF to establish the extent to which they were consistent with the framework and so full weight could continue to be given to them.
- 5.9 The Self Assessment was published for a six week public comment exercise beginning on 14th February 2013. It was deliberately focused upon consultees and organisations that were most likely to respond rather than the general public.
- 5.10 A total of 12 representations were received. This small number of responses was expected due to the technical nature of the exercise. It was, however, encouraging to receive responses from statutory consultees including the Environment Agency, Highways Agency, English Heritage and Natural England as well as Local Authorities.
- 5.11 A summary of the comments by each respondent is set out in Appendix 1.

General Comments

- 5.12 The majority of the representations received were supportive or just made general comments. There were very few objections.
- 5.13 The main objections came from Goodman, the promoters of the Slough International Freight Exchange (SIFE) at Colnbrook which is the subject of an appeal. They concluded that there are some significant flaws in the self assessment, as a result of inconsistencies between the requirements of the NPPF and the existing local planning policies for Slough Borough.

- 5.14 Goodman also suggested that the exercise did not comply with the “Duty to Cooperate” set out in the NPPF but it is not considered that this is applicable since the self assessment has not involved the preparation of new policies.
- 5.15 English Heritage considers that, as it stands, the Council’s LDF is not compliant with the NPPF in respect of the policy framework for the historic environment because it doesn’t have “a positive strategy for the conservation and enjoyment of the historic environment”.
- 5.16 These and all of the other main issues raised by respondents are considered in detail below on a topic by topic basis.

The Presumption in Favour of Sustainable Development

- 5.17 One of the key issues raised by Goodman is how existing plans can incorporate the “presumption in favour of sustainable development” which was introduced by the NPPF as a ‘golden thread’ running through plan making.
- 5.18 The Core Strategy predates the publication of the National Planning Policy Framework (NPPF) as a result there is no overriding policy setting out a presumption in favour of sustainable development.
- 5.19 Goodman have pointed out that this means that assessing the consistency of the Slough plans with the NPPF is not a straight forward exercise. They do not consider that the Core Strategy and the saved policies of the Local Plan for Slough could be made consistent with the NPPF merely through the addition of the model policy developed by the Planning Inspectorate, because under the provisions of the NPPF the presumption should run right through the plan making, including through an objective assessment of needs.
- 5.20 This is not agreed because there are many examples where the model policy has been inserted into a plan at the last minute to make it sound. In Slough’s case it will not be a “policy” that is part of the Development Plan. This should not matter, however, because it is effectively a statement of intent that will be inserted into the Composite Local Plan which will commit the Council to applying the presumption in favour of sustainable development when making decisions based upon policies and other material considerations. This should ensure that planning decisions give appropriate weight to the NPPF.
- 5.21 The proposed wording for insertion in the Composite Plan is as follows:

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise⁹. Planning applications that accord with the policies in the development plan (including, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material

considerations indicate otherwise. Proposed development that conflicts with the development plan will be refused, unless other material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise – taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or Specific policies in that Framework indicate that development should be restricted.

Green Belt

- 5.22 The only policy requirement relating to green belts is set out in Core Policy 1 which contains the “very special circumstances” test which is repeated in the NPPF. There are no development control type policies in the Core Strategy or Local Plan and so there is no conflict with the policies in the NPPF.
- 5.23 Wexham Park Hospital has no comments as there are no changes to Green Belt policy which retain the Hospital as a Major Existing Developed Site.
- 5.24 Goodman have misunderstood the wording in the self assessment. This does not suggest that Green Belt policy is not applicable in the Strategic Gap and Colne Valley Park but explains that there is a higher bar to development in the Strategic Gap and Colne Valley Park than set out in Green Belt policy.
- 5.25 As a result no conflicts have been identified between existing Green Belt policies and the NPPF.

Strategic Gap and Colne Valley Park

- 5.26 Goodman state that the NPPF makes no provision for local Strategic Gap policies or indeed for spatial policies that seek to crudely prevent development in principle. Furthermore, the local Strategic Gap policies do not align with the provision that is made within the NPPF for criteria based upon policies in response to local landscape designations.
- 5.27 They also state that the “essential to be in that location” test set out in Core Policy 2 is without basis in the NPPF and that Authorities should set criteria based policies against which development affecting landscapes and biodiversity will be judged.
- 5.28 Once again Goodman have misunderstood the Strategic Gap policy. This is not a designation based upon the landscape or biodiversity quality of the area. The Strategic Gap forms part of the Spatial Strategy for Slough and so is a “place shaping” policy for Slough. This is consistent with the core planning principles of the NPPF which state that planning should be genuinely plan-led, empowering local people to shape their surroundings, taking account of the different roles and character of different areas.
- 5.29 Since the Strategic Gap is not part of the Spatial Strategy for adjoining Boroughs it is not surprising that they should not have adopted such a high bar for development as Slough.

- 5.30 The Colne Valley Park designation is also not reliant upon the existing landscape or biological quality of individual areas of land alone but upon the contribution that it can make to the objectives of the regional park. As a result there is also no conflict with the NPPF.

Housing

- 5.31 Bracknell Forest Council have pointed out that the NPPF requires a Local Plan to meet the full objectively assessed needs of both market housing and affordable housing in a housing market area.
- 5.32 It was made clear that we are not carrying out a review of the underlying assumptions behind the strategic policies in the Core Strategy and that the Self Assessment has not sought to reassess Slough's needs. As a result we are relying on the full objective assessment of housing need which was carried out for the South East Plan. This will be reassessed when a review of the Local Plan is carried out in the future.
- 5.33 Slough has a good record of housing delivery. It has a five year supply of housing plus the additional buffer of 5% required by the NPPF. The five year supply housing assessment which will include an up to date housing trajectory will be published in the Annual Monitoring Report 2012-13 in September.
- 5.34 The NPPF makes it clear that policies are considered up to date if the local planning authority can demonstrate a five year supply of deliverable housing sites. As a result Slough does not need to review the plan at present.
- 5.35 Bracknell have also highlighted the fact that the NPPF requires an assessment of the needs of travellers and that without this it is difficult to support the approach being taken as it does not appear to be comprehensive.
- 5.36 The Core Strategy refers to the gypsy needs survey for Berkshire but does not make an allocation for Slough. Although not considered as part of the Self Assessment, there is no conflict with the NPPF and, as explained above, we are not carrying out a review of the plans at this stage.

Employment

- 5.37 Montague Evans claim that the part of Core Policy 5 (Employment), which states that there will be no loss of Existing Business Areas, is contrary to the NPPF and so a clause should be added which allows flexibility where there is no reasonable prospect of all or part of an Existing Business Area being used for that purpose.
- 5.38 Flexibility is built into the Core Strategy in Policy CP1 (Spatial Strategy) which allows for some relaxation of policies in selected key locations. Further flexibility has also been applied in the Site Allocations DPD. Indeed Montague Evans represents the owners of the Langley Business Park, part of which has been allocated for a supermarket even though it is an Existing Business Area.
- 5.39 Paragraph 22 of the NPPF, which Montague Evans have quoted, actually states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for

that purpose. This is aimed at allocations of new land that have remained undeveloped rather than Existing Business Areas which are fully developed.

- 5.40 Montague Evans stated that the Council should regularly review land allocations as required by Paragraph 22 of the NPPF. It is not necessary to carry out such a review as the existing employment areas are not redundant. An employment land study will be conducted when we prepare a new plan in the future.
- 5.41 As a result no changes are recommended to the interpretation of Core Policy 5 because there is sufficient flexibility in the policy particularly when this is combined with the exceptions clause in Core Policy 1. There are no other conflicts between the employment policies and the NPPF.

Retail

- 5.42 The Self Assessment flagged up the fact that the part of Policy CP6 (Retail) which requires developers to demonstrate the need for an out of centre retail development is not fully compatible with the NPPF. The Framework does, however, require an assessment of the impact of the proposed development upon planned investment and the viability and vitality of town centres. As a result even though these assessments will not have to take into account the “need” for additional retail floorspace, they will have to take into account the “demand” it.
- 5.43 As a result It is proposed to insert an explanatory box into the Composite Plan to explain how to Policy CP6 will be interpreted in future.

Need is no longer required by the Sequential Test in the NPPF. However this can be taken into account when establishing the overall demand for retail floorspace when assessing retail impact.

- 5.44 Bracknell Forest Council has questioned how Policy CP6 can be afforded weight due to its conflict with the NPPF. However it is considered that the proposed recommendation above will make any decisions related to Core Policy 6 compliant with NPPF.
- 5.45 There are no other conflicts between the retail policies and the NPPF.

Community Facilities

- 5.46 Sport England point out that the NPPF states that planning policies should be based on robust and up-to-date assessments of the need for open space, sports and recreation facilities. It acknowledges that the Council produced a Playing Field Strategy in 2010 but this has not been used to inform the planning policies that pre-date this. Sport England also suggests that the Council should undertake an assessment of the need for indoor sports facilities and update its assessment of outdoor sports facilities.
- 5.47 The Council is in the process of preparing a new Leisure Strategy but, as explained above, we are not carrying out a review of the underlying assumptions behind the strategic policies in the Core Strategy as part of the Self Assessment exercise or sought to reassess Slough’s needs.

- 5.48 Sport England states that Council should revise some of its policies concerning indoor and outdoor sport facilities to be in compliance with the NPPF. This is not the opportunity to add or revise policies.
- 5.49 Sport England have concluded that overall there are no conflicts with the NPPF.
- 5.50 Upton and Wexham Park Hospital has no comments as there are no changes to the wording of policies relating to the hospitals.
- 5.51 Slough Windsor and Maidenhead Campaign for Real Ale has pointed out that the NPPF states that planning policies should plan positively for the provision of community facilities such as public houses and guard against the unnecessary loss of such valued facilities.
- 5.52 None of Slough's policies currently make specific reference to pubs as community facilities but there is no opportunity to review the policies at this stage.

Transport

- 5.53 The Highways Agency had no comments on the Self Assessment exercise.
- 5.54 Goodman have identified a number of paragraphs within the NPPF which make provision for policies for Strategic Rail Freight development. This includes paragraph 31 which states that Councils should work with neighbouring authorities and transport providers to develop a strategy for delivering viable infrastructure including rail freight interchanges.
- 5.55 It is considered that this reiterates the policy in the former South East Plan. The need to identify a site for SIFE was considered in the preparation of both the Core Strategy and Site Allocations DPD both of which were found to be sound without making any such designation.
- 5.56 Goodman also consider that the publication of the Strategic Rail Freight Interchange Policy Guidance (Nov 2011) is a change in policy that explicitly states that SRFI capacity needs to be provided at a wide range of locations, particularly to serve London and the South East.
- 5.57 The current Self Assessment exercise is only looking at the conformity of Slough's plans with the NPPF which was published after the interim Guidance of November 2011. Nevertheless it is not considered that there is any quantifiable change in policy for SRFIs from that set out in the regional plan.
- 5.58 Overall It is not considered that there are any conflicts between the Council's transport policies and the NPPF.

Environment

- 5.59 The Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust agree that the policies are in general conformity with the NPPF but are concerned that there is no policy for the protection of ancient and veteran trees or Biodiversity Opportunity Areas. Although the Council have an overarching policy on the protection of trees therefore it is supported.

- 5.60 The preparation of the Composite Plan does not provide the opportunity to include new policies. This can be assessed when we review the plan in the future.
- 5.61 Natural England quoted that the Council may wish to revise the document to remove references to the South East Regional Spatial Strategy, which has now been revoked. It is not proposed to change the text of the plan but it will instead be annotated to explain the status of documents such as the Regional Plan or the PPSs that are referred to.
- 5.62 Natural England would like measures to enhance the biodiversity of sites by incorporating features into the design which are beneficial to wildlife. This is not, however, the opportunity to review the policies at this stage.
- 5.63 Environment Agency agreed that the policies remain consistent with national policy.
- 5.64 English Heritage considers that, as it stands, the Council's LDF is not compliant with the NPPF because it doesn't provide "a positive strategy for the conservation and enjoyment of the historic environment" and doesn't have "a clear strategy for enhancing the historic environment".
- 5.65 English Heritage recommend that the Council prepare a detailed a Development Management Development Planning Document to remedy this.
- 5.66 It is acknowledged that there is a gap in the planning policy framework because most of the relevant Local Plan policies were not "saved" because they were covered by the PPGs. It is not proposed to produce any new policies until we carry out a review of the Local Plan. In the mean time it is considered that the Council can rely upon a combination of the remaining policy local policies and those in the NPPF as the basis for assessing applications in relation to the historic environment.
- 5.67 As a result, although there may be some gaps in the Local Plan environmental policies, it is not considered that the existing ones conflict with the NPPF.

Minerals

- 5.68 Although there were no comments from the public, the Self Assessment highlighted the fact that, because the Berkshire Minerals Plan is out of date, there is no current minerals allocation for Slough. This means that the plan does not fully comply with the requirements of the NPPF.
- 5.69 This is not necessarily an issue in practice because the NPPF acknowledges that minerals can only be worked where they are found. Since virtually all potential minerals sites in Slough have already been dug apart from two remaining "Preferred Areas", these effectively constitute Slough's allocation.
- 5.70 Policy 10 of the Minerals Plan sets out a presumption against minerals extraction outside of the Preferred Areas. This policy was based upon previous calculations that there was an adequate supply of minerals in Berkshire. Since it is not possible to assess whether this is still the case, it is not considered

appropriate to continue to apply this policy. As a result it is proposed that this is no longer used for development control purposes in Slough.

- 5.71 There is no conflict with any of the remaining “saved” Minerals policies and the NPPF.

Adjoining Boroughs

- 5.72 In addition to the comments received from Bracknell Forest Council, Royal Borough of Windsor and Maidenhead stated that it had no comments to make about the Self Assessment exercise.

Composite Plan for Slough

- 5.73 Members will be aware that having completed the Self Assessment exercise, it is proposed to produce a “Composite” Plan for Slough which would contain all of the remaining Local Plan policies in one document and annotate it to make it more user friendly.
- 5.74 There were no objections to the production of a Composite Plan. Goodman state that the principle of presenting four separate policy documents in a single bound volume is simply an administrative matter for SBC but it will be important not to create any confusion about the status of the four separate documents. The Composite Plan should not be regarded as an “updated” policy context for Slough or afforded any additional weight.
- 5.75 The status of the Composite Plan will be fully explained along the lines suggested by Goodman. The only changes that will be made will be the omission of some of the supporting text for the “saved “Local Plan policies where this is out of date or no longer relevant, the inclusion of some new cross referencing and the insertion of relevant footnotes.
- 5.76 The Composite Plan will also have the explanatory boxes identified above inserted into it to explain how the presumption in favour of sustainable development will be applied and how the Core Strategy retail policy will be interpreted to ensure that it is in conformity with the NPPF
- 5.77 Any policies that are no longer needed for development control purposes will be superseded through the Annual Monitoring Report in September.

Withdrawal of the Local Development Scheme

- 5.78 The Local Development Scheme is a timetable which shows when it is proposed to produce Development Plan Documents (DPD). The current LDS 2009-2012 was adopted in May 2009 and is completely out of date. As a result it is proposed that this should be withdrawn.
- 5.79 The Council will continue to update its evidence base beginning with the preparation of an Infrastructure Plan which could in turn feed into work on the Community Infrastructure Levy.

6 Conclusion

Member approval is being sought for the publication of the 'Composite' Plan subject to the agreed changes as outlined in the recommendations. Approval is also sought for the withdrawal of the LDS and preparation of background studies to update the evidence base.

7 Background Papers

- '1' The Local Plan for Slough (2006)
- '2' The Slough Core Strategy (2008)
- '3' Slough Site Allocations DPD (2010)
- '4' Replacement Berkshire Minerals Plan (2001)
- '5' National Planning Policy Framework (2012)
- '6' Self assessment using the PAS NPPF Checklist- consistency of the Slough Local Development Plan with the National Planning Policy Framework (2013)

APPENDIX 1: RESPONSES TO THE CONSULTATION ON THE SELF ASSESSMENT OF SLOUGH DEVELOPMENT PLANS CONFORMITY WITH THE NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

Respondent ID	Respondent	Summary of Respondent Response
NPPF/1	Montagu Evans on Behalf of Threadneedle Investments which asset manages the Langley Business Park, Langley	<p>Core Policy 5 (Employment) does not comply with paragraph 22 of the NPPF.</p> <p>The policy does not allow for consideration to be given to the development of Existing Business Areas for non-employment generating uses (having regard to market signals and the relative need for different land uses to support sustainable local communities) where there is no reasonable prospect of a site being used for that purpose. This is not in conformity with the guidance given in Paragraph 22 which expressly states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.</p> <p>However the absence of any flexibility in Core Policy 5 reflective of changing demand for employment sites does not constitute ‘positive planning’ required by the NPPF. It also reduces the role that genuinely redundant employment sites can play in delivering other land uses.</p> <p>Indeed in the case of Langley Business Park a significant percentage of the original Existing Business Area has recently been re-allocated for retail purposes. The Site Allocations Development Plan Document Policy SSA23 requires some 2,500sqm of A1 floorspace on part of the Business Park. The re-allocation of this land for retail purposes is reflective of changing demand for the type and nature of the employment floorspace in this location. The preparation of the Site Allocation Development Plan Document facilitated a review of employment land. However there is no certainty within SBC’s Local Development Framework that such a review will occur before a full review of the Core Strategy, which is unlikely to happen in the short or medium term given that it is relatively recently adopted.</p> <p>We consider that the most effective way of assessing if all or part of an Existing Business Area is genuinely redundant for that purpose is by requiring marketing evidence over a period of time in order to demonstrate the nature of demand, if any, for employment purposes. Such evidence prepared by an applicant should be assessed against the findings of the Council’s own regular review of land allocations, required by Paragraph 22.</p>

Respondent ID	Respondent	Summary of Respondent Response
		<p><u>Recommendations</u></p> <p>The addition of a clause to Core Policy 5 that allows the loss of all or part of an Existing Business Area where it can be demonstrated that there is no reasonable e prospect of a site being used for that purpose. , a clause should be added to Core Policy 5 which provides flexibility in cases where there is no reasonable prospect of either all or part of Existing Business Areas being used for that purpose.</p> <p>Employment floor space that forms all or part of the Existing Business Area should be protected unless:</p> <ul style="list-style-type: none"> a. there is evidence that the employment floor space is no longer require having regard to the evidence of pipeline supply and the likely effects of demand b. floor space is no longer physically suitable; or c. the loss could be allowed without prejudicing the aims of the Council’s policies. <p>That SBC undertakes regular reviews of its employment land allocations in accordance with the requirements of Paragraph 22 and that this is reflected in the Council’s Local Development Scheme.</p>
NPPF/2	Bracknell Forest Council	<p><u>Retail</u></p> <p>The consistency document states that Core Policy 6 (Retail, leisure and community facilities) includes a sequential test for retail uses which is broadly in line with the NPPF, and that the main difference is that the Core Strategy states that developers are required to demonstrate that there is a “need” for the development. It is noted that the NPPF does not include this as a requirement. Despite this, the conformity document sets out that “need” will remain a key consideration.</p> <p>It is difficult to see how Policy CP6 can be afforded weight die to its conflict with the NPPF.</p>
NPPF/2	Bracknell Forest Council	<p>Paragraph 47 of the NPPF requires an evidence base that ensures that a Local Plan meets the full objectively assessed needs of both market and affordable housing in a housing market area.</p>

Respondent ID	Respondent	Summary of Respondent Response
		<p>This is re-iterated in para 159 which also includes a reference to assessing the needs of travellers. The approach that you are taking is difficult to support as it does not appear to be comprehensive.</p>
NPPF/3	Sport England	<p><u>Evidence Base</u></p> <p>The National Planning Policy Framework (NPPF) requires each local planning authority to produce a Local Plan for its area. Local Plans should address the spatial implications of economic, social and environmental change. Local Plans should be based on an adequate, up-to-date and relevant evidence base. In addition, para 73 of the NPPF requires that:</p> <p><i>“Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessment should identify specific needs and quantitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.”</i></p> <p>Sport England acknowledges that a Playing Pitch Strategy (Strategic Leisure 2010) has been undertaken and this is welcome. However, has this document been formally adopted by the Council? If not, then the Council should seek to address this and use the Strategy to identify specific needs and quantitative deficits or surpluses of sports facilities in the local area. Information gained from the assessment should be used to determine what provision is required in accordance with paragraph 73.</p> <p>To underpin up-to-date policies and decision making in line with the NPPF Sport England further recommends that the Council undertakes an assessment of the need for indoor sports facilities and updates its PPG17 assessment (2005) with regard to outdoor sports facilities and uses this information to determine what further provision is required. Without an up-to-date evidence base it will be more difficult for the Council to collect developer contributions towards indoor and outdoor sports facilities.</p>

Respondent ID	Respondent	Summary of Respondent Response
NPPF/3	Sport England	<p><u>Protection of sports facilities</u></p> <p><i>Core Policy 2, 6, Local Plan OSC 1,2,3,4,5,8 & 13</i></p> <p>Paragraph 74 of the NPPF states;</p> <p><i>“Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</i></p> <ul style="list-style-type: none"> <i>●an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</i> <i>●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</i> <p><i>the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.”</i></p> <p>Sport England recommends that the Council revises some of its policies concerning indoor and outdoor sports facilities to bring them into line with paragraph 74. For example, both policies OSC3 and OSC4 allow for playing fields/private sports facilities to be lost if the Applicant provides a financial contribution. This approach is not compliant with paragraph 74 of the NPPF.</p> <p>In addition paragraph 74 means that Slough Borough Council should have policies that protect built indoor and outdoor sports facilities from development. Policies OSC17 and Core Policy 6 give some protection to indoor sports facilities if they are a community facility. However, it does not give the level of protection afforded by paragraph 74 of the NPPF which requires Applicants to make alternative sports provision.</p> <p>Sport England therefore recommends that the Council updates its policies to provide improved protection for indoor and outdoor sports facilities in line with paragraph 74 of the NPPF. Paragraph 74 means that Slough Borough Council should have policies that protect built indoor and outdoor sport facilities from development.</p>

Respondent ID	Respondent	Summary of Respondent Response
		<p>Sport England recommends that the Council updates its policies to provide improved protections for indoor and outdoor sport facilities in line with paragraph 74 of the NPPF.</p>
<p>NPPF/4</p>	<p>Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust</p>	<p>BBOWT agree that, for the main part, the ecological policies making up the Local Development Framework are in general conformity with those in the NPPF. BBOWT particularly welcome the inclusion of BOAs as a means of planning for landscape-scale ecological networks. However, we do note that there does not appear to be a policy on the protection of ancient or veteran trees in the LDF.</p> <p>Protection for Ancient and Veteran Trees</p> <p>Paragraph 118 of the NPPF states that:</p> <p><i>“When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles;</i></p> <ul style="list-style-type: none"> •<i>Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.”</i> <p>With the removal of the Protection of Trees policy (EN4) from the Local Plan in 2007, it is not clear if any specific protection of ancient and veteran trees remains in the Council’s LDF policies. The value of ancient and veteran trees to biodiversity is well recognised. These trees host species rich communities, particularly those associated with wood decay. They develop a wealth of microhabitats for many species of plants, animals and fungi. This is an important area and should be addressed.</p>

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NPPF/5	Highways Agency	<p>No comment.</p> <p>The HA will be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN.</p>
NPPF/6	Slough Windsor and Maidenhead CAMRA (The Campaign for Real Ale)	<p>No reference to pubs in its definition of community facilities in Local Plan Policy OSC17.</p> <p>The NPPF IN Para 70 makes specific reference to community pubs and gives explicit support to retaining them.</p> <p>A more detailed policy was proposed which included:</p> <p>1. General policy on community facilities</p> <p>The council supports retention of existing community facilities such as local shops, meeting place, sport venues, cultural buildings, public houses and religious facilities.</p> <p>Before granting planning permission for a change of use or redevelopment which would result in the loss of any of these facilities, the Council will require compelling evidence that the facility is no longer needed by the local community and is no longer commercially viable. If permission is granted for a change of use or redevelopment, preference will also be given to the premises remaining in some form of community or employment use so long as this does not result in traffic, amenity, environmental or conservation problems.</p> <p>2. Specific Pub Policy</p> <p>The Council strongly supports retention of public houses and will oppose their conversion or redevelopment because they generally help promote a competitive environment, provide consumer choice, offer services of particular local value, and, in some cases, include important historic features. Applications for change of use or redevelopment will therefore be resisted unless convincing evidence can be provided to show that the public house is not economically viable and is no longer required to meet the needs of the local community.</p>

Respondent ID	Respondent	Summary of Respondent Response
		<p>3. Evidence for applications for change of use/redevelopment</p> <p>Viability and Marketing</p> <p>Where applications for change of use or redevelopment of a public house are received, the Council will require evidence that:</p> <p>A comprehensive sustained marketing campaign (agreed in advance by the Council) has been undertaken, offering the public house for sale as a going concern and using an agreed realistic valuation of the premises.</p> <p>The marketing campaign has run for a period of at least twelve months before the planning application is submitted.</p> <p>If marketing has been nased wholly or partly on an alternative community or employment use, there has been prior discussion with the Council on the principle of the proposal</p> <p>The public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents.</p> <p>The CAMRA Public House Viability Test, or a similar objective evaluation method, has been employed to assess the viability of the business and the outcomes (to be shared with the Council) have demonstrated that the public house is no longer economically viable.</p> <p>Need</p> <p>Where applications for a change of use or redevelopment of a public house are received, the Council will require evidence that:</p> <p>There is no significant local support for its retention</p> <p>There are alternative licensed premises within easy walking distance of the public house.</p>

Respondent ID	Respondent	Summary of Respondent Response
		Any such alternative premises offer similar facilities and a similar community environment to the public house which is the subject of the application.
NPPF/7	Barton Willmore (Neville Surtees) on behalf of Upton and Wexham Hospital	No comment as there is no change to the wording of the planning policies relating to Wexham Park Hospital and Upton Hospital.
NPPF/8	Natural England	<p>The council may wish to revise the document slightly to remove references to the South East Regional Spatial Strategy, which has now been revoked.</p> <p>Natural England is pleased to see the references to Open Space and Green Infrastructure provision referenced.</p> <p>Clearer links to paragraph 118 should be made as this will strengthen the Council's policies further.</p> <p>Opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of sites from applicants.</p>
NPPF/9	Royal Borough Of Windsor and Maidenhead	No comment
NPPF/10	Simon Flisher Barton Willmore on behalf of Goodman	The representations conclude that there are some significant flaws in the self assessment, as a result of inconsistencies between the requirements of the NPPF and the existing local planning policies for Slough Borough

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		<p>NPPF paragraph 14 puts the “presumption in favour of sustainable development” at the heart of the planning system and explains that the presumption should be a ‘golden thread’ running through both plan making and decision taking.</p> <p>It is by no means inevitable that an assessment of the consistency of the Slough Local Development Plans with the NPPF is a straight forward exercise.</p> <p>It is not considered that the Core Strategy and the saved policies of the Local Plan for Slough could be made consistent with the NPPF merely through the addition of the model policy developed by the Planning Inspectorate, because under the provisions of the NPPF the presumption should run right through the plan making, including through an objective assessment of needs.</p> <p>It is surprising that Slough Borough Council appear to have reached the simple conclusion that the policies in the Slough Local Development Plan perform well against the NPPF requirements.</p> <p>In terms of Strategic Rail Freight Interchanges (SRFIs) the NPPF makes provision for policies including:</p> <ul style="list-style-type: none"> • The protection and exploitation of opportunities for sustainable transport infrastructure; • The identification and protection of sites which could be critical in developing infrastructure to widen transport choice; • The location of freight movements where the need to travel will be minimised and the use of sustainable transport modes will be maximised; • Working with neighbouring authorities and transport providers and developing a strategy for delivery of viable infrastructure, including rail freight interchanges; • Joint working in respect of strategic infrastructure in the context of the new duty to co-operate. <p>The Strategic Rail Freight Interchange Policy Guidance (Nov 2011) is a new policy change that explicitly states that SRFI capacity needs to be provided at a wide range of locations, particularly to serve London and the South East.</p>

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		<p>Goodman state that the principle of presenting four separate policy documents in a single bound volume is simply an administrative matter for SBC but it will be important not to create any confusion about the status of the four separate documents. The Composite Plan should not be regarded as an “updated” policy context for Slough or afforded any additional weight.</p> <p>Goodman suggested that the exercise did not comply with the “Duty to Cooperate” set out in the NPPF in that the lack of meaningful co-operation between SBC and other local planning authorities in the formulation of existing local planning policies serves to diminish the weight that can be attached to those policies.</p>
NPPF/11	Environment Agency	<p>The development plan policies as set out in your Core Strategy, Site Allocations Document and saved Local Plan policies remain consistent with national policy, as has been successfully demonstrated in the self-assessment. We therefore accept your appraisal of the situation for the policies which cover issues within our environmental remit.</p> <p>With regard to future reviews of any of your policies, we would like to work with you to update and progress those which relate to our environmental remit. For example with regard to policies relating to development and flood risk we anticipate that you will be updating your Strategic Flood Risk Assessment.</p>
NPPF/12	English Heritage	<p>The policy framework for the historic environment within the Council’s Local Development Framework is provided principally by Core Strategy Policy CP9 on the Natural and Built Environment and Saved Local Plan Policies EN17 on locally listed buildings and TC2 on Slough Old Town. These are supported by Core Strategy Policy CP8 and Saved Local Plan Policies H12 on Residential Areas of Exceptional Character and EN1 on design. (The Self-Assessment Checklist also refers to Local Plan Policy EN13 on Conservation Areas, but the “Saved Policies and Policies Still in Use at December 2010” indicates that this policy was not saved at September 2007, along with Policies EN14-EN16 on listed buildings, EN18 on Historic Parks and Gardens and EN19-EN20 on archaeology).</p> <p>I note that the Council’s Local Development Scheme anticipated a Development Control Policies DPD to be submitted in June last year, with adoption next month. However, as I cannot find this on your website and do not recall any consultation last year, I assume that this has yet to be prepared. In my view, this situation leaves the Council’s Local Development Framework inadequate in terms of the requirements of the NPPF for the historic environment policy</p>

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		<p>framework in Local Plans as summarised at the beginning of this letter.</p> <p>I accept that the Slough Core Strategy 2006-2026, adopted in 2008, does contain a strategic policy for the built environment, CP9, which requires development proposals to enhance and protect the historic environment and respect the character and distinctiveness of existing buildings and townscapes and their local designations, which is satisfactory as a very broad baseline requirement.</p> <p>However, providing “a positive strategy for the conservation and enjoyment of the historic environment” and “a clear strategy for enhancing the historic environment” requires, in our view, supporting detailed development management policies to address specific heritage assets or locations and set out the measures the Council will take to ensure the conservation and enhancement of the historic environment.</p> <p>Policies EN13 and TC2 represent such policies, but corresponding policies for other heritage assets (such as those in the Local Plan that were not saved) are also required, although these could be combined to reduce the overall number of policies.</p> <p>Little contribution to this strategy is given by the Site Allocations DPD - paragraphs 4.53-4.56 on the implementation of Policy CP9 on the Natural and Historic Environment make no mention of the historic environment. Here reference could have been made to land where development would be inappropriate because of its historic significance, although I accept that the DPD was adopted before the publication of the draft NPPF, and this constraint may not be applicable within the Borough.</p> <p>In conclusion, therefore, English Heritage considers that, as it stands, the Council’s LDF is not compliant with the NPPF in respect of the policy framework for the historic environment. More detail is required within the Council’s LDF to constitute the positive strategy required by the NPPF and to deliver the conservation and enhancement of the historic environment of the Borough. It will fall to the Development Management Policies DPD to provide this additional detail.</p> <p>This should be recognised by the Council and a commitment made to address this deficiency through the Development Management Policies DPD. English Heritage would be pleased to work</p>

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		with the Council on developing a detailed development management policy or policies for the DPD.

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MEMBERS' ATTENDANCE RECORD 2012/13
PLANNING COMMITTEE

COUNCILLOR	19/06/12	26/07/12	05/09/12	17/10/12	29/11/12	09/01/13	21/02/13	04/04/13	08/05/13
Carter	P	P	P	P	P	P	P	P	P
Rasib	P	P	P	P	P	P	Ap	P	P
Dar	P	P	P	P	P	P	P	P	P
Hussain	P	P	P	P	P	P	Ap	Ab	P
O'Connor	P	P	Ap	P	P	Ap	P	P	P
Plenty	P	P	P	P	P	P	P	P	P
Sharif	P* (from 7pm)	P* (from 7.07pm)	P	P* (from 6.35pm)	P* (from 6.54pm)	P	Ap	P	P
Smith	P	P	P	P	P	P	Ap	P* (from 6.32 pm)	P
Swindlehurst	P* (from 6.40pm)	Ap	P	P	Ap	P	P	P* (from 6.36 pm)	P

P = Present for whole meeting
 Ap = Apologies given

P* = Present for part of meeting
 Ab = Absent, no apologies given

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