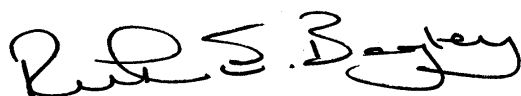


Date of issue: 12th February, 2014

MEETING	PLANNING COMMITTEE (Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib, Sandhu, Smith and Swindlehurst)
DATE AND TIME:	THURSDAY, 20TH FEBRUARY, 2014 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 9th January, 2014	3 - 8	
5.	Human Rights Act Statement - To Note	9 - 10	
PLANNING APPLICATIONS			
6.	P/00789/022 - 1, Brunel Way, Slough, SL1 1XL	11 - 30	Central
	<i>Officer Recommendation: Delegate to Strategic Lead Planning Policy</i>		
7.	P/00903/023 - Citroen UK Ltd, 221, Bath Road, Slough, SL1 4BA	31 - 54	Cippenham Green; Cippenham Meadows
	<i>Officer Recommendation: Delegate to Strategic Lead Planning Policy</i>		
8.	P/04303/040 - Nova Building, Herschel Street, Slough, SL1 1XS	55 - 60	Upton
	<i>Officer Recommendation: Delegate to Strategic Lead Planning Policy</i>		
MISCELLANEOUS REPORTS			
9.	Consultation on West Berkshire Minerals and Waste Local Plan Issues and Options: Response By Slough BC	61 - 66	All
10.	Windsor & Maidenhead Local Plan: Preferred Options Consultation	67 - 76	All
11.	Planning Brief for Wexham Nursery Site	77 - 96	Wexham Lea

AGENDA
ITEM

REPORT TITLE

PAGE

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MATTERS FOR INFORMATION

- | | | | |
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| 12. | Planning Appeal Decisions | 97 - 106 | |
| 13. | Members Attendance Record | 107 - 108 | |
| 14. | Date of Next Meeting- Thursday 3rd April, 2014 | | |

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. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.

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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 Thursday, 9th January, 2014.

Present:- Councillors Carter (Chair), Dar (Vice-Chair), Hussain, Mittal, Plenty, Rasib, Smith and Swindlehurst

Also present under Rule 30:- Councillor Plimmer

PART I

64. Apologies for Absence

None.

65. Declarations of Interest

Agenda Item 8: P/02523/011 – 27, Cheviot Road, Slough

Councillor Swindlehurst declared that he had facilitated a meeting between the Applicant and Planning Officers at the beginning of the application process but he had not attended the meeting. He confirmed he had an open mind and would debate and vote on the item.

66. Guidance on Predetermination/Predisposition - To Note

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

67. Minutes of the Last Meeting held on 28th November 2013

The minutes of the meeting held on 28th November, 2013, were agreed subject to the deletion of the sentence, 'Councillor Hussain declared an interest in agenda item 9, P/06960/017, Baylis Court School For Girls, Gloucester Avenue, Slough, SL1 3AH in that the application site was situated in her Ward. She participated in the debate and voted on the item'.

68. Human Rights Act Statement - To Note

The Human Rights Act statement was noted.

69. Planning Applications

Details were tabled in the amendment sheet of alterations and amendments received since the agenda was circulated. The Committee adjourned for ten minutes to allow Members the opportunity to read the amendment sheet.

A Ward Member addressed the Committee in respect of P/02523/011: 27, Cheviot Road, Slough.

Resolved –That the decisions be taken in respect of the planning applications as set out in the minutes below, subject to the information,

Planning Committee - 09.01.14

including conditions and informatives set out in the reports and the amendment sheet tabled at the meeting.

70. P/14486/001 - Unit 1, Prescott Road, Colnbrook, Slough, SL3 0AE

Application	Decision
Erection of 2789 square metre warehouse building with ancillary office space and associated parking following demolition of existing buildings	Delegate to the Strategic Lead Planning Policy for the completion of a S106 Agreement, consideration of a tree report, finalising conditions and final determination.

71. P/06684/015 - Queensmere Shopping Centre, Wellington Street, Slough, Berkshire, SL1 1LN

The Strategic Lead, Planning Policy, presented a report outlining a revised design for the proposed Queensmere Shopping Centre Scheme. At its previous meeting on 28th, November, 2014, the Committee had commented on a previous proposed scheme and in light of concerns submitted the detail had been altered. Changes made to the Scheme were outlined, and included:

- All towers would now be of the same thickness, barring the circular tower.
- The design of the towers had been changed to provide more natural light and a more distinctive skyline.
- Penthouses were now included on the top floor.
- Better materials would be used, including greater use of glazing.
- Promise of better internal quality.
- Removal of horizontal dwellings closer to street level, thereby removing 'clutter' and improving shop façade.

It was emphasised that the new plans, incorporating the above changes, were not yet out for consultation.

The Officer invited Members to comment on the revised Scheme.

In the ensuing debate Members expressed individual views and raised a number of questions/ comments as follows:

- The Scheme as now amended was a marked improvement, but was not a flagship scheme and there remained a way to go before concerns were fully satisfied.

Planning Committee - 09.01.14

- Was there a risk of solar gain with the addition of glass? The Officer confirmed that the buildings would comply with regulations to ensure this was not an issue.
- The 'silver' theme was an improvement over painted concrete. Could this be extended throughout the scheme? The Officer confirmed this point would be noted for future consideration.
- How confident was the Officer that the Heart of Slough project would increase footfall into Slough? The Officer advised that research and statistics had found that with the addition of big 'anchor stores' that there would be a significant return on investment.
- Concerns remained regarding the height of the towers vs. the height of St. Ethelbert's Church. It appeared that the height was not in accordance with the Council's Core Strategy which had indicated a limit to 15 floors. The Officer confirmed that professional advice was to make the towers even higher/slimmer, though a medium between the two has been attempted. He also advised that the height had been capped at the height of the church spire. The Design Panel had advised that the height was not a problem but it was important to incorporate good design with the height.
- Members did not feel that the Scheme was retail led, and suggested that the towers and development of 800 residential units were predominantly designed to attract young professionals who would look to take advantage of rail links into London. There remained the concern that by attracting this demographic there would be little positive impact on footfall and successful retail within Slough
- There also remained concerns regarding the addition of what appeared to be elevator shafts external to the towers, which result in a protruding spike over and above the top level of the towers and it was felt that the concern was that this was not aesthetically pleasing. The Officer confirmed clarity would be sought regarding whether these were a design choice, or a functional requirement of the buildings.
- Concerns were raised that signposting and sightlines from Slough railway Station to the High Street would be unclear as the towers would be obscuring the view. This could lead to issues with patrons being unsure how to get to the High Street.
- The view from Mackenzie Street towards the towers was also deemed not aesthetically pleasing and it was very important to get this right.
- The single circular tower was deemed not to be congruent with the remainder of the Scheme, though the design of this building was praised.
- Where would car parking be sited? The Officer confirmed that there would be no additional car parking but the existing car park would be re-modelled.
- It was felt that the development would be improved by the provision of some two and three bed flats instead of the predominant one bed design of the scheme.

Planning Committee - 09.01.14

Resolved- That the comments and views submitted by the Committee be noted and relayed to the Applicant.

72. P/02523/011 - 27, Cheviot Road, Slough, SL3 8LA

The Committee considered a supplementary report to provide Members with an update on the progress of the application.

It was noted that although the Applicants had agreed the obligations and financial contributions of the final draft Section 106 Agreement which they had been aware of since the Planning Committee held in May, 2013, they had advised that at the present time they were unable to meet the funding obligations required for final signing of the Agreement. The Applicants had indicated that it could take approximately 6 months to acquire the necessary funds but had advised they would use the building in accordance with its current authorised use as a social club.

The Committee discussed the report and it was agreed unanimously that the Applicants had been afforded sufficient time to complete the arrangements and that the final signing of the S106 Agreement should be completed no later than 5 pm on Friday 7th February, 2014 as set out below.

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)	That the final signing of the S106 Agreement be delayed until no later than 5 pm on Friday 7 th February, 2014, to allow the Applicants enough time to secure the funding necessary to meet the financial obligations contained in the Draft Agreement. In the event that the S106 Agreement is not signed within this time limit, that the Strategic Lead Planning Policy be authorised to refuse planning permission for the reasons set out in the report.

73. Duty to Co-operate: Berkshire Wide Memorandums of Understanding

The Strategic Lead, Planning Policy introduced a report seeking Member approval of the three Memorandums of Understanding that set out the basis for meeting the Duty to Co-operate for strategic plan making.

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The Officer advised that the Duty to Co-operate was introduced by the Government in the Localism Act 2011, which was intended to ensure that plan making took account of adjoining areas. This placed a legal duty on local planning authorities to engage constructively, actively and on an on-going basis to maximise the effectiveness of plan preparation in taking account of strategic cross boundary matters.

The guidance made it clear that Councillors and Officers had responsibility for leading discussions and negotiations about the strategic matters in their local plans and it would be necessary to involve the Committee in Member level issues raised by adjoining authorities.

The Committee noted that Officers had recently made representations to the Hearing on the Ascot, Sunninghill and Sunningdale Neighbourhood Plan examination on the grounds that it was premature to go ahead with the plan as it stood in advance of the production of the Borough wide Local Plan.

It was noted that one of the problems with the Duty to Co-operate was that although Authorities had to be fully engaged in the process, there was no "duty to agree." As a result, there was no mechanism for resolving disputes.

Following discussion, Members agreed the Recommendations as set out in the report.

Resolved:

- (a) That the Memorandum of understanding for Strategic Planning and the Duty to Co-operate on Planning Matters in Berkshire be agreed;
- (b) That the Memorandum of Understanding for Minerals and Waste Planning in Berkshire be agreed
- (c) That the Memorandum of Understanding for the preparation of Waste Local Plans in the South East of England be agreed.

74. Planning Appeal Decisions

Resolved- That details of recent Planning Appeal decisions be noted.

75. Members Attendance Record

Resolved- That the Members Attendance Record for 2013/14 be noted.

76. Date of Next Meeting - 20th February, 2014

Resolved – That the date of the next Planning Committee be confirmed as 20th February, 2014.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.07 pm)

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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

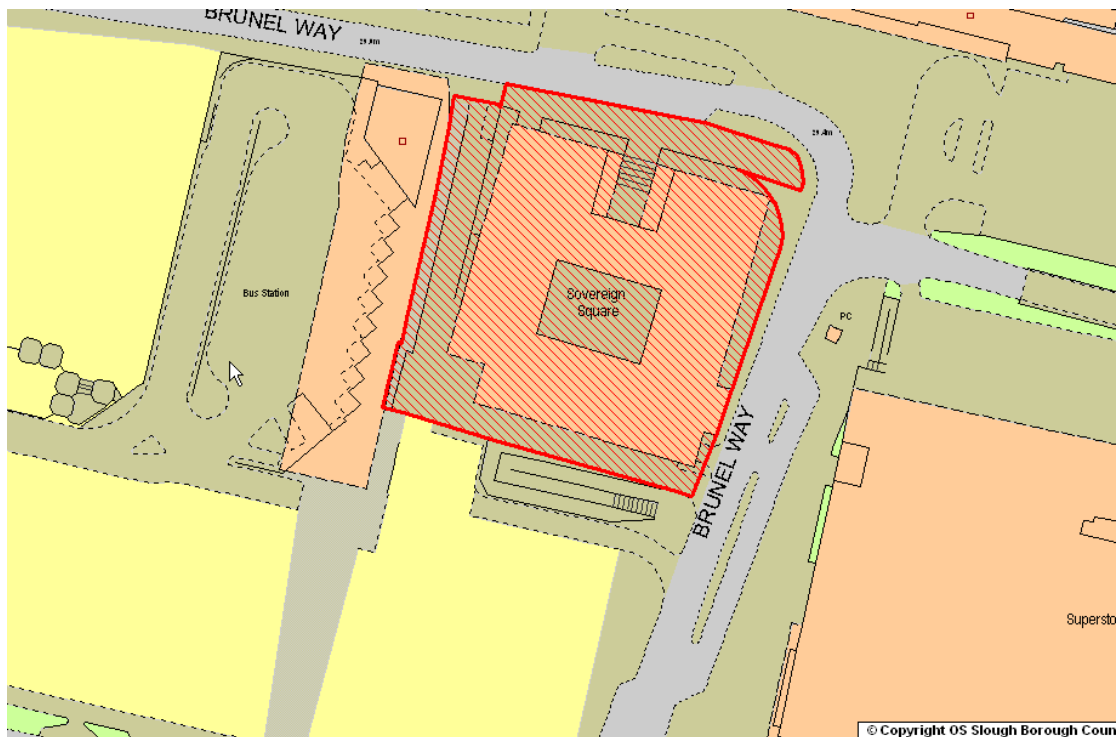
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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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Registration Date:	18-Dec-2013	Applic. No:	P/00789/022
Officer:	Francis Saayeng	Ward:	Central
Applicant:	Hermes Real Estate Investment Management		
Agent:	Mr. James Buckley, TP Bennett 1, America Street, London, SE1 0NE		
Location:	1, Brunel Way, Slough, SL1 1XL		
Proposal:	EXTENSION AND REFURBISHMENT OF EXISTING OFFICE (B1A) BUILDING TO PROVIDE A 5 STOREY OFFICE WITH GRADE LEVEL ENTRANCE, REVISED LANDSCAPING, CAR PARKING LAYOUT AND ROOF PLANT.		

Recommendation: Delegate to Strategic Lead Planning Policy



1. SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to the Strategic Lead Planning Policy for completion of a Section 106, finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

PART A: BACKGROUND

2.0 Application Site

- 2.1 The site relates to 1 Brunel Way a late 1980s four storey office building which is located directly opposite Slough railway station a Grade II Listed Building to the north with a principal frontage over looking the newly improved Brunel Way. The site is currently in office (B1) use, comprising ground plus three upper levels. The ground floor currently provides parking for 130 cars with a further 36 parking spaces located at the first floor deck level providing a total of on site parking spaces of 166.
- 2.2 The main pedestrian entrance into the building is on to Brunel Way (north) via unsatisfactory centrally – located steps opposite the Slough railway station and there are a series of staggered roof terraces stepping back from the street with the entrance foyer above street level. There are two points of vehicle access and two points of vehicle egress at ground floor, from Brunel Way (east and north) serving the ground floor and first floor decks with office accommodation provided on this level and a further three floors providing 5,815m² of net floor offices.
- 2.3 To the west of the site is a new bus station with a walk way between that links to the town centre. The Brunel Way frontage has a perimeter wall enclosing the ground floor car park which is planted and has security grills behind. The site occupies a prominent position adjacent to the 'Heart of Slough' regeneration area that will see the currently vacant cleared sites to the south and west comprehensively developed.
- 2.4 The surrounding area is generally commercial in character. To the south and west of the application site there is a large vacant site, formerly occupied by the bus station and multi storey car park. To the north is the Grade II listed railway station. To the south is the Grade II listed Church of Her Lady Immaculate St. Etherlbert's on the south side of Wellington Road. To the east is Tesco superstore.
- 2.5 The existing massing of the immediate surroundings presents a varied relationship of low to high building heights, which shows the developing nature of Slough catering for the increasing demands of business and residential needs.

The surrounding building heights include;

- Small scale 3-4 storey retail and commercial industrial buildings situated to the north east and directly opposite(north side of the railway)

- A 5 storey office building to the south east and west along Wellington Street.
- A new 14 storey residential tower(north side of the railway)
- A 10 storey hotel adjacent to the 14 storey residential tower (north side of the railway)
- The proposed 10 and 14 storey 'Heart of Slough office development directly south adjacent to 1 Brunel Way.

3.0 Proposal

- 3.1 This application involves part refurbishment and part extension of the existing four storey office building to create a regenerated five – storey office building with a new prominent pedestrian entrance at existing street level, together with improvements to the public realm. The proposed development would provide a high quality (Grade A) modern office building in a prominent location, increasing and encouraging the level of inward investment and adding vitality and viability to the town centre.
- 3.2 The proposal seeks to significantly upgrade the external and internal environment and overall appearance of the building and increase the total gross office floorspace by 3,473m².
- 3.3 The proposal will provide;
- 1 additional storey creating a 5 storey scheme
 - 11,028m² (GIA) Grade A office floor space
 - 148 no. car parking spaces(a reduction of 18 no. car spaces)
 - 37 no. secure bicycle stands & 74 freestanding bicycles stands (an increase of 74 no. spaces).
 - 5 no. motorcycle parking stands
 - Shower and changing facilities for cyclists /staff
 - Revised landscaping strategy
 - 567m² roof plant (GIA)
- 3.4 The proposed development and refurbishment will provide a an office building with good environmental credentials (BREEAM 2008 Refurb “very good “EPC “C”). The proposed development and refurbishment will address and protect the setting of the listed railway station and the recent completed public piazza.
- 3.5 The following documents have been submitted along with this planning application:
- Application Form
 - Plans
 - Planning Statement
 - Design Access and Heritage Statement
 - Transport Statement
 - Interim Travel Plan
 - Energy Statement
 - Sustainability Statement.

4.0 Planning Background

- 4.1 Planning Permission ref: P/00789/008 approved on 26/04/1998 for erection of the existing office building with 6038.5sq m as redevelopment of a site formerly occupied by the Royal Hotel opened in 1842.
- 4.2 The building is currently unoccupied. The site lies adjacent to the Heart of Slough Master Plan area from which it draws its context and will be able to share mutual benefits.

5.0 Consultation

5.1 Highways and Transport

- 5.1.1 A Transport Statement (TS) and Interim Travel Plan (TP) has been submitted in support of the redevelopment of 1 Brunel Way. The development will comprise of an increase in GFA from 13,154m² to 16,463m² with associated car and cycle parking and an increase in useable office space from 7,684m² to 11,662m². The site is located within Slough Town Centre adjacent to the new bus station and opposite the train station. There will be an increase in useable floor space of 3,978m² with a reduction in car parking spaces from 166 car parking spaces to 148 spaces including 9 disabled bays.
- Prior to the submission of the TS and TP, comments were provided by SBC on a scoping note submitted by the developer, outlining what should be included within the TS.

5.1.2 Trip Generation

Existing Development:

In the Person Trip Generation section (2.11.1) it is stated that TRICS has been used to determine the likely number of trips. It is stated that only sites classified as “Town Centre” and “Edge of Town” were included in the analysis. This would be unacceptable, as these two location classifications are not compatible. However on checking the TRICS outputs in Appendix D it is noted that the parameters used are “Town Centre” and “Edge of Town Centre”. This is acceptable, and the text should be amended to reflect the actual parameters used.

The remaining parameters in the TRICS search appear reasonable; however there are anomalies in the person trip generation calculations. According to the trip rates and floor area presented in the TS, the total number of person trips should be as follows:

AM peak (08:30-09:30)		PM peak (16:30-17:30)	
Arrivals	Departures	Arrivals	Departures
296	39	54	272

Vehicle Trips have been calculated using a vehicle occupant percentage. It is

possible to derive an actual vehicle trip rate within TRICS, which would provide a more comparable estimate of vehicle trips rather than presenting the number of vehicle occupants, I have undertaken this work and present it in the tables below. These are based on the same search parameters used by the consultant.

AM peak (08:30-09:30)		PM peak (16:30-17:30)	
Arrivals	Departures	Arrivals	Departures
99	21	18	100

5.1.3 Proposed Trip Generation:

The consultant uses the methodology and TRICS search parameters as the existing trip generation forecasts, to forecast the proposed trip generation. This is an acceptable approach. Tables presenting the existing and proposed person and vehicle trip generation and the resulting 'additional' trips from the redevelopment, as follows:

Development Type		Person Trips			
		AM Peak 0830-0930		PM Peak 1630-1730	
		Arrivals	Departures	Arrivals	Departures
Office	Existing	256	39	54	272
	Proposed	390	60	81	413
Difference		133	20	28	141

Peak hour vehicle trips as follows:

Development Type		Vehicle Trips			
		AM Peak 0830-0930		PM Peak 1630-1730	
		Arrivals	Departures	Arrivals	Departures
Office	Existing	99	21	18	100
	Proposed	152	32	28	154
	Difference	53	11	10	54

It is also necessary to consider daily trip rates for the purpose of understand the impact over the course of a day and not just in peak hours. Using the same search

parameters as the consultant, the following daily person and vehicle trips numbers have been calculated.

Development Type		Person Trips		Vehicle Trips	
		Arrivals	Departures	Arrivals	Departures
Office	Existing	1408	1388	421	403
	Proposed	2157	2125	646	618
	Difference	749	737	225	215

What is clear from this assessment is that the development will lead to significant increase in both pedestrian and vehicle trips to this part of Slough. This will have an impact on traffic congestion and delays and also place greater pressure on the existing infrastructure for pedestrians, cyclists and public transport users accessing the town centre.

5.1.4 Pedestrian Access

The existing pedestrian access to the building is via a set of steps from Station forecourt. In the proposed scheme pedestrian access has been brought down to ground level providing step-free access into the building, which is welcomed. Pre-application comments advised the applicant to ensure that there no doors opening over 4 the public highway and it is not clear on Drawing A10528 D0100 P1 where the boundary of the highway is. The doors to the refuse store impact on the pedestrian visibility splays and therefore will need to be set back within the building. If the edge of the highway boundary does not extend to the building line then the applicant will need to protect these doors with a rail so that they do not open out and hit a pedestrian standing with their back to the building wall.

The pedestrian visibility splays were not presented in the draft document, but those presented now have been drawn incorrectly (Cundall Drawing TCXX(90)1001 and 1002. The consultant needs to revise these drawings and send them by pdf so that they printed and checked.

5.1.5 Cycle Access

It is welcomed that the developer is proposing to provide secure cycle parking facilities at the site and these facilities will be accessed from a separate door adjacent the main reception. As the door is to open out onto the public area a stainless steel bar will need to be introduced to prevent the door striking a pedestrian in this area.

5.1.6 Vehicle Access

Vehicular access (ingress) to the development will be maintained from the two-way section of Brunel Way, with the egress being situated on the northern frontage of the site. In the pre-application discussions it was recommended that it would be

preferable if the egress was relocated to the eastern side of the building, adjacent to the ingress, to reduce conflict with pedestrians moving between the bus and train station, but the developer was unwilling to change the access arrangements. Nevertheless the proposed arrangement is as existing and is therefore acceptable. An obligation covering this provision should be included within the S106 agreement.

5.1.7 Car Parking

The existing car park contains 166 spaces. However the car parking layout at ground and first floor is being reconfigured and the new car park will only be able to accommodate a maximum of 148 spaces and this includes 11 spaces provided behind other spaces (tandem spaces) which are quite impractical to use. The number of parking spaces is in accordance with Slough Local Plan Policy T2 that states that there should be “no increase in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes.”

The car park aisle widths are below the minimum standard of 6.0m and the tracking shows that it becomes very difficult for vehicles to manoeuvre in and out of the spaces. The applicant will need to revise the layout ensuring the car park aisles are a minimum width of 6.0m. Behind one of the disabled spaces there is only a manoeuvring space of 4.6m before vehicles over-run the pedestrian ramp to the reception area. The location of the pillars makes it difficult for the disabled spaces to be used. Some of the disabled spaces must be used by vehicles reversing in and others by driving in forwards. This approach makes it quite difficult for disabled people to park.

A parking accumulation assessment is presented, which indicates that there will be a greater demand for than spaces provided. The parking accumulation study is based on a factored person trip rate, but it should use specific vehicle trip rates obtained from TRICS.

Whilst the TS states that the greater parking demand will no worse and the existing development this does not follow given that floor area is increasing and that there is available car parking (both short and long stay) in the immediate vicinity of the site. Therefore there is every likelihood that this parking demand will be accommodated in nearby car parks and will have an impact on the wider highway network.

5.1.8 Cycle Parking and Shower/Changing Facilities

The applicant proposes to install 74 cycle parking spaces which is welcomed, this is below the cycle parking standard within the Slough Local Plan, but I would be willing to accept it given the quality of facilities including showers which are being provided. However the current application provides insufficient detail as to what type of cycle stand is being used. If these are the double decker racks then the floor to ceiling height must be a minimum of 2.6m. I therefore require confirmation that this can be achieved and I recommend that it is a planning condition otherwise the proposed arrangement will not work. I understand that there are various manufacturers of these cycle racks, some less good than others as they are harder to manoeuvre bikes into and more difficult to secure bikes to. If you are minded to approve the application using two tier racks, then I would be grateful if within S106

obligations specify the Josta brand to be used and implemented to the layout specifications as recommended in the Cycle-Works leaflet with a minimum spacing of 450mm between racks.

5.1.9 Servicing

In pre-application correspondence, the Local Highway Authority advised that no loading would be acceptable on Brunel Way, and that servicing should occur from the first floor level, as originally designed. The proposed servicing arrangement described in the TS maintains the loading bay on Brunel Way, with servicing occurring at ground floor level. The loading bay on Brunel Way is of insufficient length (7m) to accommodate a refuse vehicle or other rigid goods vehicles and therefore loading will need to remain from the first floor level. The purpose of the existing loading bay is primarily to serve the station shuttle services. Should the developer wish to extend the loading bay then a financial contribution will need to be made to alter the traffic regulation order to extend the loading bay into the limited waiting bay.

It is noted that the doors of the bin storage will open over the paved area at the front of the building. Whilst this area is not public highway, it is possible that people may walk past these doors and therefore if the doors were opened suddenly could strike a pedestrian causing an injury. Furthermore these doors open into the pedestrian visibility splay of the vehicle access and therefore the doors will need to be set back into the building so that they do not obstruct the pedestrian visibility splays or pose a risk to pedestrian safety.

5.1.10 Accident Analysis

The consultant has undertaken an accident analysis which found that 8 accidents occurred in the latest three year period. The consultant has drawn the conclusion that the new development is unlikely to cause a significant change in the number or rate of accidents in the local highway. As long as all the issues that I have highlighted in my comments are addressed I would agree with the consultant.

5.1.11 Monitoring and reporting strategy

Within the monitoring section, the developer has committed to undertaking TRICS SAM monitoring surveys for the development at 1, 3 and 5 years. The data will be reported to the local authority. Reporting will also include any remedial measures and additional monitoring should the targets not be on track. This is acceptable.

5.1.12 Action Plan.

An action plan is given, however this does not contain the required information for approval of the travel plan. The action plan must contain pre and post-occupation measure implementation; including physical elements of the site e.g. cycle parking / car share bay marking, etc. The action plan must contain details of all measures committed to, and their implementation not only from the outset of the development's occupation, but for the whole five year life of the travel plan. The action plan must contain all monitoring points, reporting data to the LA, provision for remedial measures, and finalisation of the travel plan document once the occupiers

are known. Responsibilities must be noted in the action plan. Finally, the action plan must also note how, when and who will hand over the travel plan responsibility to the end occupier.

5.1.13 Travel Plan

Recommendation – Travel Plan

The travel plan is not currently of an acceptable standard, and when the travel plan comes in for full planning permission, the issues identified above must be addressed in a revised version of the travel plan document.

When the revised travel plan is agreed between all parties, and should planning permission be granted, it is recommended that the travel plan is secured by Section 106 agreement. This should include a Travel Plan Contribution, to cover the Local Authority's time in monitoring the developer's compliance with the Travel Plan in future.

5.1.14 Summary

This application is very similar to the previous consent on this site for a large office development, the main change being that the access to the site for vehicles is taken from the rear service road leading to the bus station and that is enabled servicing to be undertaken from the rear at ground floor level and therefore the omission of the second basement. This has benefits for both the developer in terms of cost savings and for all users of Brunel Way as this will enhance of the safety and attractiveness of the footway and reduce delays to traffic through a reduction in turning movements. Trip rates for the development have been derived from the TRICS database and I am not in agreement that using sites in Greater London is necessarily reflective of what will happen at this site. However if the developer is willing to agree to the proposed package as discussed above and set out below then I would suggest no further work is required on the trip rates.

5.1.15 Recommendation

Subject to the following changes being made:

- Provide revised plans showing 6m aisle widths for all of the car park aisles and amending the car park layout to accommodate this;
- Provide revised plans showing that the bin store doors are set back within the building so that they do not open out into pedestrian visibility splays;
- Make necessary changes to the Travel Plan.
- S106 obligations (Transport and Highways schedules);

The applicant will need to enter into a Section 106 agreement with Slough Borough Council. This S106 agreement will obligate the developer to enter into a Section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule includes:

- Reconstruct the footway on all necessary sides (as necessary) of the

application site using the agreed palette of materials to be consistent with those materials used by the Heart of Slough/Station Forecourt public realm scheme (natural stone granite);

- Drainage connections;
- Construction of the paving areas on the Brunel Way frontages using the agreed palette of materials to be consistent with those materials used by the Heart of Slough/Station Forecourt public realm scheme;

The transport schedule includes:

- Transport Contribution towards works on the Railway Station Northern Forecourt and/or pedestrian, cycle and public realm improvements within and leading to Slough town centre;
- Traffic Regulation Order contribution to amend the existing pay and display bays to allow the loading bay to be extended;
- Travel Plan monitoring contribution;
- A contribution to allow O2 to be reimbursed for the loss of the shelter and the removal costs of the shelter;

Subject to achieving a satisfactory conclusion on these matters, there is no reason for a highway objection.

5.2 Neighbourhood enforcement

No response to date any late comments will be included on the Amendment Sheet

5.3 Environment agency

No response to date any late comments will be included on the Amendment Sheet

5.4 Thames water

No response to date any late comments will be included on the Amendment Sheet

5.5 Heritage officer

The comments given on the Pre-Application Scheme on 20th July 2013 were favourable, with reservations about potential locations for signage zones, one being set above the roof.

The requested changes have been incorporated in the formal application and this scheme will greatly improve the setting of the listed station when compared with the current highly dated building's design.

No objection in listed building setting terms, in fact a considerable improvement over the current situation.

5.6 Environmental quality team

- 5.6.1 The applicant has designed a refreshing glass building and has considered the overall environmental impact of the building in respect of multi-faceted BREEAM

standards assessment. The building comes out as very good standard, but only just and it is disappointing further measures in respect of energy efficiency, pollution control and the scheme lacks innovation, notably a desire to build a carbon neutral building, in particular with respect to building services and operational energy demand and employing low or zero carbon technologies.

- 5.6.2 Slough Borough Council is committed to reducing its carbon emission standards, achieving nearly 40% reduction over these past 5 years, and is in the process of setting further stringent standards. This flagship development offers an opportunity to underpin the Council's desires to promote a low carbon society and business community. The developer as the minimum will need to ensure the photovoltaic panels or solar collectors are incorporated within the design to achieve the 6% reduction against baseline CO₂
- 5.6.3 Of more immediate concern is the poor air quality surrounding the development, and this development will directly impact on the existing air quality levels through traffic movements to and from the site. The town centre existing air quality management area 4 covers the Bath Road stretching between Salt Hill Park and Sainsbury and extends across the Heart of Slough area around the junction of William Street, Windsor Road and Bath Road. The air quality levels are showing little sign of improvement and in some areas are actually showing signs of worsening along the Bath Road.
- 5.6.4 A transport assessment and interim travel plan has been completed. The development is located next to Slough Train Station and Bus Station with excellent links to London and Reading, Heathrow Airport and Thames Valley. A taxi rank and the Slough Bike Hire scheme is located to the side of the development. In the near future a rapid EV charger will also be installed in the lay-by on Brunel Way. Clearly the site benefits from a plethora of sustainable transport options.
- 5.6.5 Despite an increase in floor area there will be a reduction in car parking spaces from 166 spaces to 148 spaces inclusive of 9 disabled bays. The reduction in parking spaces is welcome, but the number of predicted trips is showing a significant increase and this is worrying and may affect the existing air quality. No air quality assessment has been undertaken. It is incumbent on the applicant to take steps to reduce vehicle trips through the AQMA through the implementation and management of an integrated travel plan. The principal objective to reduce the need to travel through the AQMA where possible, reduce congestion from rush hour traffic by adopting more flexible working arrangements, and where car travel is necessary contribute towards mitigation measures to improve the town centre air quality levels.
- 5.6.6 This contribution, to be developed along the lines of an integrated travel hierarchy plan which ensures the car is the last considered mode of transport to and from the office, and the applicant develops in tandem a low emission strategy to contribute towards improving the existing poor air quality levels within Slough's Town Centre AQMA - in compliance with the Council's Air Quality Action Plan for AQMA areas 3

and 4, Slough Local Development Framework Core Policy 7 (Transport) and Policy 8 (3a) (pollution) and NPPF policy 124, which shall form part of a legal planning agreement. The plan is to be secured by Section 106 agreement.

5.6.7 Additional to my colleagues in Transport recommendations and requirements the following shall be included within the travel/low emission plan:

- Development of a Travel Hierarchy within the Travel plan approved by the Council.
- Provision of Ultra low emission pool/hire car system for business trips (cars will need to be EURO 6 compliant with CO₂ emission standards less than 100g/km to be incorporated within the Travel Plan/Travel Hierarchy).
- Provision of at least 6 wall mounted EV charging points within the car parking to promote and encourage the use of electric cars (zero carbon and air pollution emissions).
- Company Car Policy that will require all employees eligible for a car parking permit to drive a EURO 5 compliant vehicles with a maximum CO₂ emission standards less than 150g/km.
- If a car loan scheme is provided that it must specify as a minimum standard requirement the vehicles will be EURO 5 compliant with a CO₂ emission standards less than 150g/km.
- Any Company Cars provided to senior staff must be at least Euro 6 compliant with CO₂ emission standards less than 100g/km.

No additional S106 contributions towards air quality monitoring / assessment sought. No additional conditions are recommended.

5.7 Tree officer

The proposal to revise the landscaping including planting of trees to enhance the buildings elevations will compliment similar planting already used in the near by developments. I would recommend that the full detail of the landscaping is defined by a condition requiring a detailed landscape plan, to include but not limited to species and design and installation method.

6.0 **Neighbour Notification**

The Occupier, Tesco Stores Ltd, Brunel Way, Slough, SL1 1XW
The Occupier, Thames Trains Ltd, Slough Railway Station, Brunel Way Slough, SL1 1XW

Notices placed on site
Notice published in local press

NO OBJECTIONS RECEIVED

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application will be assessed against the following policies:

The National Planning Policy Framework (NPPF) 2012

The NPPF states a presumption in favour of sustainable development and that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and 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. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. 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.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document December 2008

- Core Policy 1 (Spatial Strategy)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural and Built Environment)

Adopted Local Plan for Slough 2004

- Policy EMP2 (Criteria for Business Development)
- Policy EMP5 (Proposed Town Centre Offices)
- Policy EN1 (Standard of Design)
- Policy EN3 (Landscaping Requirements)
- Policy EN5 (Design and Crime Prevention)
- Policy T2 (Parking Restraint)

The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring uses
- Transport and parking
- Air Quality Management Area
- S106 Requirements

8.0 Principle of development

- 8.1 The principle of refurbishment and extension of the building on the site would comply with the National Planning Policy Framework as it is an existing building and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below. The proposed refurbishment and extension of 1 Brunel Way will increase the quality and amount of office space, as well as upgrade the visual appearance of the existing building safeguarding the existing business use within the town centre area.
- 8.2 Core Policy5 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that intensive employment – generating uses such as B1 (a) offices will be located in the town centre in accordance with the spatial Strategy. The main effects of the policy will be to encourage major employment development to take place in the town centre and allow for the gradual renewal of other existing Business Areas. In order to deliver a significant improvement to the overall environmental quality and image of Slough all schemes will be required to comply with the best practice in the design of sustainable buildings and take the opportunity to showcase innovative architecture where this is appropriate to the local context.

9.0 Design and appearance on the character of the area

- 9.1 The application provides an appropriate solution to the identified site constraints and the changing nature of the surrounding area. The proposed development seeks to create a new reception core, infilling of voids and set backs providing a clear, crisp contemporary façade. The interface with the public realm at ground level will be improved through a revised landscaping treatment. The proposal seeks to significantly upgrade the external and internal environment and overall appearance of the building.
- 9.2 The proposed development is designed to:
- Respond to the boundary conditions of the site.
 - to mitigate the potential impact of the redevelopment and where possible address the existing negative conditions of the site.
 - improve the shared boundary along public/pedestrian route serving the bus station and marking route to the town centre.
- 9.3 With respect to the external finishing it is proposed to use a glazed curtain wall solution which is considered to be the most appropriate due to its prominent location and also compliment and respects the neighbouring bus station. The material of glass is seen as key element in promoting the concept of the ‘Glass Box’ where the visually appealing aspect of glass would help create a building that would be seen as radically distinct to the existing façade. The proposed development and refurbishment will provide a an office building with good environmental credentials (BREEAM 2008 Refurb “very good “EPC “C”). The proposed development and refurbishment will address and protect the setting of the listed railway station and the recent completed public piazza.

9.4 The proposed massing of the 5 storey commercial is approximately 22 metres above ground level. This relates well to the current and emerging scale of the neighbouring buildings and creates an improved relationship with the surrounding areas of public realm.

10.0 Impact on neighbouring uses

10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are 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 (Para 17).

10.2 Core Policy 8 states “The design of all developmentshould respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

10.3 Policy EN1 of the Local Plan requires that “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.”

10.4 Policy EMP2 of the Local Plan requires that: “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”.

10.5 The proposed building is sited so that it will be approximately 36m from the new bus station to the west and will not have any detrimental impact to this building or the office building beyond. The other surrounding or proposed uses to the north and south are commercial uses and therefore any impact is not considered to be detrimental to these uses. Although the former Thames Valley University site to the west of the site has been allocated for residential uses, some of which will be provided through tall buildings, no layout has been agreed and therefore the site can be developed.

10.6 Impact on the setting of the listed building at Slough Railway Station

The main entrance to Slough station is located 50m to the north of the proposed development. The main volume the proposed building is located approximately 6.4metres from the northern boundary, set back from the line of the new entrance pailion and revised podium treatment that will enclose the vehicle parking garage that runs for the majority of the boundary. The existing garage and ramp access

point is maintained on the north- western corner of the site, with a revised layout to improve pedestrian safety.

The heritage statement sets out the findings and recommendations concerning heritage significances and the anticipation impacts upon the heritage assets of the current proposal.

The statement has been concerned principally with this immediate setting and the setting of the opposite listed buildings. The proposal is principally concerned with the extension and refurbishment of 1 Brunel Way, incurring changes to the facades and the external appearance of the building as well as minor alterations to the surrounding public realm and landscaping. The Heritage Statement accords with the National Planning Policy Framework (Chapter 12) and the Historic Environment Planning Practice Guide (2010).

The following conclusions are made:

The proposed façade improvements and the resulting uplift of the external appearance of 1 Brunel Way will present an improved setting for the listed railway station building and associated public realm

- The improved appearance will enhance the setting of the listed buildings
- The works to the exterior landscape area of the site will complete and extend the environmental improvements already implemented
- The façade treatment responds to the station and reflects a positive interrelationship and active street environment
- The building is a positive and appropriate new land mark as perceived by arriving visitors to the station and the position of the entrance sets up a dialogue with the station buildings.

It is considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.

11.0 Transport and Parking

11.1 The NPPF provides general guidance on issues of transport and parking:

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential

development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

11.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It 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;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

11.3 Local Plan Policy T2 requires that there should be no increase in the total number of car parking spaces on-site within permitted commercial redevelopment schemes.

11.4 The site is located adjacent to both the bus station and is also sited within easy and safe walking distance of the rail station. Notwithstanding the increase in office floorspace being proposed, there will be no increase in the overall levels of car parking on site. Secure bicycle parking is provided to serve the offices uses, although the final layout is to be agreed and showers/changing facilities are incorporated into the designs. The applicant will be required to pay a transportation financial contribution towards local highway, transport and road safety schemes commensurate with the additional travel demand generated.

11.5 The access and egress ramp has been relocated to the rear of the building closest to the new Slough Bus Station as requested by the Transport Consultants at the pre application stage. This will reduce conflict with the vehicles using the ramp and pedestrians using the footpath, which can also be improved. A Transport Statement has been submitted which demonstrates that the trip numbers and service vehicle access will not have any detrimental impact with regards to highway safety

11.6 It is therefore considered that the scheme provides a suitable standard of car and cycle parking, the carrying out of essential off site highway works, payment of a financial contribution towards the cost of improving the station forecourt (north of the station) together with pedestrian and cycleway and public realm improvements within the town centre and submission of a sustainable travel plan, no objections are raised on grounds of transport or parking.

12.0 Air Quality Management Area

12.1 The matters raised by the Environmental Quality Team will be discussed with the applicants prior to the Committee Meeting and any update will be given on the

13.0 Section 106

13.1 The applicant will be required to enter into a Section 106 Planning Obligation Agreement, the Heads of Terms for which are as follows:

- a) Prior to commencement of development, the applicant to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the following works-
 - Reconstruct the footway on all necessary sides (as necessary) of the application site using the agreed palette of materials to be consistent with those materials used by the Heart of Slough/Station Forecourt public realm scheme (natural stone granite);
 - Drainage connections;
 - Construction of the paving areas on the Brunel Way frontages using the agreed palette of materials to be consistent with those materials used by the Heart of Slough/Station Forecourt public realm scheme;
- b) Pay a Transportation Contribution to fund improvements to station forecourt (north side) and/or to fund pedestrian, cycle and public realm improvements within and leading to Slough town centre
- c) Pay a Traffic Regulation Order contribution to amend the existing pay and display bays to allow the loading bay to be extended;
- d) Submission of an Integrated Travel Plan to include initiatives which target a reduction in emissions associated with car trips to and from the development.
- d) Pay a Travel Plan monitoring contribution;
- e) Pay a contribution to allow O2 to be reimbursed for the loss of the shelter and the removal costs of the shelter;
- f) Building to achieve BREEAM standard - Very Good

PART C: RECOMMENDATION

14.0 Recommendation

14.1 Delegate the planning application to the Strategic Lead Planning Policy for completion of a Section 106, finalising conditions and final determination.

15.0 PART D: CONDITIONS AND INFORMATIVES

The main heads for proposed conditions are set out below but the final conditions and their wording is to be determined by the Strategic Lead Planning Policy.

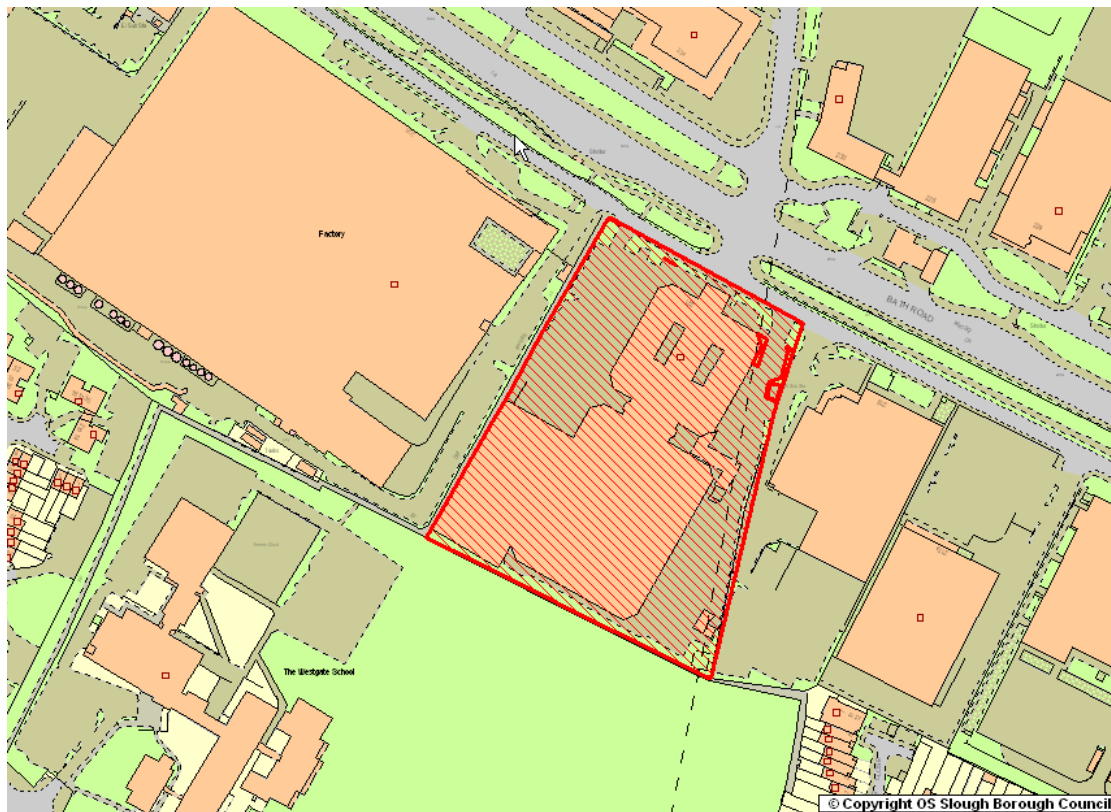
15.1 CONDITIONS:

1. Time limit, 3 years
2. Approved Plans
3. Samples of materials
4. Samples of Surface Materials
5. Maximum Parking Provision
6. Vision splays
7. Travel plan (Business)
8. Cycle parking
9. Ceiling Height for Cycle Store
10. Landscaping Scheme
11. Restriction on Use to B1(a) offices
12. Working hours
13. Construction Traffic Management Plan
14. External lighting
15. Landscaping Management Plan
16. Noise – plant & air conditioning units
17. Drainage Strategy
22. Means of Access
23. Cycle parking
24. Car Park Management and Servicing Plan
25. No gates or Barriers to open across public highway
26. Development to be carried out in accordance with the recommendations contained within: the energy statement and sustainability statement

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Registration Date:	06-Dec-2013	Applic. No:	P/00903/023
Officer:	Mr. J. Dymond	Ward:	Cippenham Meadows, Cippenham Green
		Applic type:	Major
		13 week date:	7 th March 2014
Applicant:	Mr P Singh, Punjab House Associates Ltd		
Agent:	Mr Sundeep Bhavra, GA & A Design 59, Green Leys, West Bridgford, Nottingham, Nottinghamshire, NG2 7RX		
Location:	Citroen UK Ltd, 221, Bath Road, Slough, SL1 4BA		
Proposal:	CHANGE OF USE OF EXISTING BUILDING IN USE AS A CAR SHOWROOM, WORKSHOP AND OFFICES TO A MEDITATION/WORSHIP CENTRE WITH ASSOCIATED LANGUAGE SCHOOL, DAY CARE CENTRE, CHILDREN'S DAY CENTRE AND TRAINING WORKSHOPS AND ASSOCIATED FACILITIES (CLASS D1 NON-RESIDENTIAL INSTITUTION) WITH ASSOCIATED ALTERATIONS TO FRONT AND SIDE ELEVATIONS AND DOORS TO BUILDING.		

Recommendation: Delegate to Strategic Lead Planning Policy



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 comments received and all other relevant material considerations, it is recommended that the application be delegated to Strategic Lead Planning Policy for formal determination following consideration of revised transport information and amended car parking provision and layout, completion of a Section 106 Agreement and finalising of conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This application is for the proposed change of use of the existing building in use as a car showroom, workshop and offices to a meditation/worship centre with associated language school, day care centre, children's day centre and training workshops and associated facilities (Class D1 non-residential institution) with associated alterations to the front and side elevations and to the doors to building.
- 2.2 The applicant has revised the internal layout of the building following the submission of the application and provided additional information. The proposed use would provide the following uses within the building:

Ground Floor Level

1. Workshop that would cater for training in:
 - a. Plastering;
 - b. Plumbing;
 - c. Electrical;
 - d. Carpentry;
 - e. Bricklaying;
2. Day care centre for the elderly;
3. Children's day care/pre-school facility;
4. Punjabi music classes;
5. Meditation/worship hall.

First Floor Level

1. Canteen and restaurant;
2. Car deck;
3. Punjabi Language School including:
 - a. IT. suites;
 - b. Classes;
 - c. Associated library;
 - d. Teaching admin offices;
4. Administration centre for the building.

- 2.3 The applicant has stated that the primary use of the premises will be for meditation/worship but, in parallel, the centre will provide education and training/re-training in language, music and technical skills to assist people of all ages to improve their opportunities at school or in the workplace. The teaching will supplement the education of children who will be in full-time education and provide opportunities for older student to gain additional skills and qualifications.
- 2.4 The nursery/toddler, child and elderly day-care facilities will provide support for staff and for those attending meditation/worship or for those attending classes or training. The applicant states that these groups are not mutually exclusive in that those attending the site for training may also attend for meditation, for example. Furthermore, it is submitted that the canteen would be available for all attending the centre, but would not cater for external visitors or functions.
- 2.5 The applicant has stated that the premises would not be used for wedding or banqueting functions.
- 2.6 Parking would be provided around the building at ground floor level, within the decked car park and at second floor level on the car deck within the building. Bin storage and cycle parking would also be located at ground floor level.
- 2.7 It is understood that that the future operator of the centre would be Meditation Centre Slough.
- 2.8 The applicant has stated that the site will have the potential to employ a total of up to 80 full and part time staff and to accommodate up to 500 people in the meditation room. The proposed meditation room would be 1000 square metres in area. The applicant has submitted that meditators require sufficient space in order to ensure that meditation can take place in a quiet, inspiring and calm manner and that a minimum area of 2 square meters per attendee is required.
- 2.9 The morning meditation sessions would commence on weekdays and Saturdays at 04:00 for two hours. On Sundays, meditation would commence at 10:00. Evening sessions, including the various schools would not extend beyond 21:00.
- 2.10 It is stated that the peak weekday usage of the site is therefore expected to be 150 people between 10:00 and 11:00 and on the weekend the expected peak usage of the site will be up to 500 people on Sunday between 10:00 and 13:00.
- 2.12 The proposal has been the subject of pre-application discussions and advice has been provided.

3.0 Application Site

- 3.1 The application site comprises an existing building, three deck car park and surrounding land located within the Westgate Existing Business Area. The site is located outside of Slough Trading Estate.
- 3.2 The current use of the existing building in planning terms is as a car showroom, workshop and offices. The existing building is 9 metres in height and comprises two

storeys. It is considered to have the appearance of a contemporary glazed office building when viewed from Bath Road.

- 3.3 There are two existing access points onto the Bath Road service road; these are situated towards the north eastern and north western corners of the site.
- 3.4 The site is broadly rectangular in shape, and is 1.6 hectares in area. The topography of the site is flat and the land surrounding the building is mainly hard surfaced.
- 3.5 The surrounding area is predominantly commercial in nature. To the north of the site, on the opposite side of Bath Road is Slough Trading Estate. Leigh Road and the surrounding area is identified in the Site Allocations Development Plan Document as an area for comprehensive regeneration. Outline planning permission has been granted for the Leigh Road Commercial Core (LRCC) and reserved matters approval was recently granted for a proposed five storey office building at 234 Bath Road.
- 3.6 To the east of the site is 219 Bath Road. This building is understood to be in use for office purposes. There is an associated car park to the rear of the building.
- 3.7 To the south of the site is Westgate School. The school buildings are grouped to the west of the school site and the land immediately to the rear of the application site is in use as playing fields.
- 3.8 To the west of the site is 225 Bath Road. A large factory unit occupies this site and there is an access road adjacent to the footpath and western boundary of the application site.
- 3.9 The nearest residential properties to the application site appear to be situated to the south east, on Hayling Close and Oakfield Avenue, and to the south west of the site on Egremont Gardens and Fotheringay Gardens.
- 3.10 The site is located within Flood Zone 1 and the site therefore is considered to comprise land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
- 3.11 The site is not located within a Conservation Area, nor are there any listed buildings nearby which would likely be affected by the proposal.
- 3.12 There are no trees subject to a Tree Protection Order on the site.

4.0 Site History

- 4.1 Previous applications relating to the site of relevance are considered to be as follows:

P/00903/019 CONSTRUCTION OF A 3 LEVEL CAR DECK, CONVERT PART OF BUILDING TO RETAIL SHOWROOM, REFURBISHMENT OF EXISTING WORKSHOP, RELOCATION OF OFFICES AT FIRST FLOOR AND NEW EXTERNAL PARKING LAYOUT.

Approved with Conditions; Informatives 23-Jan-2008

P/00903/013 PROVISION OF ADDITIONAL MEZZANINE FLOOR VEHICLE DOORS AND USE OF BUILDING FOR B1(A) (B) AND (C) ACTIVITIES.

Approved with Conditions 31-May-1988

P/00903/012 RELAXATION OF CONDITION 3 OF PLANNING CONSENT P.903/7 DATED 8.8.83 AND CONDITION 3 OF PLANNING CONSENT P.903/8 DATED 26.2.85

Approved with Conditions 13-May-1986

P/00903/008 INSERTION OF MEZZANINE FLOOR PROVISION OF ADDITIONAL CAR PARKING SPACES. RELAXATION OF CONDITION 2 OF PLANNING CONSENT P. 903/07 DATED 08/08/83.

Approved with Conditions 26-Feb-1985

P/00903/007 ERECTION OF HIGH -TECHNOLOGY OFFICE (34 214 SQ FT) AND PRODUCTION (45 914 SQ FT) RESEARCH AND DEVELOPMENT AREAS (14 914 SQ FT).

Approved with Conditions 08-Aug-1983

In addition to the above applications, there have been previous applications for the display of advertisements and for alterations to the building.

Other applications of relevance in the surrounding area are considered to be as follows:

Leigh Road Commercial Core (LRCC) and 234 Bath Road

P/14515/005 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.

Approved with Conditions; Informatives 10-Sep-2013

P/14515/004 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).

Approved with Conditions; Informatives 23-Jan-2013

P/14515/003 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.

Approved with Conditions; Informatives 18-Jun-2012

Artemis House, 219, Bath Road

P/01115/033 ERECTION OF A FIRST FLOOR FRONT EXTENSION OVER LOBBY AND A TWO STOREY SIDE EXTENSION AND ALTERATIONS TO PARKING LAYOUT

Approved with Conditions; Informatives 09-Nov-2000

Westgate School, Cippenham Lane

P/03977/025 ERECTION OF TWO STOREY INFILL EXTENSION

Approved with Conditions; Informatives 09-Jun-2011

P/03977/024 ERECTION OF TWO STOREY EXTENSION TO PROVIDE NEW SPORTS HALL, CHANGING ROOMS, CLASSROOMS AND ADMINISTRATION OFFICE. THE WORKS INCLUDE A TEMPORARY CONSTRUCTION COMPOUND

Approved with Conditions; Informatives 15-Jun-2010

P/03977/022 DEMOLITION OF EXISTING SINGLE STOREY TECHNOLOGY BLOCK AND THE CONSTRUCTION OF A TWO STOREY TEACHING BLOCK, WITH 2 NO. ADDITIONAL PARKING SPACES.

P/03977/020 PARTIAL DEMOLITION OF OLD SCHOOL AND ERECTION OF A TWO STOREY EXTENSION

Approved with Conditions; Informatives 21-Jul-2004

5.0 Neighbour Notification

5.1 225, BATH ROAD, SLOUGH, BERKS, SL1 4AU, The Westgate School, Cippenham Lane, Slough, SL1 5AH, Lonza Biologics Plc, 228-230, Bath Road, Slough, SL1 4DX, Artemis Management Systems Ltd, Artemis House, 219, Bath Road, Slough, SL1 4AA, 33, Oakfield Avenue, Slough, SL1 5AE, 234, Bath Road, Slough, Berkshire, SL1 4EE, 1, Hayling Close, Slough, SL1 5DE, 2, Hayling Close, Slough, SL1 5DE, 3, Hayling Close, Slough, SL1 5DE, 4, Hayling Close, Slough, SL1 5DE, 5, Hayling Close, Slough, SL1 5DE, 6, Hayling Close, Slough, SL1 5DE, 7, Hayling Close, Slough, SL1 5DE, 9, Hayling Close, Slough, SL1 5DE, 10, Hayling Close, Slough, SL1 5DE, 11, Hayling Close, Slough, SL1 5DE, 8, Hayling Close, Slough, SL1 5DE, 12, Hayling Close, Slough, SL1 5DE, 33a, Oakfield Avenue, Slough, SL1 5AE, 33b, Oakfield Avenue, Slough, SL1 5AE, 33c, Oakfield Avenue, Slough, SL1 5AE, 33d, Oakfield Avenue, Slough, SL1 5AE

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 10th January edition of The Slough Express.

5.2 No representations received.

6.0 Consultation

6.1 Transport and Highways

The Council's Transport and Highways section have been consulted and the submitted information has been reviewed. Concerns have been raised and the applicant has provided additional/revised information regarding the proposed use and this is under assessment at the time of writing. An update will be provided on the Committee Amendments Sheet.

6.2 Environmental Protection

Note that a flood risk assessment has been submitted. Comments provided and standing advice referred to. A substantive response has been provided.

6.3 Planning Policy

No objections.

6.4 Thames Water

No objections.

6.5 Crime Prevention Design Advisor

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 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 11 – Social Cohesiveness
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004
Policy EMP2 – Criteria for Business Developments
Policy EMP12 – Remaining Existing Business Areas
Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy EN34 – Utility Infrastructure
Policy T2 – Parking Restraint
Policy T7 – Rights of Way
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities

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 the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

Other Relevant Documents

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

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) Relationship with and potential impact on nearby properties;
- 4) Amenity space for residents;
- 5) Transport, parking and highway safety;
- 6) Flood risk;
- 7) Section 106 Heads of terms;
- 8) Other matters.

8.0 **Principle of Development**

8.1 Loss of Existing Use

8.2 The existing use of the building in planning terms is as a car showroom, workshop and offices. Citroën formerly utilised the site as their UK headquarters, however they are understood to have relocated this aspect of their operation to a site outside of the Borough. It is understood that only part of the building is now currently occupied by Citroën.

- 8.3 The site falls within the Westgate Existing Business Area. The extent of this area is shown on the Core Strategy Key Diagram.
- 8.4 Core Policy 5 of the Core Strategy states that there will be no loss of the defined Existing Business Areas to non-employment generating uses, especially where this would reduce the range of jobs available.
- 8.5 Policy EMP2 of the Adopted Local Plan sets out criteria for business developments and this states that proposals for business developments will only be permitted if they comply with relevant criteria. One such criterion requires that proposals should not significantly reduce the variety and range of business premises.
- 8.6 The building is of a substantial size and the application form indicates that it has a floor area of 12,257 square metres. In terms of the number of existing employees, the applicant has stated that there are 250 full time employees and 50 part time employees. Information submitted in connection with the planning application relating to the three deck car park in 2008 (P/00903/019) suggested that there would have been a total of 335 staff employed at the site following the erection of the car park that is in situ today. Taken together, this information therefore indicates that the existing use of the building in planning terms would have the potential to provide for a significant number of jobs.
- 8.7 However, as stated above, the building is understood to have been largely vacated and only part of the building is occupied by Citroën on a leaseback basis. It is understood that the site was recently marketed and the applicant has certified that they are the owner of the site.
- 8.8 There is considered to be no objection to the loss of this existing use as a result of a proposed change of use, providing that the proposed use does not lead to a loss of the defined Existing Business Areas to non-employment generating uses and would not significantly reduce the variety and range of business premises.
- 8.9 Proposed Use
- 8.10 The applicant has stated that the site is owned and would be managed by a charity, Punjab House Associates Ltd. The future operator of the centre would be Meditation Centre Slough. The applicant has submitted copies of letters of financial support from businesses relating to the proposed use. These letters state that it is expected that the centre will be self funded through visitors attending the centre and that financial support will be provided if the centre experiences a financial shortfall.
- 8.11 The applicant submits that the proposed use would be as a meditation/worship centre with both additional and ancillary community and social facilities.
- 8.12 The Core Strategy recognises that retailing, leisure, education, health and other service industries are an important source of jobs. As a result they are all classed as “employment” uses for the purposes of Core Policy 5.

- 8.13 The applicant has stated that the proposal would provide employment for 50 full time and 30 part time employees.
- 8.14 Whilst the proposed use would therefore result in a reduction in the number of people employed at the site when compared with the existing lawful use of the site in planning terms, it is not considered that the proposed use would result in the loss of the defined Existing Business Areas to non-employment generating uses.
- 8.15 It should also be noted that the Council's Economic Development Strategy identifies the need for better education and training in order to equip the resident work force with new skills.
- 8.16 The proposed use includes the provision of education and training facilities which will contribute towards the provision of facilities to improve skills. Having regard to Core Policy 5 of the Core Strategy and Policy EMP2 of the Adopted Local Plan, it is considered that the proposal would be acceptable in terms of employment and the impact on the variety and range of business premises.
- 8.17 Core Policy 11 of the Core Strategy is also considered to be of relevance. This policy states that the development of new facilities which serve the recognised diverse needs of local communities will be encouraged.
- 8.18 It is considered that the proposed development would comply with this policy.

9.0 Design and Impact on the Street Scene

- 9.1 No significant external alterations are proposed to the building and the appearance of the building would generally remain as existing.
- 9.2 Minor changes are proposed to the building including alterations to the position of doors. The proposal is not considered to have an adverse impact on the appearance of the area or the street scene.
- 9.3 With regard to crime prevention, no significant changes are proposed to the general layout of the site in terms of the position of entrances and the location of car parking. The location of the car park and relationship with the use of the building is considered to provide suitable security. The proposed cycle storage facility would be sited adjacent to an entrance to the reception atrium and it is considered that the location of this would allow for convenient access and surveillance.
- 9.4 The proposal is therefore considered to comply with Core Policies 8 and 12 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policies EN1 and EN5 of The Adopted Local Plan for Slough, 2004.

10.0 Relationship with and Potential Impact on Nearby Properties

- 10.1 As noted above, the nearest residential properties to the application site appear to be situated to the south east, on Hayling Close and Oakfield Avenue, and to the south west of the site on Egremont Gardens and Fotheringay Gardens.

- 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 number of persons present at the centre, the hours of operation and use of internal and external areas.
- 10.3 Core Policy 8 of the Core Strategy states that development will respect its location and surroundings, and respect the amenities of adjoining occupiers.
- 10.4 Policy EMP2 of the Adopted Local Plan states that proposals for business developments will only be permitted if there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, and overlooking.

Centre Capacity

- 10.5 With regard to the capacity of the centre, the applicant has stated that the site will have the potential to employ a total of up to 80 full and part time staff and to accommodate up to 500 people in the meditation room.
- 10.6 The submitted Transport Statement sets out that the expected usage would be as follows:
- 10.7 Weekdays
- 04:00 to 06:00 – 50 Meditators;
 - 10:00 to 11:00 – 20 Workshop training staff, 30 admin staff and 100 trainees;
 - 12:00 to 15:00 – 10 Baby/toddler group staff and 20 children, 5 elderly day care staff and 10 attendees; and
 - 19:00 to 21:00 – 50 Meditators, 25 Punjabi School, 15 Music School.

Saturday

- 04:00 to 06:00 – 50 Meditators;
- 10:00 to 13:00 – 100 Punjabi School, 30 Music School; and
- 19:00 to 21:00 – 50 Meditators.

Sunday

- 10:00 to 13:00 – up to 500 Meditators; and
- 19:00 to 21:00 – 50 Meditators.

- 10.8 It is stated that the peak weekday usage of the site is therefore expected to be 150 people between 10:00 and 11:00 and on the weekend the expected peak usage of the site will be up to 500 people on Sunday between 10:00 and 13:00.
- 10.9 It is not considered that the usage of the site by the anticipated number of visitors would have the potential to have an unacceptable adverse impact on the amenity of properties nearby.

Hours of Operation

- 10.10 With regard to hours of operation, the applicant has stated that the centre would open as follows:

10.11	Monday to Friday Start: 04:00 End: 22:00	Saturday Start: 04:00 End: 22:00	Sunday and Bank Holidays Start: 10:00 End: 22:00
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10.12 It is not considered that the use of the centre during these times would have the potential to give rise to an unacceptable adverse impact on amenity.

Use of Internal and External Areas

10.13 The proposed workshop area at ground floor level would provide facilities for carpentry, plastering, bricklaying, plumbing and electrical training. There would be external doors to this workshop area on the east elevation, towards the south eastern corner of the building.

10.14 The separation distance between this corner and the nearest residential property on Hayling Close which could potentially be affected is around 86 metres.

10.15 It is not considered that these activities would have the potential to have an unacceptable adverse impact on the amenity of nearby occupiers.

10.16 In conclusion, it is therefore considered that the proposal would have no significant adverse impact on the amenity of nearby residential occupiers.

10.17 It is considered that matters relating to the number of persons present at the centre, the hours of operation and use of external areas can be adequately controlled. Conditions can also be recommended regarding the use of public address systems, the use of external areas and noise breakout from the site in the interests of limiting the potential for future noise and adverse amenity impacts.

10.18 Subject to these controls, 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 Policy EMP2 of The Adopted Local Plan for Slough, 2004.

11.0 Transport, Parking and Highway Safety

11.1 Core Policy 7 of the Core Strategy 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. The policy states that there will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes.

11.2 Policy T2 of The Adopted Local Plan seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

11.3 Policies T7, T8 and T9 of the Adopted Local Plan are also considered to be of relevance. Policy T7 relates to rights of way. This policy states that an enhancement

of the right of way network will be sought where this is needed as a result of new development.

- 11.4 Policy T8 relates to cycling network and facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development. Where major developments would result in increased demand for travel, appropriate improvements to the cycleway network may be sought.
- 11.5 Policy T9 relates to bus network and facilities. This policy states that where a proposed major development served by an existing and/or proposed bus route would result in increased demand for travel, the Council will seek a financial contribution by way of agreement towards and/or require by condition(s), appropriate improvements to public transport facilities.
- 11.6 The main issues with respect to transport, parking and highway safety matters are considered to be as follows:
- Trip generation;
 - Parking provision and car park layout;
 - Vehicular access;
 - Pedestrian access;
 - Cycle storage;
 - Servicing;
 - Travel plan.
- 11.7 The applicant has submitted a revised Transport Statement and a Travel Plan in support of their application. This information is under assessment at the time of writing and an update will be provided on the Committee Amendments Sheet.

Trip Generation

- 11.8 Additional information has been provided with respect to existing and proposed trip generation. It is considered essential to be able to compare peak hour trip generation and daily trip generation between the existing and proposed uses of the development.
- 11.9 The applicant considers that the nature of the use is such that the peak travel demand would occur outside of the peak commuter periods. An update will be provided on the assessment of trip generation.

Parking Provision and Car Park Layout

- 11.10 It is understood that there are around 410 no. spaces at the site. The applicant is proposing to utilise the parking at ground floor level, within the multi-storey car park and at first floor level within the building. It is considered that there should be no overall increase in the number of parking spaces at the site. The acceptability of this level of provision is under consideration.

- 11.11 Within the multi-storey car park, there are separate up and down ramps, though the initial ramp that leads into the car park from ground floor level requires a one-way shuttle use.
- 11.12 With regard to the management of the car park, it is proposed that the at grade car parking areas on the site will be utilised for staff parking and for users of the site not partaking in meditation. It is proposed that mediators should be informed that they should use the multi-storey car park first, then the decked parking area within the first floor of the building if necessary as overflow, and that the spiral access ramp at the eastern side of the building is available as an additional exit from the car park.
- 11.13 An update will be provided regarding the acceptability of the proposed parking provision having regard to relevant Adopted Local Plan standards.

Vehicular Access

- 11.14 The site is accessed via a service road which runs parallel to Bath Road. A footway is provided on the southern side of the service road on the site frontage and a length of footway/cycleway is provided to the north of the service road and runs parallel to Bath Road.
- 11.15 The service road links to Bath Road at the signal controlled junction with Leigh Road. There are two vehicular access points: one to the north east of the site frontage to the service road which provides access to service area parking and one to the north west which provides access to the sales area and the decked car park. It is proposed to retain these existing points of access onto the service road. It is understood that the Council is considering the possible closure of this service road in the future.

Pedestrian Access

- 11.16 There are a total of four main pedestrian access points to the building as set out on the floor plans, ensuring that the building is conveniently accessible on foot from the various car and cycle parking areas and for those walking to the site. Level access routes and step free access routes are provided to cycle parking and disabled car parking areas. Lift access is available within the building.
- 11.17 There is an alleyway adjacent to the western boundary of the site. This alley way leads from Bath Road to Cippenham Lane. It is understood that the Council has been improving this alley to provide a better connection between this part of the A4 to the residential areas of Cippenham. It is considered that the path would benefit from the dedication of land along the western boundary to enable it to be widened. It is acknowledged that this is not possible along the whole length of the site due to the existence of the multi-storey car park. It is understood that the applicant is agreeable in principle to this and the dedication of land to the Local Highway Authority to allow the widening of this alley may be sought through a Section 106 Agreement to improve pedestrian access to the site.

Cycle Storage

- 11.18 The applicant is proposing to provide a bike storage area to provide space for 52 no. cycles. This cycle store would be sited to the east of the building, adjacent to an entrance which leads directly into the reception atrium at ground floor level. It is stated that the proposed store would be covered, positioned under the existing canopy area and the proximity to the building entrance would allow for convenient access and surveillance.
- 11.19 A location adjacent to this store has been identified for the provision of a second storage facility to be provided if necessary. This could result in a total of 104 no. cycle storage spaces being provided.
- 11.20 An update will be provided regarding the acceptability of this cycle storage provision having regard to relevant Adopted Local Plan standards.

Servicing

- 11.21 It is proposed to locate a bin store within the building. This would be accessed from the east and swept paths have been provided demonstrating that a large refuse vehicle can turn within the site.

Travel Plan

- 11.22 The applicant has submitted a revised travel plan. This travel plan seeks to put in place the management tools that are necessary to enable visitors and staff to make informed decisions about their travel to the Meditation Centre Slough. These aims will seek to minimise the adverse impacts of travel to / from the site on the environment by setting out a strategy for eliminating barriers which keep visitors and staff from making use of sustainable modes.
- 11.23 It is proposed to appoint a Travel Plan Coordinator. A number of sustainable travel measures are proposed and the travel plan contains targets relating to modal shift to increase the mode share for active modes and reduce vehicle trips. An update will be provided regarding the acceptability of the proposed Travel Plan measures.

12.0 Flood Risk

- 12.1 The National Planning Policy Framework states that a site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1. The applicant has submitted a flood risk assessment in support of their application and consultation has been undertaken with the Environment Agency.
- 12.2 The flood risk assessment identifies that the site is located within Flood Zone 1 and this area therefore has a low probability of flooding from watercourses. The site is situated on the edge of a reservoir inundation area. With regard to groundwater, flood risk mapping indicates that the site lies within an area that falls within the second of four bands of groundwater susceptibility ($\geq 25\%$ $< 50\%$) and as such, flows would flow around and through the site as opposed to pooling on the site to hazardous depths.
- 12.3 With regard to overland flow and runoff, mapping indicates that some surface water

pooling in the general area around the site is possible however this would unlikely result in a chance of significant or unmanageable flooding at the site. Furthermore, it is submitted that the surface water sewers in the vicinity of the site are relatively significantly sized. It is therefore stated that the proposals are not considered to be liable to significant or unmanageable flooding from sources identified in the Flood and Water Management Act.

- 12.4 The Environment Agency have provided comments on the proposal and have referred to guidance. The proposed development is for the proposed change of use of the existing building involving mainly internal alterations and as stated in the submitted flood risk assessment, there are no changes proposed which would result in the creation of additional impermeable cover at the site. As such, as stated in the submitted flood risk assessment, it is not considered that drainage rates and volumes would be increased and based on the information submitted; it is considered that the proposal would comply with the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework, Core Policy 8 of the Core Strategy and Policy EN34 of the Adopted Local Plan relating to utility infrastructure.

13.0 Section 106 Heads of Terms

- 13.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. Policy EMP2 requires that appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements.
- 13.2 As noted above, a revised Transport Statement and Travel Plan has been received and this information is under assessment. Whilst an update will therefore be provided as to the precise nature of the obligations to be secured under an Agreement pursuant to Section 106 of the Town and Country Planning Act 1990, it is anticipated that matters including the following could be covered: Definition of use and controls as to centre capacity/floor space limitations; Travel Plan implementation and monitoring fee; dedication of land to the Local Highway Authority to allow the widening of the adjacent alleyway.
- 13.3 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

The need for relevant obligations will be reviewed in light of the additional information under assessment and an update will be provided on the Committee Amendments Sheet.

14.0 Other Matters

- 14.1 The applicant has stated that the proposed use would provide facilities for meditation, worship and ancillary cultural and educational activity predominantly for the Sikh population. It is stated that there are a significant number of Sikh people who live and work in Slough who will benefit from this facility.
- 14.2 In reaching this recommendation, officers have had due regard to the provisions of Section 149 of the Equality Act 2010 and have sought to seek a positive outcome to this application to meet the needs of a local community group in accordance with Core Policy 11 (Social Cohesiveness) of the Core Strategy. At the same time officers have sought to protect the amenities of the locality and appropriate conditions and planning obligations have been recommended.

15.0 Process

- 15.1 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. The applicant has provided additional information through the planning application process and the development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

16.0 Summary

- 16.1 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.
- 16.2 Having considered the relevant policies set out above, the comments received and all other relevant material considerations, it is recommended that the application be delegated to Strategic Lead Planning Policy for formal determination following consideration of revised transport information and amended car parking provision and layout, completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

17.0 Recommendation

- 17.1 Delegate to Strategic Lead Planning Policy for formal determination following consideration of revised transport information and amended car parking provision and layout, 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:

TBC

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. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

4. Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the development shall only be used as a meditation/worship centre with associated language school, day care centre, children's day centre and training workshops and associated facilities falling within Class D1 of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

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.

5. Meditation/worship shall only be carried out within the Meditation Hall at ground floor level as shown on Drawing No. TBC, Dated TBC, Recd On TBC. The floor area of the meditation hall shall not exceed 1000 square metres.

REASON In the interests of the local highway network and to ensure the provision of adequate parking spaces within the site in the interests of road safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

6. The capacity of the meditation hall hereby approved shall not exceed 500 persons.

REASON In the interests of the local highway network and to ensure the

provision of adequate parking spaces within the site in the interests of road safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

7. The use hereby permitted shall not be open to members of the public / customers outside the hours of 04:00 hours to 22:00 hours on Mondays - Fridays, 04:00 hours to 22:00 hours on Saturdays, and 10:00 hours to 22:00 hours on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site 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.

8. There shall be no commercial deliveries visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays - Fridays, 09:00 hours to 17:00 hours on Saturdays, and at no times on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site 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.

9. All loading and unloading shall take place within the site and there shall be no unloading on the public highway.

REASON In the interests of highway safety and convenience in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

10. Notwithstanding the terms and provisions of the Town and Country Planning general Permitted Development Order 1995 (or any order revoking or re-enacting that Order), Schedule 2, Part 4, no marquees, or other moveable structures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON To prevent an intensification of the use of the site, leading to further pressures on parking and impact on the amenities of surrounding residential occupiers in relation to Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 Policy T2 of the Adopted local Plan for Slough 2004 and the National Planning Policy Framework.

11. No goods, materials or plant shall be deposited or stored outside of the building.

REASON To safeguard the visual amenities of the locality, and the privacy and amenities of the adjoining properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document, December 2008.

12. No amplified public address systems, sound systems or loudspeakers shall be used in the open air at the site at any time.

REASON In the interests of safeguarding the amenities of nearby 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. The existing noise climate of the surrounding area must be protected so that the equivalent continuous noise level (leq) in dB (A) as measured outside the nearest noise sensitive building over a 5 minute period with the use taking place does not exceed the equivalent continuous noise level (leq) in dB(A) measured over a comparable period from the same position with no such use taking place and the building unoccupied.

REASON To limit the impact of the development on nearby noise sensitive uses and buildings to accord 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.

14. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc. is in use at any adjoining or nearby buildings in separate occupation.

REASON To protect local residents from nuisance caused by excessive noise 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.

15. All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used in conjunction with the development hereby approved shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any neighbouring buildings.

REASON To protect local residents from nuisance caused by excessive noise 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.

16. No additional external plant or equipment shall be installed or used without the prior written consent of the Local Planning Authority. Any external plant designed for use in connection with the building must have provided with it the sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring buildings is protected.

REASON To protect local residents from nuisance caused by odours 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.

17. No additional lighting shall be provided on site until such time as details of the lighting has been submitted to and approved in writing by the Local Planning Authority including details of the lighting units, levels of illumination and hours of use. No additional lighting shall be provided at the site other than in accordance with the approved details. Light sources adjacent to the highway must be shielded such that they are not directly visible to motorists using the public highway.

REASON In the interests of safeguarding the amenities of nearby 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.

18. No development shall commence until a plan showing a comprehensive car parking, turning and manouvering layout has been submitted to the Local Planning Authority and approved in writing. The approved layout shall be provided on site prior to first occupation of the development and retained in that form at all times in the future for the parking of cars in association with the use hereby approved and for no other purpose. The parking spaces and turning areas shall be made available for the parking of cars in association with the use at all times and kept free from obstruction.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. The number of car parking spaces at the site shall not exceed TBC spaces.

REASON In the interests of parking restraint in order to meet the requirements of Core Policy 7 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004.

20. The development hereby approved shall not be occupied until such time as a Car Park Management Plan has been submitted to the Local Planning Authority and approved in writing. Once approved, the management of the car park shall be carried out in accordance with the approved Car Park Management Plan and not subsiquently altered unless otherwise agreed in writing with the Local Planning Authority.

REASON To minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Policy T2 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.

21. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been 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 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, and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

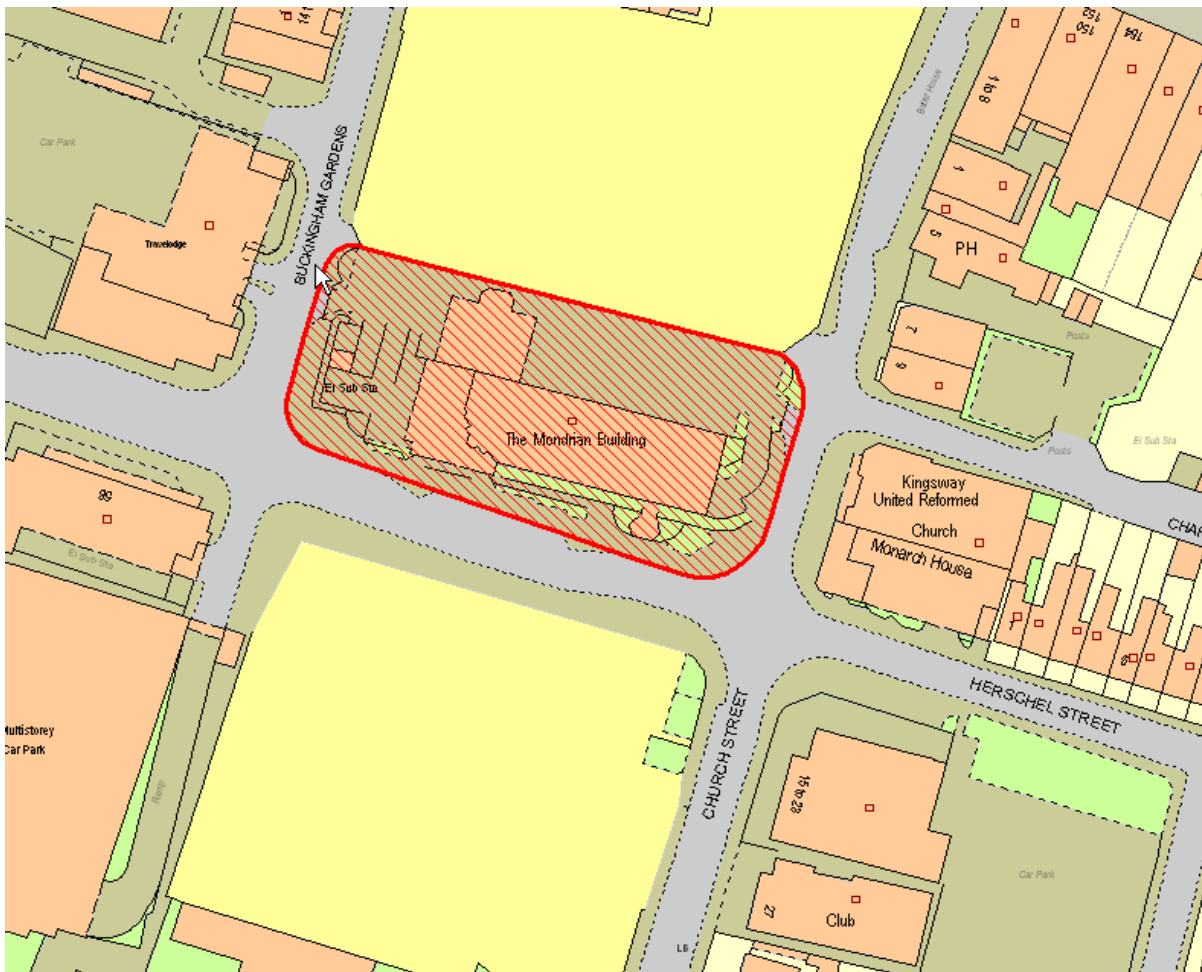
INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. 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:	16-Jan-2014	Applic. No:	P/04303/040
Officer:	Mr. Albertini	Ward:	Upton
Applicant:	Mr. Aaron Emmett, Timeless Property Services Ltd		
Location:	Nova Building, Herschel Street, Slough, SL1 1XS		
Proposal:	CONVERSION & EXTENSION OF EXISTING OFFICE BUILDING FOR 68 FLATS INCLUDING 2 ADDITIONAL FLOORS, ALTERATION OF PARKING AREA & ACCESS.		

Recommendation: Delegate to Strategic Lead Planning Policy



1.0 SUMMARY OF RECOMMENDATION

Delegate to Strategic Lead Planning Policy

2.0 PART A: BACKGROUND **Proposal**

- 2.1 The extension comprises the addition of 2 floors on top plus a small seventh floor at the west end. It will be 6 metres higher than the ridge line of the existing building and approximately 11.5 metres higher than the eaves of the existing building. It also includes infilling part of the ground floor entrance area at the west end of the building.
- 2.2 The accommodation comprises 68no. flats consisting of 15 one bedroom, 47 two bedroom and 6 three bedroom flats. No affordable housing is referred to in the planning application but the applicant is in discussion with the Council's Housing Section.
- 2.3 The pedestrian entrance from Herschel Street will remain but reformed as part of the ground floor infill.
- 2.4 The main vehicular access will be formed by widening the existing Buckingham Gardens access. This will provide access to the existing basement. The Church Street access will remain to serve surface parking and boiler house on the north side of the site. The existing link through the site, for cars, just below ground floor level, will be severed by the ground floor infill. The existing east access to and exit from the basement will be closed off. 2 disabled parking spaces are shown on the raised area next to the ground floor entrance at the west end accessed by a car ramp up from the Buckingham Gardens entrance area.
- 2.5 The existing building will be re-clad but the roof and north elevation escape stair will be removed. Balconies will be added such that most flats will have one.
- 2.6 The extension and re-cladding will comprise bands of zinc or anodised metal with perforated balconies. These bands will be separated by bands of windows and render infill panels. The top floor, the small seventh storey and south elevation escape stair will be vertical panels of zinc or anodised metal in a different colour to the rest of the building. There is also a reference to brick cladding which is to be clarified.
- 2.7 Indicative colours are grey for the top floors, bronze or similar for the bands plus some blue on a projecting bay. The existing street level brick plinth remains.
- 2.8 49 parking spaces are proposed of which 37 are in the basement together with cycle parking. Refuse is shown in a room next to the entrance with a holding area for bins at a lower level for collection day. A transport statement has been submitted.
- 2.9 Revised drawings are expected to address highway, transport and design issues at ground floor/basement level.

3.0 Application Site

- 3.1 This 2.356 ha. site has on it a vacant 4 storey office with a large pitched and hipped roof with overhanging eaves. It was built about 1990 and is raised above Herschel Street on a brick plinth with access at both ends of the site on Buckingham Gardens and Church Street. The floorspace is 2,878 sqm gross internal and it has some basement and some ground level parking.
- 3.2 The site is close to the High Street. To the west of the site is Travelodge, a 9/10 storey hotel, to the north is a vacant redevelopment site, to the east a Church and small office building, to the south on the opposite side of Herschel St is a site, known as the Aspire site, that has planning permission for offices with buildings a bit taller than the proposal.
- 3.3 Regarding the redevelopment site to the north (previously known as Buckingham Gateway) an application to extend the time limit of the planning permission has been received. That permission included hotel, shops and offices. The latter might be replaced by residential in a future application. The permitted scheme included a service road abutting the Nova Building site and 8 storey building beyond.
- 3.4 St. Mary's Church, a listed building, is visible to the south. The proposal will not affect the setting of this building. Planning permission for the Aspire site to the south includes buildings higher than Nova Building.

4.0 Site History

- 4.1 Prior Approval application for change of use to residential (44 flats). No approval needed so change of use is permitted development. F/4303/039 3/10/13.

Office development (3300 sqm gross external) with 110 spaces. Approved May 1988 P/4303/12.

5.0 Neighbour Notification

- 5.1 Buckingham Gardens 1-12, 14-25 incl
Herschel St. Travelodge, 58, Monarch Ho.
Church St. 15 – 23 odd, Kingsway United Reformed Church, 1 – 9 odd.
High St. 112 – 130

Local Newspaper

- 5.2 No observations received.

6.0 Consultation

- 6.1 Traffic /Highways
Request revision to access, more details of swept path of vehicles, disabled person spaces revision (insufficient space for manoeuvring), clarification re accommodation of cycle storage, confirmation that refuse arrangements are practical (re manoeuvring bins on ramp). .

- 6.2 Housing Section
Request financial contribution to affordable housing off the site. This can be waived if the development includes 30% of the net increase in homes above 44 dwellings (permitted development) as social rent. The Housing Section are discussing the possibility of affordable housing on site with applicant.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The site is within the town centre area as defined on the Local Plan Proposals Map. Regarding land use the Local Development Framework Core Policy 5 (Employment) states 'change of use or redevelopment of existing offices to residential will be encouraged where this is considered appropriate.'
- 7.2 Whilst the loss of relatively modern office accommodation in a central location is regrettable the prospect of it being reused for that use is unlikely in the near future. As the location and immediate surroundings are reasonable for flatted residential accommodation the principle of the loss of the office to residential use is acceptable.

8.0 Access and Design Matters

- 8.1 The infilling at ground floor raises no design issues. However it does cut of the through vehicle route which affects the way access arrangements work. This is referred to below. The additional 6 metre height of the building is modest in relation to its exist height but the overall mass is increased because the large pitched roof is lost and the eaves height rises. However because of the height of the Travelodge adjacent and permitted buildings to north and south the extra height will not have a significant adverse effect on the surroundings.
- 8.2 There are no residential properties immediately adjacent. Overlooking from neighbouring or future commercial development will occur but the separation distances are typical for a town centre location.
- 8.3 There is very limited amenity or planting space available for the flats. As most flats will have a balcony this is considered acceptable for a town centre location and conversion project. The raised ground floor above street level and set back from the footway helps residential amenity by keeping habitable rooms away from the street.
- 8.4 The materials proposed whilst not typical for a residential block are suitable for this town centre location with commercial developments nearby.
- 8.5 Access for the existing building relies upon entry at both ends of the site and circulation through the site to allow safe access to the basement and safe exit from the site. The proposed severing of the through route and blocking the east basement access means the west entrance (Buckingham Gardens) needs to be widened to take entry and exit traffic. In addition the west basement access ramp is single track so a traffic light system is needed. This will result in waiting cars at the top being very close to Buckingham Gardens entry point. This is not ideal as two cars waiting might mean the second car blocks the footway crossing.

- 8.6 The 49 parking spaces will mean not all homes will have access to a parking space. This is acceptable for a town centre location provided there is adequate cycle storage. Stores are in the basement in bays that can be locked. By condition appropriate stands can be agreed. Clarification is sought on the number of cycles that can be accommodated.
- 8.7 Refuse storage arrangements need to be clarified before a decision is made. Information is expected prior to the Committee meeting to address safety issues of moving containers on a ramp. The refuse store may move to the east side but safe refuse truck access may be a problem.
- 8.8 Revised drawings and further information has been requested to deal with outstanding refuse and highway/access matters. These are expected prior to the Planning Committee meeting.

9.0 Section 106 Planning Obligation Matters

- 9.1 With regard to Section 106 planning obligation requirements these are applied to 24 of the 68 units proposed as the applicant can convert the existing building to residential use (44 units) under permitted development rights.
- 9.2 Financial contributions to education and affordable housing off site are sought in line with Developers Guide under Core Strategy policy 4 and 10. The affordable housing contribution can be waived if a suitable package of on site affordable housing (social rent) is agreed for about 7 homes (30 % of the 24 units net increase).
- 9.3 The applicant has been asked to agree the principle of contributing financial sums.

PART C: RECOMMENDATION

10.0 Recommendation

- 10.1 Delegate a decision to the Strategic Lead Planning Policy :
- for the signing of a satisfactory Section 106 Agreement
 - to agree revised drawings requested
 - to amend or add to the draft conditions regarding the requested drawings.
 - to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART D: LIST OF CONDITIONS

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 20TH February 2014

CONTACT OFFICER: Paul Stimpson, Strategic Lead, Planning Policy
(For all Enquiries) (01753) 875820

WARD(S): All

PART I

FOR DECISION

**CONSULTATION ON WEST BERKSHIRE MINERALS AND WASTE LOCAL PLAN
ISSUES AND OPTIONS: RESPONSE BY SLOUGH BC**

1. **Purpose of Report**

To inform Members that West Berkshire Council has invited representations about its West Berkshire Minerals and Waste Local Plan: Issues and Options and the work in progress on the response for submission by its 28 February 2014 deadline.

2. **Recommendation**

It is recommended that:

- 1) members note the publication of a Consultation Document on Issues and Options about Minerals and Waste Local Planning in West Berkshire;
- 2) agree representations be submitted by Slough BC as set out in para 5.24 of this report and the response be delegated to the Strategic Lead, Planning Policy for submission.
- 3) members take the opportunity to comment at this preliminary stage.

3. **Community Strategy Priorities**

Minerals and Waste Local Plans are part of the statutory planning frameworks. They are prepared by the Minerals and Waste Planning Authorities. A planning framework represents an important spatial element of the Council Community Strategy and informs other emerging priorities: It should be noted that the six Berkshire Unitary Authorities are no longer preparing a joint plan.

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

4. **Other Implications**

(a) Finance

No direct financial implications

(b) Risk Management

There are no specific issues directly arising from this report

(c) 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.

(d) Equalities Impact Assessment

No direct implications

(e) Workforce

The proposed actions form part of the existing work programme.

5. **Supporting Information**

Background

- 5.1 The Berkshire Unitary Authorities have historically acted together on minerals and waste planning policy-making. A Replacement Minerals Local Plan and Waste Local Plan were approved in 2001 and 1998 respectively. A decision to close the Berkshire Joint Strategic Planning Unit was made in 2009 after the withdrawal of the then emerging Minerals and Waste Core Strategy. Each of the six Berkshire Unitary Authorities can decide how to handle this work in the future.
- 5.2 There has been continuing cooperation for collecting evidence on minerals extraction in Berkshire with the publication of Berkshire Annual Monitoring reports and more recently the 2013 Berkshire Aggregates Assessment. In January 2014, the Planning Committee agreed to a Memorandum of Understanding between the Berkshire Authorities for Duty to Cooperate requirements for minerals and waste matters.
- 5.3 In 2011, the National Planning Policy Guidance and subsequent technical guidance continue to stress the importance of securing available primary and secondary aggregates as economic drivers for delivering economic growth.
- 5.4 The large volumes and different types of waste and their destination are of great significance in Berkshire. Landfill taxes have resulted in diverting waste away from landfill and into waste recovery. Government guidance seeks to achieve zero waste going into landfill and achieving greater waste recovery. The 2013 National Waste Strategy for England has re-endorsed these changes.
- 5.5 Both minerals and waste planning are treated as 'county matters' by the Mineral and Waste Planning Authorities. In this case, these are the Unitary Authorities in Berkshire. These are also treated in this way because the matters are of interest across more than one authority. The 2011 Localism Act put in place a new Duty to Cooperate to deal with this. This requires authorities to notify and consult with other authorities where there are cross border implications.
- 5.6 It is important to acknowledge why Slough BC should make representations to West Berkshire during the preparation of the Minerals and Waste Local Plan. Slough BC has incorporated the saved minerals planning policies of the 2001 Replacement Minerals Local Plan into its 2013 Composite Local Plan for Slough. This was in the knowledge that there are very few sites left for minerals extraction in Slough. Members will know about the large scale of extraction that took place in past decades. Slough BC will continue with the Plan policies

albeit acknowledging that the Site Allocations are out of date. It is not considered there is an immediate requirement for Slough to review the Plan for the reasons set out above.

- 5.7 Where such circumstances arise, Mineral Planning Guidance requires other authorities like West Berkshire with remaining mineral reserves to supply aggregates elsewhere. Otherwise it would hinder new construction taking place in other areas. Slough BC want to ensure other Minerals Local Plans have sufficient provision for this when new Plans come forward.
- 5.8 On waste, Slough BC has awaited the 2013 National Waste Strategy for England and new guidance before deciding how to proceed. There are similar considerations in terms of availability of waste facilities and movement of waste across Berkshire.
- 5.9 Slough has been receiving significant recent investment in the waste field. These include a variety of facilities for new waste recovery, energy from waste and other new technology with greater capability for handling recycled materials. Not only has this successfully diverted waste away from landfill, this investment can be seen as an endorsement of the Council's economic strategy in securing local investment and employment within Slough. The growth of this new business sector can be welcomed at a time when investment has been weak in some other sectors. It is still however desirable to apply the 'proximity principle' for waste facilities wherever possible.
- 5.10 West Berkshire Council has decided to produce its own Minerals and Waste Local Plan. The Consultation Document is the first stage being undertaken. The document can be viewed on their Council website. The period of consultation expires at the end of February 2014.

Berkshire 2013 Annual Aggregates Assessment

- 5.11 This annual aggregates assessment has been produced for the whole of Berkshire. In reporting on the availability of Berkshire mineral reserves, and past and current supply of aggregates, it helps forecast the future supply and demand for new gravel. It also anticipates the likely future amount and rate of development coming forward because of its significance. In Slough, the rate of development taking place might be limited by the availability of aggregates coming from elsewhere. Slough, as minerals planning authority, should therefore seek to ensure the availability of supplies so as not to inhibit growth in Slough.
- 5.12 The report describes a changing pattern of sites and the geographical areas where reserves can be found in Berkshire. It also identifies designated areas with environmental constraints where reserves can be found. In brief, more new sites have recently been opening in the Windsor and Maidenhead and the majority of reserves are found in the four Berkshire Unitaries other than Reading and Slough.
- 5.13 Berkshire has historically provided significant amounts of aggregates annually as have neighbouring counties. It also importing some from elsewhere. This generally reflects the scale of demand within the county itself, neighbouring areas like Greater London and large infrastructure and building projects taking place. The annual consumption often fluctuates as is also the case with neighbouring mineral planning areas like Buckinghamshire, Surrey

County Council and Oxfordshire. There has been lower demand during the recent economic downturn. The collected evidence suggests the annual sales were 1.13m tonnes and 0.87m tonnes in 2011 and 2012 respectively for Berkshire.

- 5.14 Since the approval of the previous Replacement Minerals Plan in 2001, the amount of reserves has been reducing. At the current rate of extraction, there is a remaining landbank of 9.2 years compared with the required 7 years in Berkshire. The figure of 7 years landbank remaining is generally used to ensure there will be a continual supply available. However, some of the Berkshire Minerals Planning Authorities impose annual maximum amounts of gravel to be extracted. This can restrict the amount of gravel becoming available annually .
- 5.15 Some of the last remaining Preferred Sites within the approved 2001 Replacement Minerals Local Plan are now seeking planning permission. Where approved Preferred Sites do come forward, it is necessary to fully assess these against the development management policies relating to activity , traffic generation, restoration and phasing, dust and noise nuisance and temporary landscaping before reaching a decision.
- 5.16 The LAA evidence suggests forecasting be based upon an annual supply in the region of 890k tonnes from Berkshire sites.

West Berkshire Mineral and Waste Local Plan:Issues and Options

- 5.17 A Minerals and Waste Local Plan is a strategic level document for the plan period of up to 20 years. It will also comprise detailed development management policies allowing consideration of minerals and waste planning applications as well as site allocations.
- 5.18 This Consultation Document briefly describes the landscape and geological characteristics e.g. 74% of West Berkshire falls within the North West Downs AONB. This designation is treated as an environmental constraint. It has historically produced large amounts of sharp sand and gravel and soft sand largely from the area outside the AONB.
- 5.19 The Consultation Document forecasts the future annual sales as being between 415k-480k from trends drawn from past ten year sales and likely demand arising from forecast new construction. The Consultation Document is seeking views about this forecast level or alternative levels of demand.
- 5.20 West Berkshire Council has current provision for one integrated waste management plant at Padworth and one Household Recovery Plant at Newbury. It reports that there should be sufficient waste capacity for the whole Plan period. The Council will address how specific waste such equine and radioactive waste are handled.
- 5.21 West Berkshire Council also sets out a list of different options requiring response. The consultation is primarily intended for their residents to have their say. Each option needs some assessment because of the complexity and changes.
- 5.22 Responses will be used to formulate the development of the strategy itself and devise suitable planning policies for this. There is also a call for suitable sites to come forward in the event of the reserves falling below the minimum 7 years landbank. It is intended that the Plan be subject to scrutiny at a future Public

Examination in late 2015/early 2016 ready for adoption in 2016.

5.23 West Berkshire Council has only recently issued its consultation exercise on its published Minerals and Waste Local Plan: Issues and Options. Slough BC should maintain its interest on these matters for the reasons set out above

5.24 From our initial findings, it is considered that:

- 1) Slough BC welcome their decision to commence work on a Minerals and Waste Local Plan covering half of the former Berkshire County Council area and the consultation taking place.
- 2) Slough BC express support for the option requiring future annual production of aggregates of 413k-480k in West Berkshire. This will make a significant contribution towards the county-wide production in future years.
- 3) Slough BC welcome their decision to invite expressions of interest for new sites.
- 4) That West Berkshire Council continue to positively work towards Pathway to Zero Waste objectives to eliminate any unnecessary residual waste going into landfill.

It is considered that some further technical responses should be prepared by the Strategic Lead , Planning Policy and the decision be delegated to the Strategic Lead, Planning Policy to finalise and submit the response.

6. **Conclusion**

West Berkshire Council has only recently issued its consultation exercise on its published Minerals and Waste Local Plan: Issues and Options. Slough BC should maintain its interest on these matters for the reasons set out above. It is recommended that members accept the response set out in para 5. 24, together with technical responses being prepared by officers. It will be necessary to agree to delegate the final decision on the response to the Strategic Lead, Planning Policy.

7. **Appendices Attached**

None

8. **Background Papers**

West Berkshire Minerals and Waste Local Plan: Issues and Options-a Consultation Document	2014
Replacement Minerals Local Plan for Berkshire	2001
Waste Local Plan for Berkshire	1998
Composite Local Plan for Slough	2013
Berkshire Local Aggregates Assessment	2013
Report to January Planning Committee about	2014
Memorandum of Understanding between Berkshire Unitary Authorities about Minerals and Waste Planning	

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 20th February 2014

CONTACT OFFICER: Paul Stimpson
Strategic Lead Planning Policy & Projects
01753 87 5820

WARD(S): All

PART I
FOR DECISION

WINDSOR & MAIDENHEAD LOCAL PLAN: PREFERRED OPTIONS
CONSULTATION

1 Purpose of Report

The purpose of the report is to seek Members comments on the preferred option for the Windsor & Maidenhead Local Plan with particular reference to the impact of the likely impact of the proposed policies upon Slough.

Recommendation(s)/Proposed Action

1.1 The Committee is requested to resolve:

- That the comments set out in this report on the Preferred Options for the Windsor & Maidenhead Local Plan are agreed and submitted as this Council's formal response.
- That the Royal Borough of Windsor and Maidenhead be invited to discuss with this Council the implications of the Preferred Strategy for Slough as part of it Duty to Cooperate.

2 Community Strategy Priorities

2.1 The preferred options for the Windsor & Maidenhead local plan could have impact on Slough's ability to implement the spatial element of the Community Strategy and affect the ability to deliver the following emerging priorities:

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

3 Other Implications

(a) Risk Management

The failure to comment on neighbouring Authorities local plan consultations could result in needs generated by a neighbouring authority, for example for affordable housing, over-spilling into Slough.

(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

It is considered there will be no equality impacts.

(d) Workforce

There are no workforce implications.

4 Supporting Information

Background

- 4.1 The Royal Borough of Windsor & Maidenhead (RBWM) is preparing a Local Plan for the Borough for the period up to 2030. This will replace the previous plan which was adopted in 1999.
- 4.2 Following the publication of a Sites consultation in November 2012- January 2013 they have now produced a "Preferred Options" document for public consultation. The purpose of this is to seek feedback on the preferred approach before finalising the plan. This means that full detailed policies have not yet been drawn up for many topics but alternative "skeleton" versions have been produced for comment.
- 4.3 Suggested comments for this Council to make on the relevant policies are set out in this report for Members to endorse or modify before being sent to the Royal Borough of Windsor & Maidenhead as the formal consultation response.
- 4.4 The plan has a base date of 2012 and covers the eighteen year period up to 2030 and has been prepared in accordance with the National Planning Policy Framework (NPPF).

Strategic Options

- 4.5 The key issue for the plan to address is how much housing should be provided and where it should go. The actual housing numbers are examined in more detail below but the three options put forward for the overall strategy are as follows:

Option 1 "To restrict building to the capacity of existing built up areas, avoiding building in the Green Belt."

- 4.6 It is recognised that this option places emphasis upon environmental protection, specifically the Green Belt, over social and economic consequences and that significantly fewer homes would be built than are projected to be needed.
- 4.7 This could have an effect upon neighbouring authorities but it is admitted that the ability of these to be able to meet unmet need is not presently known.
- 4.8 **Comment:** It is not considered that Option 1, which rules out any Green Belt releases, is an appropriate option for the reasons set out in the document. It would not meet the needs of the local community and put additional pressure on adjoining areas such as Slough.

Option 2 “ To permit sufficient building to meet the projected population growth and economic needs recognising that this would require some building in the Green Belt.”

- 4.9 This option places an emphasis on social and economic needs over environmental impacts. It would allow greater opportunity for young people and families to stay in the Borough and help to ensure more balanced communities with a greater number of people of working age.
- 4.10 The option would require significant development in the Green Belt at a scale that would result in some loss of openness and compromise the purposes of including land in the Green Belt.
- 4.11 **Comment:** It should be noted that this option is not actually being considered in the Preferred Strategy because even if every single site that is being put out for consultation was built this still would not be enough to meet housing needs. There are many more Green Belt sites that have not been considered for development as part of the Preferred Options exercise which means that the option of meeting housing need in full has not been properly explored. Nevertheless this appears to be the best option if sufficient suitable Green Belt sites can be found.

Option 3 “To permit building at a level that strikes a balance between meeting the projected population growth and economic needs and the environmental impacts, including allowing some building in the Green Belt.”

- 4.12 This option seeks a balance between social and economic needs with environmental impacts.
- 4.13 This would allow some development in the Green Belt where the environmental impacts are considered to be limited. However this will not meet the full projected increase in population growth and economic needs.
- 4.14 It would also reduce the demand on neighbouring authorities to help meet unmet housing need.
- 4.15 **Comment:** It is not possible to properly assess this option because it is not clear where the balance is being made between protecting the Green Belt and meeting housing need. Although 23 sites within the Green Belt have been identified in the document we don't know how many will actually be included in the final plan.
- 4.16 If too few come forward as a result of the consultation exercise it may be necessary to go back and look at other sites that have not been considered for a number of reasons.
- 4.17 Critically, as the document acknowledges, this option is being proposed without any knowledge of the ability of neighbouring authorities to meet any unmet housing need.

Spatial Strategy

- 4.18 RBWM have developed Option 3, which is its preferred option, into a Spatial Strategy which is based upon the following main components:

1. providing a balance between homes and jobs;
2. maintaining the special qualities of the Borough's environment and places;
3. focusing the majority of development within towns and villages; and
4. promoting a strong network of town, district and local centres.

4.19 **Comment:** It is considered that the Spatial Strategy is appropriate for the preferred approach for Local Plan subject to understanding where the balance will eventually be drawn between the competing social environmental and economic demands. A key element of this strategy is to increase the amount of development in Maidenhead town centre over and above that already planned in the Area Action Plan. Members may be interested to note that in order to deliver an extra 700 dwellings the preferred Policy on Design PLA 1, would allow greater flexibility on building heights in Maidenhead town centre provided they exhibit "exceptionally high quality design and do not cause unacceptable impacts".

Housing Numbers

- 4.20 As explained above in the Strategic Options section, the critical issue for the whole plan is how much housing should be built. The NPPF states that local planning authorities should use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for housing as far as is consistent with the policies in the Framework.
- 4.21 In order to do this RBWM have carried out a Housing Market Assessment of the wider area, including Slough, in order to identify the scale of housing needed to meet household and population projections taking account of net inward migration and outward migration.
- 4.22 The result of this is that the Borough will need to build 700 houses a year or 12,000 houses over the 18 year plan period.
- 4.23 Although there is a reference to this in the consultation document it is not made explicitly clear what the housing target actually is. Assuming it is 700 a year this is much higher than the current target of 346 a year from the South East Plan and much higher than current annual average building rates of 364. When all known sources of supply from existing permissions, continuing small site completions, other identified sites and proposed housing allocations are added up there could be a total of 7,415 dwellings which is significantly short of the need.
- 4.24 As a result 23 sites have been identified in the Green belt which could deliver 4,125 dwellings. Details of all of these sites are set out in the document for consultation. If all of these sites came forward there could be a total of 11,540.
- 4.25 The Preferred option in Policy HOU1 is to have a housing target based upon 7,415 plus some building on the Green Belt. How much this might be is not quantified at this stage.
- 4.26 **Comment:** It is considered that the preferred approach of building upon previously developed land with selective Green Belt releases should be supported. This is a similar approach to the one that this Council adopted in the Local Plan for Slough.

- 4.27 It is considered that the housing target should reflect the objectively assessed need as far as possible but it not clear to what extent this will be achieved. There is some doubt as to whether all of the predicted sites will come forward. The plan assumes for example that every site with planning permission will come forward and that small site completions will continue at the same rate. Whilst it is recognised that other windfalls will come forward to compensate this is still a risk.
- 4.28 An even bigger risk is that because all of the proposed housing allocations are the subject of public consultation there can be no certainty at all that they will come forward in the final plan. This is a particular problem where ownership and technical constraints have not been tested. For example the largest Green Belt site is Maidenhead Golf Course which could have between 250 and 955 dwellings upon it. This may well not be available for development because the golf club still has a lease to 2039.
- 4.29 None of the proposed Green Belt releases are close to Slough and so it is not considered appropriate to comment upon any individual sites.
- 4.30 It is considered that failure to provide sufficient housing to meet housing need in Windsor and Maidenhead will put unacceptable pressure upon Slough which has its own pressing housing needs. It is also considered that given the inter relationship with the jobs market, failure to supply sufficient housing would also hamper prospects for economic development in the Thames Valley region.

Affordable Housing

- 4.31 The plan acknowledges that there is an annual need for 427 affordable homes over the next ten years if the current backlog is to be met during this period. Even if the backlog is not to be tackled, there would be a need for 401 affordable houses a year.
- 4.32 Taking account of the fact that on average only 93 new affordable houses have been built a year, which equates to a net gain of 80 units per annum, it is suggested that it is unrealistic to set a target for affordable housing.
- 4.33 The preferred approach is therefore to maximise the amount of affordable housing that comes forward whilst making sure that housing schemes are deliverable. Preferred Policy HOU 4 therefore proposes to lower the threshold at which affordable housing is sought from 15 to 5 dwellings and require that up to 30% of dwellings will be provided as affordable housing.
- 4.34 The text makes it clear; however, that the only form of affordable housing that will be sought is shared equity and staircased home ownership.
- 4.35 **Comment:** The proposal to lower the threshold for the size of sites where affordable housing will be sought is supported. The other parts of the preferred approach raise major concerns which this Council should object to.
- 4.36 It is acknowledged that viability is an issue when it comes to the delivery of affordable housing but the plan does not appear to recognise the opportunities that will arise to capitalise on the up lift in land values when major Green Belt releases

are proposed. It is therefore suggested that the percentage of affordable housing should be increased on these sites.

- 4.37 The main concern is the failure of the plan to seek any social housing or houses for affordable rent. There is no explanation how those people with the most acute housing needs will be accommodated.
- 4.38 The plan therefore will fail to create sustainable, inclusive and mixed communities as required by the NPPF or meet in full the objectively assessed need for affordable housing.
- 4.39 This will put considerable pressure on adjoining areas and Slough in particular which has a large private rented sector and the lowest house prices in the sub region. As a result it is considered that this Council should raise the strongest objections to Windsor and Maidenhead failing to take the available opportunities to obtain affordable housing for rent in its proposed policy for affordable housing.

Neighbourhood Plans

- 4.40 Neighbourhood plans are being prepared throughout the Borough to complement the Local Plan. These are community-led plans which are intended to allow local people have more say about their area. Neighbourhood Plans are not allowed to constrain the delivery of important development set out in the Local Plan. In order to ensure that this doesn't happen, Neighbourhood Plans were intended to come forward after the Local Plan was produced in a way in which they could demonstrate that they were in conformity with strategic policies.
- 4.41 The Ascot, Sunninghill and Sunningdale Neighbourhood Plan has, however, come forward in advance of the Local Plan and the Hearing was held before the current Preferred Options document was made public.
- 4.42 This Council raised concerns that this was premature and highlighted the fact that the cumulative effect of the policies in the Neighbourhood Plan could have implications for the future supply of housing.
- 4.43 Now that the Local Plan document has been published it can be seen that the Ascot, Sunninghill and Sunningdale Neighbourhood Plan is much more restrictive. For example where Preferred Policy Option NE3 in the Local Plan states that the impact of proposed development on trees should be carefully considered, the Neighbourhood Plan has a "presumption that they will be retained." Similarly where the Preferred Policy Option HOU 11 is to support the erection of new dwellings in gardens, the Neighbourhood only allows this where there is not an unacceptable reduction in green space.
- 4.44 At the Hearing into the neighbourhood Plan RBWM acknowledged that there could be a reduction in completions in the Ascot, Sunninghill and Sunningdale area but said that this would be compensated for by making allocations elsewhere. This does not, however, appear to be reflected in the proposed Local Plan which assumes a higher rate of development in the Ascot area than has been achieved in the past before any new allocations are factored in.

- 4.45 This is significant because Ascot, Sunninghill and Sunningdale is a significant part of the Borough and it will set a precedent for subsequent Neighbourhood Plans to adopt a similarly restrictive approach. If this is the case the cumulative effect of introducing new detailed local policies could thwart the overall strategy in the Borough wide Plan.

Economy

- 4.46 Plan recognises that the Royal Borough contributes to the workforce of Slough, London and other nearby employment centres including Reading and that one in ten of East Berkshire's jobs are in Slough Trading Estate.
- 4.47 The document recognises that the Windsor and Maidenhead area has a strong economy with several headquarters offices, a range of small and medium sized companies and an important tourist sector.
- 4.48 No major structural changes to the local economy are expected over the plan period although there is a trend away from industrial uses towards higher value office based employment uses.
- 4.49 As a result the Preferred Policy option EC1 is to promote sustainable economic growth by making more efficient use of existing sites and premises.
- 4.50 A number of Business Sites, Industrial Sites and Mixed Use Sites are identified in Policy EC2 where employment uses will be supported. One of these Business areas is Ditton Park. Elsewhere, Policy EC3 requires proposals for any change of use from economic use to demonstrate that this will not harm the local economy.
- 4.51 **Comment:** It is considered that the preferred approach to employment should be supported. It should be noted, however, that many of the sites allocated for housing in the Plan are existing employment sites and in some cases Industrial Estates such as Reform Road in Maidenhead and Vale Road in Windsor.

Town Centres and Retail

- 4.52 The plan identifies a retail hierarchy with Maidenhead and Windsor at the top. No new allocations are proposed and the preferred option in Policy RET1 is to support the existing retail hierarchy. One way in which it is proposed to do this is to lower the threshold at which retail impact assessments are required for developments outside centres from the national level of 2,500m² to 1,000m². There is, however, no policy which explicitly seeks to prevent development out side of centres or apply the sequential test.
- 4.53 The plans preferred option for tourism in Policy TM1 is to identify Windsor, Ascot and the river Thames as the main locations for major tourist development. Legoland is recognised as a Major Developed Site in the Green Belt in Policy CBC 6 which would allow for some development to take place.
- 4.54 **Comment:** It is considered that the preferred approach to retailing should be supported but the plan should include stronger policies to prevent inappropriate out of centre retail development.

Transport

- 4.55 Objective 9 of the plan is to “reduce the need to travel by car in the Borough and encourage sustainable modes of transport”.
- 4.56 There is, however, only a very short section in the document on transport in which the Preferred Policy Option INF simply states that “accessibility to the Borough’s centres will be optimised across all modes of travel”.
- 4.57 The policy states that it will support proposals that aid pedestrians, cyclists and public transport, but there is no requirement for developments to do this or, conversely, no requirement to restrict the use of the private car though measures such as parking restraint.
- 4.58 The text of the plan recognises the need to improve rail access to Heathrow and refers to several proposals under consideration which would provide new rail links from the Great Western Main Line and the Windsor to Waterloo Line. It then states that the Council will consider proposals for rail access to Heathrow on their merits.
- 4.59 The plan also refers to a proposal for a Slough to Windsor tram link but there is no mention of the former park and ride proposal.
- 4.60 **Comment:** it is considered that the preferred policy option will not deliver the objective of reducing the need to travel by car because it does not have sufficient restraint to compliment the encouragement of other forms of transport.
- 4.61 It is considered that this Council should object to the failure of the plan to endorse WRAtH even though this being promoted by Network Rail.
- 4.62 It is considered that RBWM should be encouraged to discuss and develop proposals for cross border transport proposals with this Council and the Berkshire Strategic Transport Forum.

Minerals and Waste

- 4.63 The plan does not seek to review the Replacement Minerals Plan for Berkshire which was adopted in 1997 and altered in 2001. As a result no policy options are presented. The document continues to identify the three Preferred Areas for future working which were included in the Berkshire Plan which includes Riding Court Farm, Datchet and the area north of Horton.
- 4.64 The plan takes the same approach to waste which is to retain the Waste Local Plan for Berkshire which was adopted in 1998 and so once again no other policy options are considered. The document continues to support the Preferred Areas identified in the plan for new waste facilities which also include Riding Court Farm and the Horton site.
- 4.65 **Comment:** It is not considered that this approach raises any issues which is consistent with the one adopted by this Council

Duty to Cooperate

- 4.66 Under the Localism Act 2011 the Royal Borough has an obligation to fulfil its “Duty to Cooperate” which requires a local planning authority to engage constructively, actively and on an on going basis to maximise the effectiveness of plan preparation in taking account of strategic cross boundary matters.
- 4.67 Failure to demonstrate that an Authority has complied with the Duty to Cooperate will result in a plan being found unsound and therefore prevent it being approved.
- 4.68 The NPPF states that cooperation should be a continuous process of engagement from initial thinking through to implementation .The guidance also makes it clear that Councillors and officers are responsible for leading discussions and negotiations about the strategic matters in their local plans.
- 4.69 This has not, however, happened so far apart from two initial meetings to discuss housing numbers. None of the adjoining authorities have been involved in the preparation of the Strategic Housing market Assessment which was only published two weeks after the consultation began.
- 4.70 The anticipates neighbouring local authorities working together to see whether any unmet need in one area can be met in another. This is particularly pertinent in this case where the need for housing in general and for affordable housing in particular is not planned to be met in the preferred strategy. In order to do this the plan making authority should have considered whether this could be met elsewhere in the housing market area. The document admits however that the extent to which other local authorities can assist in meeting unmet housing need is presently unknown.
- 4.71 **Comment:** It does not appear that the RBWM has met its Duty to Cooperate so far, despite getting a long way through the plan making process. It is not clear how far this can be remedied on a retrospective basis but it is recommended that the Royal Borough should be invited to engage in discussions with this Council about the implications of the plan for Slough as soon as possible.

5 Conclusion

- 5.1 The RBWM has made considerable progress in producing its preferred option for the new Local Plan for the Borough. Many aspects of the plan, such as the proposal to release selected sites from the Green Belt to provide housing are to be welcomed. There are, however a number of aspects of the proposed strategy which could have implications for Slough. It is considered that objections should be made about the failure of the plan to meet its local housing needs and the need for affordable housing in particular. It is also recommended that RBWM should be invited to discuss the implications of this for Slough as part of its Duty to Cooperate.

6 Background Papers

1. RBWM Sites Consultation 2012
2. Supporting documents to RBWM Local Plan- Preferred Options consultation

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 20th February 2014
CONTACT OFFICER: Howard Albertini,
 Special Projects Planner
 (01753) 875855
WARD(S): Wexham

PART I
FOR DECISION

PLANNING BRIEF FOR WEXHAM NURSERY SITE

1. **Purpose of Report**

To approve a planning brief to guide the design of the development of the site as part of an architectural competition.

2. **Recommendation(s)/Proposed Action**

The Committee is requested to resolve to approve the planning brief (Appendix A).

3 **Slough Joint Wellbeing Strategy Priorities**

Priorities:

- Health – provision of recreation space assists people’s health.
- Economy and Skills
- Regeneration and Environment – development of site makes use of a part vacant site; brief helps ensure good design which contributes to improving the image of the town and to providing a pleasant residential environment.
- Housing – provides for housing to meet needs of town especially affordable housing.
- Safer Communities – consideration of crime prevention as part of design.

4. **Other Implications**

(a) **Financial**

There are no financial implications of proposed action

(b) **Risk Management**

Recommendation	Risk/Threat/Opportunity	Mitigation(s)
Approve the brief	A brief should highlight the Council’s key planning requirements re design. A brief highlights what the Council is seeking and can shorten the design process.	Ensure key design matters referred to.

(c) Human Rights Act and Other Legal Implications

None

5. **Supporting Information**

- 5.1 This site comprises the former nursery, two associated cottages and adjacent open land including parcels of land off Forest Close.
- 5.2 The development of the site will be the subject of a design competition organised by the Slough Regeneration Partnership, the Council's Local Asset Backed Vehicle for developing some Council owned sites. This brief is to provide guidance to the architect of the proposed residential development. The aim of the competition is to help achieve a good and distinctive design.
- 5.3 The brief will sit alongside a brief from the Partnership and Lovell Homes, the Council's chosen developer, to guide the dwelling mix, costs and developer related information. The Council as possible purchaser of some of the homes also has some specific layout requests. These are outlined in the planning brief but are not planning requirements.
- 5.4 The brief also outlines how the site has come forward for development in terms of planning policy and identifies the key Core Strategy objectives relevant to the development of the site.
- 5.5 A key objective is to provide housing for the needs of the whole community in terms of dwelling mix and affordable housing. Also the Strategy seeks provision of family housing to balance the substantial number of flats permitted in the town before 2008. Development of the site provides an opportunity to provide suburban family housing and affordable family housing that is more difficult to achieve on more central or more valuable sites.
- 5.6 Consequently the brief includes the Council's adopted policy of 40 % affordable housing on the site. There have been suggestions from the Partnership that some of the affordable housing could be located off the site. No justification has been put forward so far that would allow an exception to Core Strategy policy to be made. Making an exception could set a precedent for other developers.
- 5.7 It is important to maximise affordable housing sites coming forward and not use other sites that could come forward for affordable housing.
- 5.8 Other Sections of the Council have been consulted and key comments incorporated : Housing, Parks Section, Highways, Transportation, Tree Officer. The Slough Regeneration Partnership officers have also been consulted.

6. **Comments of Other Committees**

None.

7. **Conclusion**

The Council owned site will be developed by the Council's partner. A design completion will help ensure the Council gets a good design. A brief will guide the competing architects as to what the Council is seeking and ensures the design will comply with the Core Strategy and associated strategic and design policies. The Core Strategy provides for some unallocated sites to come forward for development.

8. **Appendices Attached**

'A' Planning Brief
'B' Planning Brief Plan

9. **Background Papers**

Local Development Framework Core Strategy 2006 - 2016
Local Plan Proposals Map 2010
Developers Guide

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Planning Brief

Former Wexham Nursery and adjacent land

Slough Regeneration Partnership Site

Purpose of brief

The purpose of the brief is to provide guidance to the architect of the proposed Slough Regeneration Partnership (SRP) residential development of the site. It includes background planning policy information to indicate how the site has come forward for development. The brief should be read in conjunction with any SRP client requests regarding design and development.

Location of Site

- Wexham Road, Slough
- Post Code : SL2 4HG (Nursery Cottages)
- Grid Ref :SU/41 9866 8199 (Site entrance)

The site is on the north edge of the town next to Wexham Road. It is 3 km north of the centre and 0.5 km from Wexham Park Hospital to the north. Wexham Road has a regular bus service to the town centre. There is a Post Office and small shop nearby to the north and a pub nearby in Stoke Green. Primary and Secondary Schools are within 1.2 km of the site walking distance. A new play area is located off Norway Drive on the Wexham Parish Council land.

Description of site

The site comprises a former Council nursery on Wexham Road, two cottages associated with the nursery plus two parcels of open land off and separated by Forest Close. The total site area is 3.423 ha as outlined red on the Site Plan (Wexham Nursery and adjacent land).. See the attached drawings for further details and immediate context of the site. The aerial photo covers the former nursery part of the site only. The sites are higher than Wexham Road and the smaller Forest Close site slopes to the west.

Hospital car parking overflows onto adjacent roads including Wexham Road and Forest Close

Key context information for the former nursery part of site:

- Green Belt to east and west.
- Green Belt overlaps western boundary of site including the 2 cottages.
- Wexham Lodge (residential) is adjacent to the west and is a Locally Listed Building (LLB)
- Medium density 2 and 3 storey housing has been built to the north within the last 10 years (Benjamin Lane and Huxley Close).

- Wexham Secondary School grounds are adjacent to the east
- A Nursing Home (Oak House) lies to the south.
- An Extra Care residential home and day care centre (The Pines) lie to the south/south west.

Key context information for Forest Close part of the site :

- Green Belt overlaps the northern edge of the site (north of Forest Close)
- Green Belt to north (Wexham Lodge site, LLB, looks over the site)
- Public Open Space (with play area) to south (Wexham Parish Council.)
- Car park of The Pines Extra Care home to east.
- Big hedge and wide verge to west with open Green Belt land beyond Wexham Road (South Bucks District Council area)
- This part of the site slopes to the west

Planning Policy Background

Most of the site was released from the Green Belt by way of the Local Plan 2004. That Plan allocated housing sites to the north and south of the Nursery site. Most of the open area off Forest Close was allocated for residential development in the 2004 Local Plan as part of a larger parcel of land. Most of that parcel has been developed in the last 6 years for an extra care home and a nursing home. The remaining area, which forms part of the brief site, was not developed and proposals at that time to formally create public open space did not come to fruition.

The Council's Local Development Framework Core Strategy 2006-2026 was adopted in 2008. It has recently been consolidated to take account of the National Planning Policy Framework and the saved policies of the Local Plan 2004. The Core Strategy, at para. 7.50, specifically says some undesignated greenfield sites could come forward for housing. The Strategy does not allocate sites for development. A separate Site Allocations Development Plan was adopted 2010 and allocated strategic sites for development.

The Wexham Nursery site was considered as part of the site allocation process but not selected at that time (2009) as other sites that met the Core Strategy criteria for development were available to meet the housing target applicable at that time. The omission of a site from the Site Allocations Plan does not prevent it from coming forward via a planning application in the normal way. Any proposal will need to be in accordance with the Core Strategy.

Whilst the Core Strategy has strategic objectives that include focusing development in the most accessible locations (town centre/within the town) and protection of open spaces they also include objectives to make the best use of previously developed land and to provide housing for the needs of the whole community in terms of dwelling mix and affordable housing. A key element of the Strategy is provision of family housing to balance the substantial number of flats permitted in the town before 2008.

Development of the site provides an opportunity to provide suburban family housing and affordable family housing that is more difficult to achieve on more central sites. Many more central sites are smaller or have high existing use values which make it more difficult to negotiate a large amount of family housing and affordable housing. Part of the site falls into the category of previously developed land by way of the former nursery buildings.

Development of the site will help counter balance high density schemes planned or recently developed in central parts of the town to provide a mix of dwelling types in the Borough.

The Council has included the site within its housing trajectory - the assessment of sites that the Council expect to come forward for residential development in the future to meet the Core Strategy housing target.

Links to the policy documents are in Appendix 2.

Planning Policy (Design)

Key planning policy documents are listed in Appendix 2. However the guidelines below hopefully cover the key matters relevant to design of the proposed development. Some parts of the Developer's Guide are referred to below.

Land within the Green Belt

Two parts of the site on the western edge are within designated Green Belt land. These two parcels abut Wexham Road. One of the parcels contains 2 cottages (Nursery Cottages). See green shaded area on plan attached.

National and local policy allows development in the green belt in exceptional circumstances only. There are no exceptional circumstances for the undeveloped portion of the green belt land within the site.

However if the existing Nursery cottages are demolished there is scope to replace the building footprint within the combined curtilage of the two cottages inclusive of associated new gardens, parking etc. The rest of the green belt area within the site should remain open and have no new buildings. However the open areas can be used for play space and associated works.

Accommodation and dwelling mix

Ideally only family homes should be provided to comply with the Core Strategy. A family home is defined as 76 sq metres gross internal area. A few two bedroom homes a bit below this figure will be accepted. In addition to any affordable housing flats that might be requested a few private flats can be incorporated in the form of coach houses above garage blocks or corner units if this helps with achieving a good design.

To comply with planning policy the development needs to include 30 % social rent housing and 10% other affordable housing acceptable to the Housing Section. Percentage to be applied to total number of units in development.

The affordable housing mix should be as in the table below (percentages are to be applied to the total number of affordable housing units in the development).

Unit type	size	Other Affordable Housing	Social Rent (Target Rents)
2 bedroom house	3 or 4 person	20%	0
2 bedroom house	4 person	0	48%
3 bedroom house	5 or 6 person	5 %	0
3 bedroom house	6 person	0	27%

Affordable Housing should be designed to comply with HCA DQS Space standards. The gross internal floorspace for each dwelling must fall within the range in the HCA table below :

The definitions of bed space and internal floor area are taken from the HQI and are set out in Annex 1.	Recommended range for GIA for HQI (m ²)
3 bed space (2 bed house)	61 to 67 sq m
4 bed space (2 bed house)	71 to 75 sq m
6 bed space - 2 storey (3 bed house)	95 to 105 sq m

Source: Housing Quality Indicators (HQI) Form Version 4 updated April 2008 - Section 5, Indicator 5.1, p.27

Design of Social Housing

The Council, as potential future owner of the social housing, have some specific client requirements relevant to this stage of the design :

- No integral garages
- No bedrooms on same floor as living room or kitchen.
- No access paths to rear gardens (other than side gates for end terrace or semi detached)
- Social rented housing should be grouped together or in 2 clusters.
- No alleyways or footpath links to be located next to social rent units.

- A large percentage of the 3 bed family housing should allow for a separate kitchen, dining and lounge and preferably easy adaptation of the space to allow alternative arrangements.

Form and appearance of development

The Council is seeking a development that will be perceived by its future residents as well designed and distinctive and which respects the landscape character of the area. Whilst innovative design is encouraged and contemporary architecture supported the Council is not specifically seeking a character of development that will stand out. Whilst the surrounding areas have no clear cohesive style or character the new development must pick up on some features found in the immediate area to provide a link with its surroundings. The key consideration is making the scheme distinctive utilising creative architectural, urban and landscape design.

The design must also be appealing to potential purchasers and once agreed with SRP to purchase the affordable units to also satisfy the Council in terms of its interest as owner of some properties. You should include commentary on your design proposals and how your proposals meet the brief.

Materials should focus on those that offer high quality and low maintenance. Traditional tried and tested materials will be favored over untested products. Materials need to be attractive to purchasers and offer longevity rather than those that offer an initial statement but may cause maintenance or aesthetic issues in several years' time (for example staining, mould growth etc).

In terms of street scene the Council does not support rear parking courts so special attention to reduce the dominance of cars in the street scene is needed.

Good urban design principles should be applied. Circulation space, highway design and creation of a structured landscape need to be considered alongside built form. Key relationships are to the open space, retained trees, adjacent Wexham Lodge, homes to the north, green belt boundaries, link to/frontage to Forest Close. Homes should, in general, face the street. There should be some variety in types of street. Buildings on corners or at street ends to be designed to reflect their position.

In terms of circulation key access routes are referred to below. A loop road round the development is preferred to minimise the need for cul de sacs and simplify refuse collection and help with emergency access.

The key roads should be designed to be adopted by the Council as Highway Authority. The principles of Manual for Streets are supported but Highway Authority maintenance considerations may limit application in some circumstances.

For the recent housing developments to the north (Benjamin Lane and Huxley Close) and to the south (Forest Close) of the site the Council accepted

medium density development despite the edge of town location next to the Green Belt. However the frontages to the key roads Wexham Road and Church Street have not been developed intensively such that there is space for trees to remain or grow and there are gaps between buildings.

The same principle applies to the nursery/Forest Close site such that medium density development is acceptable set back from the road but Wexham Road frontage and the east boundary need space for trees and vegetation. The development need not be hidden from view but planting to soften the appearance when viewed from adjacent existing roads is important.

Where development is close to or abuts the existing open spaces, design should seek to protect the qualities and amenities of the open spaces, create active frontages (avoiding wherever possible development which 'turns its back' on spaces), and which enhances rather than detracts from landscape quality provided by those spaces.

Road frontage – conservation of the landscape character of the existing road corridor.

Particular attention is to be given to the creation of a creative and positive interface between the new development and the Norway Drive (Wexham Court Parish Council) open space which achieves a permeable and visually appealing relationship between the new development and open space.

A mixture of two storey and three storey homes is wanted.

If any flats are subsequently agreed for the site there is scope for these to be on the parcel of land south of Forest Close.

Constraints

- No additional development on Green Belt land (see above)
- 10% (approx) of site to be open space (see below for details) provided as large and functional spaces. (Aggregation of small amenity plots will not count towards open space provision)
- 2 existing homes on site.
- Group of trees/shrubs to east of The Lodge to be partly retained.
- Setting of Wexham Lodge, a Locally Listed Building, should not be adversely affected (the land to south of it should not be developed, trees to the east retained and new buildings nearby to be 2 storey and set off the boundary by a substantial margin).
- Trees and shrubs on south side of existing main site entrance to be retained (subject to minor modification re access highway works).

- Trees in corner of sites on west boundary and north boundary to be retained.
- Allow space on south boundary near to Oak House for new tree and hedge planting.
- Adjacent Green Belt and open land – respect setting and views (east boundary to have realistic space for new tree planting to soften and help screen edge of built development when viewed from Church Lane to east. (The existing conifers can be removed)
- Hedge alongside Wexham Road to be retained. A gap can be created for pedestrian access.

Access

- The existing nursery access is to be modified to form the main access to the site. A right turn lane will need to be formed in Wexham Road.
- For the Forest Close site access should be by a spur off that road.
- Some homes on the nursery site can be accessed off the adopted portion of Forest Close if this is practical.
- Pedestrian and cycle access should be provided from Forest Close onto the nursery site.
- Provide pedestrian access across south boundary to Parish Council open space.
- Pedestrian access should be provided from the north west corner of the nursery site to Wexham Road. There is an existing path link to the north of the site at this point however connecting to this, whilst desirable, involves a third party land.

Car Parking

- Normal standards are set out in Developers Guide part 3. In brief this means 2 parking spaces per house plus an extra one for any four or more bedroom houses. Garages count as a parking space. Parking can be on plot or frontage courtyard or kerb side. If all parking spaces are assigned or on plot the development will need to have some extra visitor spaces.
- Because of the Hospital parking overflow problem most of the site roads will need to be adopted to allow for parking restrictions to be introduced that prevent all day parking by non residents etc.
- The parking ratio for affordable housing is to be to the same as private housing although assignment or otherwise of parking may differ.

- No rear parking courts behind houses should be provided.
- Garages should be 3 m by 6 m in size.
- Long drop crossings over footways are not acceptable. The Highway Authority's standard policy is below for 90 degree parking accessed over footways. It effectively requires single or pair of spaces with associated crossovers separated by a minimum of one parking space length gap along the kerb. This policy does not apply for shared surfaces.
 - The maximum crossing size width will be 4 metres. (i.e will serve a pair of parking bays)
 - Hard standing areas behind the footway must be 4.8 metres deep by 2.4 metres wide.
 - No more than two crossings in a row will be provided before one parking space for an on street parking space is provided.
 - The crossover will not interfere with the use of a junction nor will it be detrimental to the safety of highway users.

Gardens/Private Amenity Space

- Minimum 9 m length for rear gardens for houses.
- Most gardens should be longer than 9 metres.
- Gardens with existing or proposed boundary trees should have 9 metre length clear of the crown spread of the tree when mature.
- Longer or wide gardens needed for 4 bedroom homes.
- Flats to have balconies/ground floor patio wherever practical.
- Flats need some green space next to or immediately in view of the flats
- Ensure other occupiers parking spaces are not immediately next to habitable room windows.
- Small incidental landscape amenity spaces should where ever possible form part of the curtilage. Avoid spaces that require public sector maintenance. Such spaces to be clearly associated with dwellings.

Separation distances (between habitable room windows).

- Where adjacent to existing homes (at rear) 21 m minimum.
- Within new development minimum of 18 m spacing at rear.
- Separation of homes across the street should, in general, reflect typical distances found in medium density suburban streets. The separation distances found in the development to the north are quite short in many instances. For the nursery site the distances should never be below 12 metres and most should be more than 14 metres.
- The above distances are minimums; greater separation is preferred because of the suburban nature of the development.

Highway Design

The principal key roads should be designed to be adopted by the Council as Highway Authority. The principles of Manual for Streets should be followed but Highway Authority maintenance and safety considerations may limit application in some circumstances.

Key dimensions for the principal roads are:

- Road width 5.5 m wide.
- Forward visibility 20mph 22m / 30mph 40m metres
- Junction visibility 20mph 2.4 x 22m / 30mph 2.4 x 40m

Designing Out Crime

- The Council is keen to ensure designing out crime is considered at an early stage. The design should take account of Secured by Design guidelines.

Public Amenity Space

About 10 % of the site area should be open space. Within the open space there should be a dedicated place for young children's play. If less than 10% is proposed a financial contribution is required for off site recreation.

The Green Belt land i.e the open area in the north west corner and open area north of Forest Close can comprise the core of the 10 % open space. Retained trees east of the Lodge can also be part of the 10% but only if incorporated in areas that are functional spaces designed for public recreational/amenity use.

The children's play space needs to have good natural surveillance, ideally including from dwellings and be serviced by ancillary infrastructure (paths, seating/bins etc). They should be overlooked by homes and be near key pedestrian routes but also set back from nearby houses to avoid nuisance.

In terms of form of play space no formal play equipment is required but the landscaping of the space should create places that are safe and appealing places where children can play.

Open spaces must be well related to the development and designed to limit opportunities for anti social behaviour.

Only space that is large enough to function as recreational open space/play space and designed to standards that give the space specific and diverse functionality will be considered suitable as open space. Other spaces provided to achieve appropriate landscape structure/quality, to retain key landscape features (trees etc) or to provide appropriate public realm will not be considered part of the 10%

open space requirement unless they form part of sufficiently large and well designed open spaces.

Trees

The willows on south boundary near Oak House can be removed (this supersedes the request for retention on the plan). These should be replaced by new trees.

The west boundary conifers can be removed but a lime on/near boundary should be retained. The conifers should be replaced by new trees and hedge.

Trees on the west boundary should be retained unless in poor health.

Trees/dense shrubs north of Nursery Cottages gardens should be retained.

Trees and shrubs on the south side of nursery entrance should be retained.

Group of trees next to east boundary of Wexham Lodge – retain trees/shrubs near the boundary including yew. Consider retention of other trees in this group especially yew, one mature pine and two red chestnuts. If retained these trees should be part of an amenity area. This note supersedes that on the plan.

Ensure root protection areas of retained trees are not severed by new construction.

Refuse

- Ensure sufficient space is provided in accordance with the tables in the guide Refuse and Recycling Storage for New Dwellings – web link in Appendix 2 under Developers Guide. A Quick Reference table is at Appendix 1. (Note : the table in Developers Guide Part 4 has been superseded).
- Because of local problems re bins on street and obstructing pedestrians the Council is keen to make sure bin store areas are provided (in rear gardens where garden access paths provided or in enclosures on frontage) and access is practical for users and collection.
- For the Council housing the Council (Housing Management) do not want any rear garden access paths. Consequently for terraced homes space needs to be provided on the frontage for screened bin stores and covered lockable, cycle stores.

Cycle Stores

Ensure secure and covered cycle stores are allowed for in sensible places. See Developers Guide Part 3 Developers Guide under The Planning Process > Local Planning Policy on Council web site www.slough.gov.uk. Link : [Developer's guide - Slough Borough Council](#)

As noted above covered, lockable cycle stores are needed on the frontage of any terraced Council housing.

Sustainable Development

Homes should be built to achieve Code for Sustainable Homes level 3.

The Council's published policy requires energy to be generated from low or zero carbon (LZC) sources equivalent to 10% of the developments estimate carbon emissions. (based upon a building regulations compliant scheme but assuming no LZC energy generation installed). However there is scope for flexibility on the amount of LZC technology incorporated provided that it can be shown that the development is 10% better, in terms of carbon emissions, than Building Regulations Part L. This should be calculated by use of the Target Emission Rate for dwellings as a baseline to which the 10% reduction is applied. Consequently the carbon reduction can be achieved by a mixture of on site energy generation and improved building fabric.

Surface Water Drainage

- Sustainable drainage will need to be incorporated. Space will be needed for infiltration or attenuation within the development that is clear of existing or proposed trees. The new SUDS approval process may start during 2014.
- The site is not in an area liable to flood. However the geology is such that soakage cannot be relied upon alone to drain surface water in extreme weather events. The geology is complex and must be considered over a wider area than the site itself for infiltration purposes. Attenuation on site and measures to control surface exceedance flows will be needed.
- Wexham Road is an important emergency route to the hospital but it is also at risk of surface water flooding. Consequently it is important that development of the site does not increase this risk and flows off the site are taken into account when designing drainage.

Other matters

- There are no known soil contamination issues that would affect the design of the layout. However former uses on or adjacent to the site

may have resulted in some contamination. A study will be needed before work commences on site and some remediation work may be necessary.

- An ecology study will be needed at the planning application stage; Lovell Homes have already carried one out together with a topographical/tree survey. The development should incorporate wildlife habitat through appropriate planting and nest boxes etc.
- An archaeology study may be needed. Further information to follow.

Section 106 planning obligation matters

As this brief is for design of the scheme Section 106 matters are not detailed in full separate discussion with the developer having already taken place. The key planning obligation matters will be affordable housing, financial contribution to off site transport and highway works etc.; signing of Sec. 278 agreement re off site access works (right turn lane Wexham Road), travel plan and associated monitoring fee, financial contribution for education and if appropriate, and subject to further discussion, off site provision in lieu of on site recreation space.

Regarding long term management of public open space it can be in private ownership but it is envisaged that the Council will retain the open spaces and manage them when complete. However management by the Council will be subject to funding being provided through the development.

Contact

If you have any planning or highway queries please contact Howard Albertini (Special Projects Planner) 01753 875855 Howard.Albertini@Slough.gov.uk

Appendix 1

Refuse Quick Reference Table Re Refuse (revised 2013)

	Houses **	Flats ****	Bin size	Bin size	Bin size
			12+ flats	6-12 flats ***	1-5 flats
Residual Waste	180 litre bin or 240 litre (6 or more person household) *	97 litre/flat	1100 litre Euro bins.	Communal bins 1100 or 360 litre. Or individual bins	Individual wheeled bins 1x 140 litre
Recycling	240 litre bin Optional 360 litre bin (6 or more person household) *	53 litre/flat	1100 litre Euro bins	Communal bins 1100 or 360 litre. Or individual bins	Individual wheeled bins 1x 140 litre
Dwelling to Store Max. distance	Bin on curtilage	30 m			
Drag Distance Max. (Refuse collector)	15 m preferred 25 m certain circumstances only	10 m			
Dwelling to Bin Collection Point (maximum drag distance for resident)	30 m Certain circumstances only	Not Applicable			
Max. reversing distance	12 m	12 m			

* - 4 or more bedrooms or large 3 bedroom house.

** - Each house has a minimum of 2 bins (residual and recycling); residents can ask for a third bin, for garden waste only.

*** - for blocks of 6 to 12 flats individual wheeled bins should be considered before communal bins.

**** - Round up capacity figure to bin size to be used

Planning Policy documents

The Council's adopted Core Strategy (page 17) has strategic objectives and a spatial strategy (page 21) which will guide development proposals on the Slough Regeneration Partnership sites.

Key policy documents that can be referred to are below with web page links. The Developers Guide is the only key document relevant to this stage of design of the development.

Documents can be found on the Council's web site www.slough.gov.uk under : Planning & Building Control > The Planning Process > Local Planning Policy

Slough Local Development Framework (Development Plan Documents)

- **Core Strategy 2006-2026 (Adopted December 2008).**
Link:
http://static.slough.gov.uk/downloads/Adopted_Core_Strategy_16-12-08.pdf
- **Site Allocations (Adopted November 2010)**
Link:
[http://static.slough.gov.uk/downloads/LDF_63_Site_Allocations_DPD_November_2010\(1\).pdf](http://static.slough.gov.uk/downloads/LDF_63_Site_Allocations_DPD_November_2010(1).pdf)
- **New Local Development Framework Proposals Map**
Link:
[Local Plan Proposals Map - Slough Borough Council](http://www.slough.gov.uk/downloads/Local_Plan_Proposals_Map_-_Slough_Borough_Council)

The Local Plan for Slough (adopted 2004)

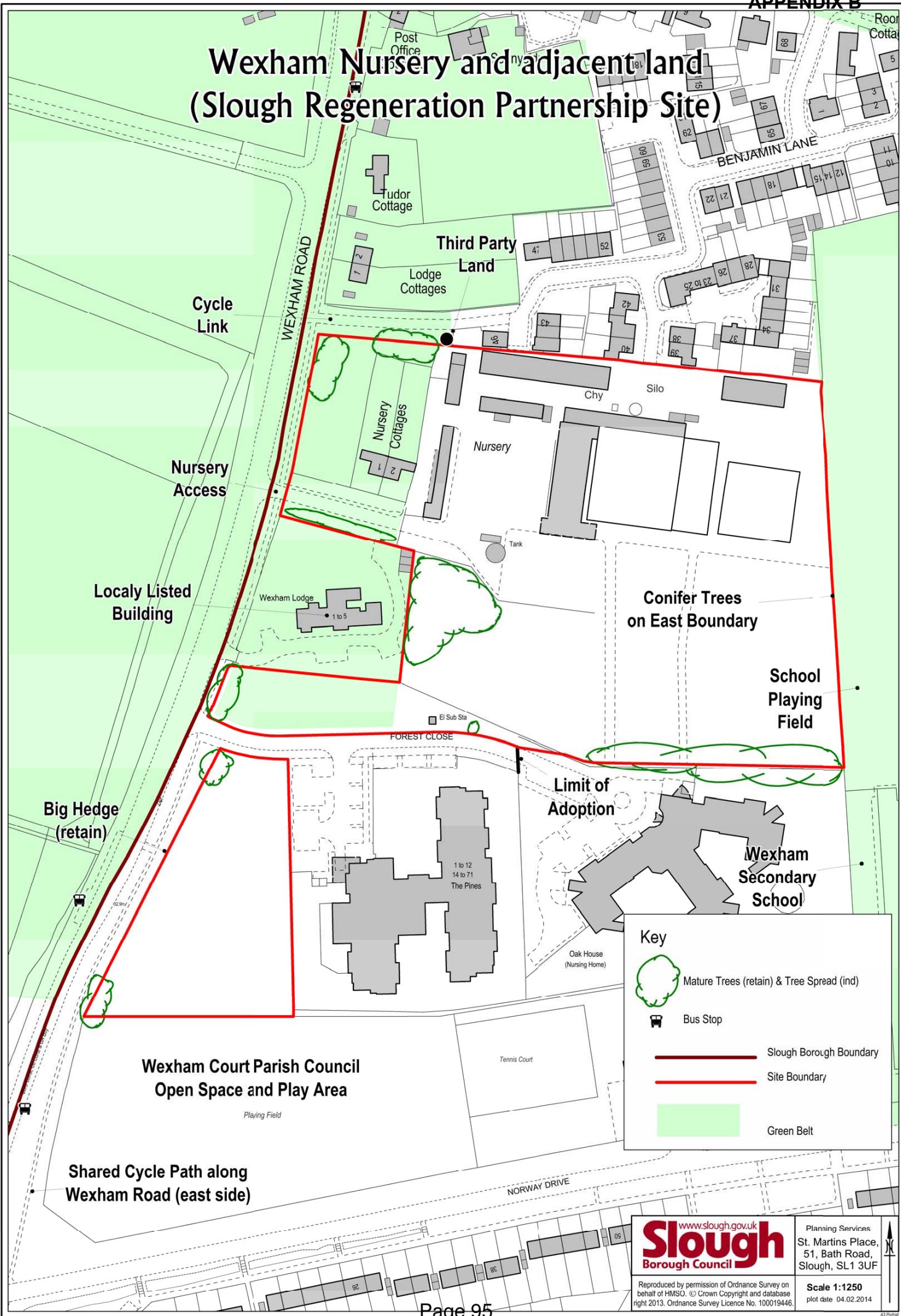
- **Local Plan**
Link :
[http://static.slough.gov.uk/downloads/Local_Plan_\(2004\).pdf](http://static.slough.gov.uk/downloads/Local_Plan_(2004).pdf)
- **List of saved Local Plan policies :**
Link
[http://static.slough.gov.uk/downloads/Local_Plan_\(2004\).pdf](http://static.slough.gov.uk/downloads/Local_Plan_(2004).pdf)

Developers Guide

- Part 2 Developer Contributions and Affordable Housing (Section 106)
(Note Part 2 revisions in a separate document)
- Part 3 Transport and Highways Guidance
- Part 4 General Development Guidance (ignore Section 8)
- Refuse and Recycling Storage for New Dwellings Dec 2013

Link: [Developer's guide - Slough Borough Council](http://www.slough.gov.uk/business/planning-and-building-control/developers-guide.aspx)
<http://www.slough.gov.uk/business/planning-and-building-control/developers-guide.aspx>

Wexham Nursery and adjacent land (Slough Regeneration Partnership Site)



Key

- Mature Trees (retain) & Tree Spread (ind)
- Bus Stop
- Slough Borough Boundary
- Site Boundary
- Green Belt

www.slough.gov.uk
Slough
 Borough Council

Planning Services
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 Slough, SL1 3UF

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SLOUGH BOROUGH COUNCIL**REPORT TO:** Planning Committee**DATE:** 20th February 2014**PART 1****FOR INFORMATION****Planning Appeal Decisions**

Set out below are summaries of the appeal decisions received recently from the Planning Inspectorate on appeals against the Council's decisions. Copies of the full decision letters are available from the Members Support Section on request. These decisions are also monitored in the Quarterly Performance Report and Annual Review.

Ref	WARD(S)	ALL	Decision
2012/00621/ENF	20, Whitby Road, Slough, SL1 3DQ	Appeal ALLEGED UNAUTHORISED ROOF EXTENSIONS	Appeal Dismissed 23 December 2013
P/15534/000	33, Gilmore Close, Slough, SL3 7BD	ERECTION OF A SINGLE STOREY FRONT EXTENSION WITH PITCHED ROOF. Main Issue The main issue in this case is the effect of the proposal on the character and appearance of the street scene. Reasons The appeal relates to a modest 'linked detached' dwelling located within an estate of similar properties. The proposal would replicate the form of the extensions to the properties either side. Whilst the Inspector appreciate that the appeal dwelling sits slightly further forward, the design approach is consistent, it would bring uniformity to the group and it would not appear overly prominent within the street scene.	Appeal Granted 23rd December 2013
P/15074/001	22, Cranbourne Road, Slough, SL1 2XF	ERECTION OF A 3 BEDROOM ATTACHED DWELLING	Appeal Dismissed 31st December 2013
P/15425/003	102, Long Furlong Drive, Slough, SL2 2PG		Appeal Granted

	<p>ERECTION OF A 1ST FLOOR REAR EXTENSION WITH CROWN TOP ROOF.</p> <p>The Inspector stated that planning permission had been granted for a single storey rear extension and a rear dormer had gained a certificate of lawfulness, the first floor rear extension cannot be implemented until both elements have been completed, the Inspector therefore considered the merits of the part first floor rear extension. The proposed extension would be located at the rear of the property, sited at first floor level and would incorporate set-backs from both adjoining side boundaries. Due to its location and the relatively small size of the proposal the development would have little impact on public views from within the surrounding area. The juxtaposition of existing and proposed windows with the variance from existing window design would not have a significant impact on the overall appearance of the building.</p>	<p>6th January 2014</p>
<p>P/03798/004</p>	<p>29, Merton Road, Slough, SL1 1QW</p> <p>ERECTION OF TWO STOREY SIDE AND REAR EXTENSION WITH HIP ROOF FOLLOWING DEMOLITION OF EXISTING SINGLE STOREY SIDE ADDITION TO A DWELLING HOUSE.</p>	<p>Appeal Dismissed</p> <p>6th January 2014</p>
<p>P/15025/003</p>	<p>75, Trelawney Avenue, Slough, SL3 8RG</p> <p>ERECTION OF AN ATTACHED TWO STOREY/SINGLE STOREY 2 BEDROOM DWELLING WITH PITCHED ROOF AND PARKING TO THE FRONT FOLLOWING DEMOLITION OF EXISTING GARAGE.</p> <p>Planning permission was granted on 24th July 2013 with 12 conditions including condition 6 which took the Permitted Development right; classes A, B, C, D, E, & F of the property away:</p> <p>Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 1995 (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.</p> <p>REASON In the interests of design and amenity space in accordance with Policies EN1 and H14 of The Adopted Local Plan for Slough 2004.</p>	<p>Appeal Granted</p> <p>9th January 2014</p>

The Inspector allowed the appeal against conditions 6 by replacing the above condition with the following:

Decision:

The appeal is allowed and planning permission Ref P/15025/003 for the erection of an attached two storey/single storey 2-bedroom dwelling with a pitched roof and parking to the front following the demolition of the existing garage at land adjacent to 75 Trelawney Avenue, Slough SL3 8RG granted on 24 July 2013 by Slough Borough Council is varied by deleting condition 6 and substituting it for the following condition:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order), no building, structure or alteration permitted by Class B or D of Part 1 of Schedule 2 of the 1995 Order (as amended) shall be erected or made within the curtilage of the dwelling hereby permitted without the prior approval in writing of the local planning authority.

Main Issue

The main issue in this case is whether the condition in dispute is necessary in the interests of protecting the character and appearance of the area and safeguarding the living conditions of future occupiers of the development, with particular regard to private amenity space.

And the reasons for supporting the appeal are as follow:

Reasons

1. Conditional planning permission was granted in July 2013 for above proposal with condition No. 6 removing its Permitted Development rights.

2. Circular 11/95, Use of conditions in planning permission, advises that conditions should not be imposed which restrict permitted development rights except in exceptional circumstances. Paragraph 88 of the Circular notes that it may be appropriate to remove rights to enlarge dwellings to avoid overdevelopment in an area with an unusually high housing density.

3. The appeal site is located in a medium density suburban area comprising long terraces of similar age and appearance.

4. The dwelling would have a garden that is the same length but slightly narrower than that of No. 75 and larger than the Council's minimum requirements for 2/3 bedroom

houses. Whilst I note that if permitted development rights are exercised in the future the area of the garden may be reduced to below the Council's standard, I am satisfied that the remaining space would be adequate for a small 2-bedroom dwelling and that future occupiers would benefit from acceptable living conditions if the property is extended at the rear or any outbuildings erected in the garden. I am also satisfied that such development would not harm the appearance of the area. For these reasons I do not consider that the removal of permitted development rights under Class A and Class E of the GDPO is necessary to achieve the aims of Policies EN1 and H14 of The Adopted Local Plan for Slough 2004 (LP).

5. A key aspect of the uniformity of the area is the general absence of roof additions. In this context, and given the appeal site's close vicinity to the rear gardens of the terrace facing Denny Road, I consider that the removal of rights under Class B is necessary in the interests of protecting the character and appearance of the area as sought by LP Policy EN1. However, I am satisfied that the more modest forms of roof alterations allowed under Class C would not harm the appearance of the area.

6. A number of properties in the road include porches. These vary greatly in terms of their form and appearance and therefore disrupt the uniformity of the generally flat-fronted terraces. The appeal proposal has been designed to reflect the scale and design of a terrace which does not include any porches. In my judgement the addition of a porch would unacceptably harm the appearance of the terrace and therefore the removal of rights under Class D is necessary in the interests of protecting the character and appearance of the area as sought by LP Policy EN1.

7. Condition No. 7 requires the approval of details of the parking spaces. Hard surfacing within the garden would not harm the appearance of the area or living conditions of future occupiers. For these reasons the removal of (Class F) is unreasonable.

Conclusion

I conclude that the imposition of condition 6, as drafted by the Council, is unnecessary and unreasonable and does not comply with the tests set out in Circular 11/95 and I therefore, allow the appeal for its removal. However, for the reasons set out above, and having regard to all other matters raised, I consider that the removal of permitted development rights relating to the erection of roof extensions and porches is justified in the interests of protecting the character and appearance of the

	<p>area. I have therefore substituted the disputed condition with a revised condition to achieve this.</p> <p>Conclusions:</p> <p>For the reasons given above the appeal officer concludes that the appeal should be allowed.</p>	
2012/00575/ENF	<p>134, Bader Gardens, Slough, SL1 9DW</p> <p>ALLEGED SINGLE STOREY STRUCTURE</p>	<p>Appeal Dismissed</p> <p>14th January 2014</p>
P/14878/006	<p>54, Farm Crescent, Slough, SL2 5TH</p> <p>ERECTION OF A FRONT PORCH WITH HIPPED AND PITCHED ROOF AND SINGLE STOREY SIDE EXTENSION WITH HIPPED AND PITCHED ROOF.</p>	<p>Appeal Dismissed</p> <p>14th January 2014</p>
P/07115/001	<p>42, Lynwood Avenue, Slough, SL3 7BH</p> <p>ERECTION OF A SINGLE STOREY FRONT EXTENSION WITH MONO-PITCHED ROOF INCORPORATING A PORCH AND CONVERSION OF GARAGE INTO HABITABLE ROOM.</p> <p>The reasons for supporting the appeal are as follow:</p> <ol style="list-style-type: none"> 1. Lynwood Avenue is characterised by detached and semi-detached two storey family dwellings. Whilst the dwellings have similar building lines, roof pitches, materials and fenestration, their detailed design varies and includes a mixture of asymmetrical and symmetrical front elevations. In particular, the precise siting and treatment of the integral garages varies and some have been converted to habitable accommodation. Generally the garages do not project forward of the main front elevation of the dwellings and are not dominant within the overall street scene. 2. The Appeal property and No.40 form a pair of originally symmetrically designed semi-detached houses. No. 40 has however been extended to the front with a porch and garage which projects in front of the main elevation of the dwelling. As a result of this extension the pair of dwellings appears unbalanced. 3. The proposed extension follows the form and proportions of the extension at No.40 and so would restore the balance between the two properties. The proposed new front window would respect and blend in with the fenestration of the host property and the existing two storey 	<p>Appeal Granted</p> <p>20th January 2014</p>

	<p>bay and gable feature would remain the dominant feature within the front elevation of the property. At the same time the extension would reduce the prominence of the garage door to No.40 within the frontage of the two dwellings. As a result, whilst the full symmetry of the two dwellings would not be restored, the proposed extension would restore the balance between them and would materially improve the appearance of the pair of dwellings, thus making a positive contribution to the street scene.</p> <p>4. Having regards to criterion EX1 of Residential Extensions Guidelines, (SPD) 2010, in this instance, by mirroring the proportions and size of the extension at No.40 the proposal will restore the balance of the two properties. As such it would comply with the objective of the SPD, which is to ensure extensions respect the character of the original building and the street scene.</p> <p>5. Both conditions in terms of matching materials and complying with approved drawings are also necessary for the avoidance of doubt and in the interests of proper planning.</p> <p>6. For these reasons I conclude that the proposed extension would respect and enhance the character and appearance of the host building and the street scene. It would therefore comply with policy 8 of the Slough LDF; policies H15, EN1 & EN2 of the Local plan for Slough 2004 (incorporate in the Composite Local Plan for Slough 2013), the objectives of the SPD and the National Planning Policy Framework.</p>	
<p>P/15275/004 P/15275/003 P/15275/EA</p>	<p>51, Blandford Road South, Slough, SL3 7RU</p> <p>ERECTION OF A PART SINGLE/PART TWO STOREY WRAP AROUND SIDE AND REAR EXTENSION. TWO STOREY SIDE EXTENSION WITH GABLE END AND TWO STOREY REAR EXTENSION WITH HIPPED AND PITCHED ROOF. SINGLE STOREY REAR EXTENSION WITH FLAT ROOF. (PART RETROSPECTIVE - EXISTING SINGLE STOREY EXTENSION).</p> <p>3 no. Linked Appeals</p> <p><u>P/15275/004 (Appeal A)</u> Two storey side extension with wrap around with table roof top allowing a loft conversion and addition of Velux rooflights to roof slopes"</p> <p>The main issue identified by the Appeal Inspector is the visual impact of the proposed development, its effect on the character and appearance of the area, and its effect on the residential amenities of neighbouring occupiers, having regard to relevant planning policies.</p>	<p>Appeal Granted</p> <p>29th January 2014</p>

	<p>Having regard to matters of bulk, the Appeal Inspector understand why the council refused planning permission, even after obtaining some improvements to what had been initially proposed. On the other hand, he identified a number of points in favour of the proposal..... that . this is a case where planning policies do not provide decisive guidance either way, because the effects of the development are primarily a matter of judgement: if the impact of the development is judged to be unsatisfactory, there are policies which support that judgement; if the impact of the development is judged to be acceptable, policy criteria would be met.</p> <p>The Appeal Inspector concluded that the decision on this appeal is finely balanced, and agreed with the council that the scheme originally proposed would have been unsatisfactory.....but on balance, judged that the modified proposal would be acceptable..... Therefore that the appeal succeeds.</p> <p><u>P/15275/003 (Appeal B)</u> Certificate of Lawfulness for a Proposed Outbuilding</p> <p>The Appeal Inspector identified the main issue to be whether the proposed building would be "permitted development" by virtue of Class E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 as amended (the "GPDO"). This part of the GPDO, taken together with Article 3, grants planning permission for (among other things): "the provision within the curtilage of a dwellinghouse of any building....required for a purpose incidental to the enjoyment of the dwellinghouse as such".</p> <p>The Appeal Inspector concluded that the proposed building would meet the physical criteria set out in Class E, relating to aspects such as siting and height. The key matter of dispute is whether the proposal is incidental to enjoyment of the dwellinghouse</p> <p>The Appeal Inspector states that the scale of the building in relation to the size of the house is a concern, but the scale of the building is not a decisive point by itself, and it is necessary to consider the evidence put forward explaining why there is a requirement for the building. The Appeal Inspector concludes that the evidence about the proposed use of the building is inconsistent. This weakens the appellants case and lead him to think that the intentions behind the proposal may not be the same as specified in the application. Moreover, no explanation has been put</p>	<p>Appeal Dismissed</p> <p>29th January 2014</p>
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	<p>forward as to why the appellant or his family have a requirement for the building and its proposed uses, for purposes such as an office and gymnasium.</p> <p>The appointed Inspector concluded that taking all the above points into account, he judged that the appellant has not discharged the onus of proof, to the appropriate standard (the balance of probability) and concluded that the council's refusal to grant a certificate of lawfulness was well founded, so the appeal does not succeed</p> <p><u>P/15275/EA (Appeal C)</u> Appeal against the serving of a Planning Enforcement Notice on grounds (a), (f) and (g)</p> <p>Turning to the outbuilding, the Appeal Inspector concludes that the main issue raised by ground (a) is whether the appearance of the building and its impact on residential amenity are acceptable.</p> <p>Having regard to all relevant factors the Appeal Inspector concluded that because of the unsatisfactory visual and amenity impact of the development and the conflict with policy, planning permission should not be granted for the outbuilding. Therefore the appeal on ground (a) fails.</p> <p>With respect to ground (f) The appellant suggests that the outbuilding could be reduced in size, including reducing its height and enlarging the gap between the building and the site boundary, as shown in Drawing BRS/01A.</p> <p>In summary the Inspector concludes: the appellant's attempt to achieve an alternative development is a misuse of ground (f). The breach of planning control which has occurred here is the unauthorised erection of a building. The enforcement notice requires the building to be demolished and all resultant materials removed from the land. As a means of remedying the breach, those requirements are not excessive or unreasonable.</p> <p>Ground (g) concerns the compliance period. No substantive reasons or evidence are put forward for the appellant to support this ground of appeal - there is merely a statement on his behalf that "the time given to comply with the notice is too short", and a request that the time be increased to six months</p>	<p>Appeal Dismissed</p> <p>14th January 2014</p>
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	<p>The Appeal Inspector concluded that the unfinished outbuilding was not a particularly complicated structure; the appellant apparently runs a building company and there is no evidence suggesting that obtaining the services of a suitable contractor would be difficult or time-consuming. Bearing those points in mind He did not see any justification for extending the compliance period. He concluded that ground (g) does not succeed.</p>	
P/02400/005	<p>46, Raymond Road, Slough, SL3 8LW</p> <p>ERECTION OF PART FIRST FLOOR PITCHED ROOF REAR EXTENSION AND INTERNAL ALTERATION TO EXISTING MASTER BEDROOM TO ADD ENSUITE SHOWER ROOM TO DWELLING HOUSE.</p>	<p>Appeal Dismissed</p> <p>4th February 2014</p>

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MEMBERS' ATTENDANCE RECORD 2013/14
PLANNING COMMITTEE

COUNCILLOR	25/07/13	04/09/13	17/10/13	28/11/13	09/01/14	20/02/14	03/04/14	07/05/14
Carter	P	P	P	P	P			
Dar	P	P	P	P	P			
Hussain	P	P	P	P	P			
Mittal	P	P	P	Ap	P			
Plenty	P	P	P	P	P			
Rasib	P	P	P	P*	P			
Sandhu	Ap	P**	Ab	Ab	Ab			
Smith	P	P	P	P	P			
Swindlehurst	P	P	P	P*	P			

P = Present for whole meeting P* = Present for part of meeting
 Ap = Apologies given Ab = Absent, no apologies given
 P** = Present but unable to participate
 as had not attended required training

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