

Date of issue: 29th December, 2014

MEETING

PLANNING COMMITTEE

(Councillors Dar (Chair), Ajaib, Bains, M Holledge, Plenty, Rasib, Sidhu, Smith and Swindlehurst)

DATE AND TIME:

THURSDAY, 8TH JANUARY, 2015 AT 6.30 PM

VENUE:

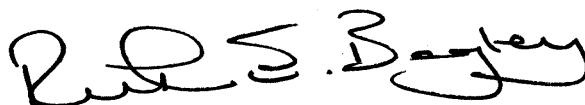
FLEXI HALL, THE CENTRE, FARNHAM ROAD,
SLOUGH, SL1 4UT

**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

**AGENDA
ITEM**

REPORT TITLE

PAGE

WARD

1. Apologies for Absence

CONSTITUTIONAL MATTERS

2. Declarations of Interest



AGENDA
ITEM

REPORT TITLE

PAGE

WARD

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 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.

The Chair will ask Members to confirm that they do not have a declarable interest.

All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.

3. Guidance on Predetermination/Predisposition 1 - 2

4. Minutes of the Last Meeting held on 27th November, 2014 3 - 8

5. Human Rights Act Statement 9 - 10

PLANNING APPLICATIONS

6. P/15809/000 - 412-426, Montrose Avenue, Slough 11 - 34 Farnham

Officer Recommendation: Delegate to Acting Planning Manager

7. P/00987/024 - Slough Heat & Power Station, Edinburgh Avenue, Slough, SL1 4TU 35 - 102

Officer Recommendation: Delegate to Acting Planning Manager

8. P/00471/015 - 57, Chalvey Road East, Slough, SL1 2LP 103 - 120 Chalvey

Officer Recommendation: Delegate to Acting Planning Manager

9. P/02114/022 - Slough & Eton School, SL1 2PU 121 - 134 Chalvey

Officer Recommendation: Delegate to Acting Planning Manager



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
10.	P/00218/026 - Observatory House, Windsor Road, Slough, Berkshire Officer Recommendation: Delegate to Acting Planning Manager	135 - 146	Chalvey
11.	P/15599/001 - Pechiney (UK) Ltd, Pechiney House, The Grove, Slough, SL1 1QF Officer Recommendation: Delegate to the Acting Planning Manager	147 - 160	Central
12.	P/00522/020 - Bishops Road Car Park, The Grove, Slough, SL1 1QP Officer Recommendation: Delegate to Acting Head of Planning	161 - 176	Central
13.	S/00698/001 - Gurney House, Upton Road, Slough, SL1 2AE Officer Recommendation: Approve with conditions	177 - 184	Upton

MATTERS FOR INFORMATION

- | | | |
|-----|---------------------------|-----------|
| 14. | Planning Appeal Decisions | 185 - 186 |
| 15. | Members Attendance Record | 187 - 188 |
| 16. | Date of Next Meeting | |

17th February, 2015

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. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.



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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, 27th November, 2014.

Present:- Councillors Dar (Chair), Ajaib (Vice-Chair), M Holledge, Plenty, Smith and Swindlehurst (arrived at 6.54 pm)

Apologies for Absence:- Councillor Bains, Rasib and Sidhu

PART I

53. Apologies for Absence

Apologies were received from Councillors Bains, Rasib, and Sidhu.

54. Declarations of Interest

Councillor Smith declared an interest in respect of Agenda Item 8, P/10697/009, Rosary Farm, Bath Road, Colnbrook, in that he knew the applicant. Councillor Smith confirmed that in his role as Ward Councillor he had spoken with the applicant prior to the submission of the the planning application. He advised that he had not spoken with the applicant since, he had come to the Planning Committee meeting with an open mind, and would debate and vote on the item.

Councillor Swindlehurst declared an interest in respect of Agenda item 10, 81-127 Windsor Road, in that he had met with Shanly Homes and had received a briefing on the topic of regeneration within Slough. Councillor Swindlehurst confirmed that he had left the meeting prior to this development being discussed. He advised that he had come to the Planning Committee meeting with an open mind and would debate and vote on the item.

55. Guidance on Predetermination/Predisposition - To Note

Members confirmed that they had read and understood the guidance on predetermination and predisposition.

56. Minutes of the Last Meeting held on 16th October, 2014

Resolved – That the minutes of the meeting of the Planning Committee held on 16th October 2014 be approved as a correct record.

57. Human Rights Act Statement - To Note

The Human Rights Act statement was noted.

58. Planning Applications

Planning Committee - 27.11.14

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.

Oral representations were made to the Committee by objectors and applicants or their agents under the Public Participation Scheme and local members prior to the planning applications being considered by the Committee as follows:-

Application P/15809/000: 412-426 Montrose Avenue, Slough - Registered Objectors, and the Applicant's Agent, addressed the Committee.

The Chair varied the order of agenda so that the item where Objectors were in attendance was taken first.

Resolved – That the decisions be taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the report of the Head of Planning Policy and Projects and the amendments sheet tabled at the meeting and subject to any further amendments and conditions agreed by the Committee.

59. P/15809/000 - 412-426, Montrose Avenue, Slough

Application	Decision
Erection of a 2,995 sqm (gross external area) class A1 building, comprising two individual retail units of 2,285 sqm and 710 sqm, new car parking, access, landscaping and all associated works	Application deferred to the Planning Committee in January 2015 in order for Officers to investigate further the concerns raised relating to traffic congestion and highways issues in Farnham Road.

Councillor Swindlehurst did not take part in the debate or vote on the above item as he was not in attendance when the item was introduced by the Planning Officer.

60. P/06865/008 - 9-15, High Street, Slough, SL1 1DY

Application	Decision
Change of use of building from Class B1(a) offices to Class C3 residential to provide 42 no. flats (32 no. one bedroom and 6 no. two bedroom), construction of two additional floors and associated alterations.	Decision delegated to the Acting Planning Manager for the signing of a satisfactory Section 106 Agreement (or unilateral planning obligation) as necessary; to agree the outstanding matter relating to refuse collection and any other minor amendments to the planning application, draft

	conditions and Section 106 Planning Obligation.
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61. P/10697/009 - Rosary Farm, Bath Road, Colnbrook, Slough, Berkshire

Application	Decision
Erection of new building to house recycling facility with revised access and internal layout	Following consideration of any outstanding consultation responses, application to be referred to the Secretary of State under departure procedures. In the event that the Secretary of State decides not to call in the application for determination, that the Acting Planning Manager be authorised to finalise conditions, complete a S106 Agreement and make final decision on Planning Application.

62. P/01163/006 - Rogans Garage, 585, London Road, Colnbrook By Pass, Colnbrook, SL3 8QQ

Application	Decision
Development of site to provide 61 residential units in 3 separate blocks in a part 5 / part 4 / part 3 storey development on a podium above a semi basement car park providing for 75 car spaces (part retrospective)	Delegated to Acting Planning Manager for completion of a Section 106 Agreement (including landscaping conditions), finalising conditions, making minor changes if required and final determination

63. 81-127 Windsor Road - Selected Key Location For Comprehensive Redevelopment

Paul Stimpson, Planning Policy Lead Officer, outlined a report seeking the Committee's approval for the identification of 81-127 Windsor road as a "Selected Key Location" for comprehensive regeneration, as set out in the Core Strategy Spatial Strategy. This would allow the relaxation of some planning policies where justified in order to deliver environmental social and economic benefits to the area.

The Officer confirmed that the area was in need of regeneration, and in order to facilitate this, the Committee was requested to approve the relaxation of certain policies including those relating to family housing, the building of flats outside of the town centre, and parking requirements.

Planning Committee - 27.11.14

Members were supportive of the proposed regeneration in principle, but were mindful of what level of 'relaxation of policies' was being requested. The Officer advised that the Committee was being asked to agree to the principle of allowing 'less than the standard', and that the exact figures would be considered by the Committee when a planning application was submitted at a later date.

Resolved- That 81-127 Windsor Road be designated as a "Selected Key Location" for comprehensive regeneration where, as permitted by the Core Strategy Spatial Strategy, a relaxation of the Council's policies regarding loss of family housing, building flats outside of the town centre and parking requirements may be allowed.

64. Planning Appeal Decisions

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

65. Members Attendance Record

Resolved - That the Members Attendance Record for 2014/15 be noted.

66. Date of Next Meeting

The date of the next meeting was confirmed as Thursday 8th January 2015.

67. Exclusion of Press and Public

Resolved- That the Press and Public be excluded from the meeting during consideration of the item in Part II of the Agenda, as it involved the likely disclosure of exempt information relating to information which would likely reveal the identity of an individual; information in respect of which a claim to legal professional privilege could be maintained in legal proceedings; and information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime, as defined in Paragraphs 2, 5 and 7 respectively of Part 1 of Schedule 12A of the Local Government Act 1972 (amended).

PART II

Planning Committee - 27.11.14

(The following is a summary of the matters considered in part II of the meeting)

68. Proposed Carrying out of Works in Default

The Committee considered a report relating to the proposed carrying out of works.

Resolved – That the recommended actions, as set out in the report, be approved.

Chair

(Note: The Meeting opened at 6.40 pm and closed at 9.10 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

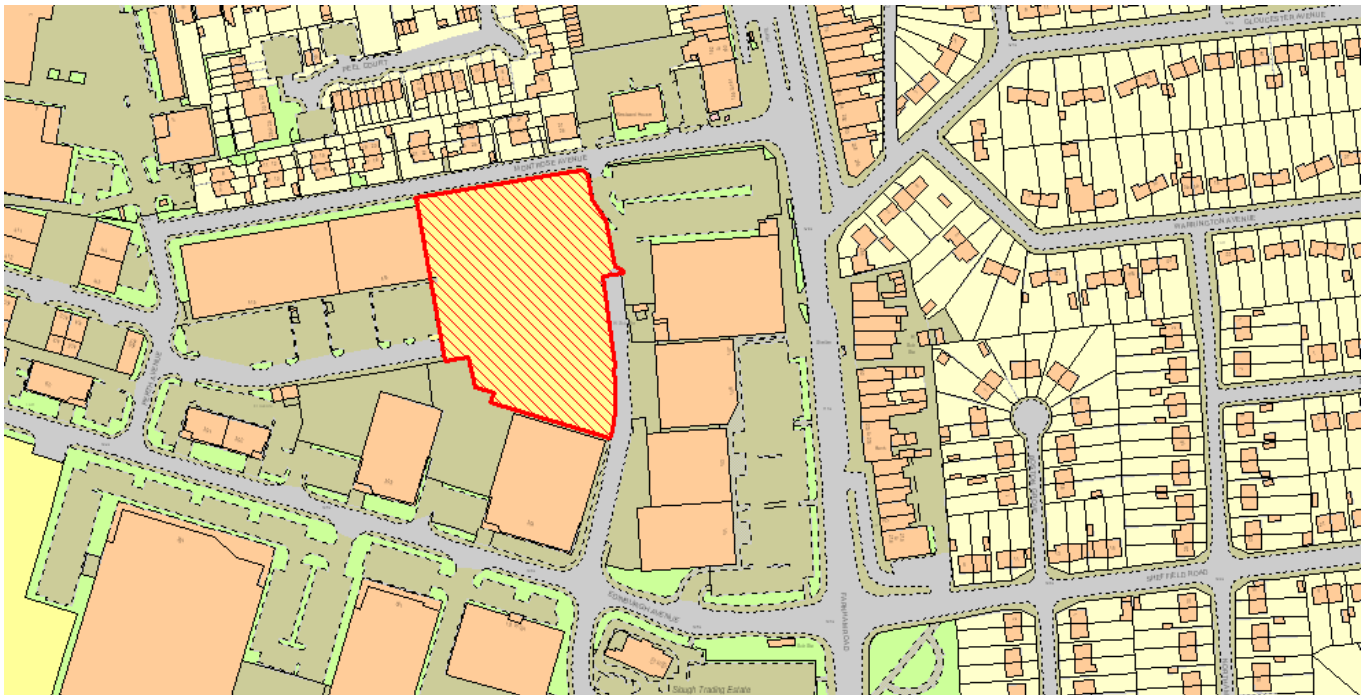
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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:	16-May-2014	Applic. No:	P/15809/000
Officer:	Mr. J. Dymond	Ward:	
		Applic type:	Major
		13 week date:	15 th August 2014
Applicant:	Mr. Mark Snow, Slough Trading Estate Limited		
Agent:	Mr. Mark Sitch, Barton Willmore Barton Willmore, Regent House, 4, Princes Gate, Homer Road, Solihull, West Midlands, B91 3QS		
Location:	412-426, Montrose Avenue, Slough		
Proposal:	ERECTION OF A 3,056.4 SQM (GROSS EXTERNAL AREA) CLASS A1 BUILDING, COMPRISING TWO INDIVIDUAL RETAIL UNITS OF 2,285 SQM AND 771.4 SQM, NEW CAR PARKING, ACCESS, LANDSCAPING AND ALL ASSOCIATED WORKS		

Recommendation: Delegate to Acting Planning Manager



SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

1.0 Background

- 1.1 At the meeting of the Planning Committee on 24th July 2014, the Committee resolved to defer the application to allow provision of improved revised access and car park provision.
- 1.2 A copy of the officer's report to the Committee on 24th July 2014 (Appendix A) and associated amendments (Appendix B) are attached for information purposes.
- 1.3 At the subsequent meeting of the Planning Committee on 27th November 2014, it was resolved to defer the application back to the Planning Committee in January 2015 in order for officers to investigate further the concerns raised relating to traffic congestion and highways issues in Farnham Road.
- 1.4 A copy of the officer's supplementary report to the Committee on 27th November 2014 (Appendix C), Summary of Actions (Appendix D) and Amendments to the Supplementary Report (Appendix E) are attached for information purposes.

2.0 Traffic Congestion and Highways Issues

- 2.1 Officers have investigated further the concerns raised relating to traffic congestion and highways issues in Farnham Road. These matters have been discussed with the applicant and their consultants at a meeting.
- 2.2 Following this, a sketch scheme was prepared by officers and sent to the applicant for consideration.
- 2.3 The works shown on the sketch scheme would involve the widening of the Farnham Road carriageway to the south of the junction allowing two lanes to be continued through the junction. The Council's Transport consultant considers that this will ease traffic flow along this section of Farnham Road, pushing the merge point from (two lanes to one lane) south of the junction of Montrose Avenue.
- 2.4 The land required for the widening is all within the adopted highway and there would be no need at this stage to secure land from third parties. As such, this could be achieved through a Section 278 Agreement under the Highways Act and is considered to be deliverable.
- 2.5 The design allows for a future pedestrian crossing to be incorporated at a later date on the north side of the junction.
- 2.6 It is considered that the proposed widening of the junction would provide improvement to the operation of the junction. However, it will not necessarily provide improvement every cycle as it may depend on how much right turning traffic there will be turning into Montrose Avenue. It is proposed to operate the junction with the same number of stages, currently 2, but potentially it could become 3 which would further assist the right turn movement.
- 2.7 The applicant subsequently responded to this proposal. It is submitted that the improvements proposed have been considered in the context of the discussions at Committee and other options available to improve the capacity and an alternative option has been put forward.
- 2.8 This alternative option would involve the re-phasing of the traffic lights and introduction of an indicative arrow on the right turn from Farnham Road to Montrose Avenue allowing this movement to operate unopposed. It is submitted that this is considered to offer capacity

benefit. The Technical Note prepared by the applicant's Transport consultant in support of their proposal states that the introduction of this option could 'further improve capacity'. The applicant submits that this improvement does not require land or have implications for utilities and is therefore deliverable.

- 2.9 It is also submitted that SEGRO's current planning application at Montrose Avenue does not give rise to a traffic impact that would require capacity improvements at the junction of Farnham Road and Montrose Avenue. Furthermore, it has been submitted that the Transport Assessment submitted with the planning application includes background growth in traffic as part of the assessment. Notwithstanding this, the applicant has advised that they are willing to provide flexibility as to how a contribution would be spent, on the basis this could provide the option shown, which has an option of providing a signal controlled pedestrian crossing.
- 2.10 The above sets out the exchanges that have taken place following the Planning Committee meeting on 27th November 2014. The applicant's response is being considered by the Council's Transport consultant and an update on investigating further the concerns raised relating to traffic congestion and highways issues in Farnham Road will be reported on the amendments sheet.

3.0 Other Matters

- 3.1 The applicant has also further clarified the discussions that took place with Sainsbury's on the proposed joint car park. It is submitted that SEGRO held a number of meetings with Sainsbury's and put forward a joint car park solution to a point where Sainsbury's were satisfied. However, Sainsbury's came back and changed their position – they were no longer willing to accept a joint exit. This made the delivery of a joint car park solution impractical and the application plans reverted to the original layout on that basis.
- 3.2 Turning to the matter of landscaping, it is submitted that the Site Layout Plan (Drawing No: 3520-502 Rev. P25) shows that landscaping will be provided along the western boundary of the application site adjacent to Unit 2 of the recent SPZ scheme on Perth Avenue. The applicant submits that they would welcome the opportunity to submit a landscaping scheme to confirm the specification of the planting as part of a condition of any permission for the site.

4.0 RECOMMENDATION

- 4.1 Delegate a decision to the Acting Planning Manager for satisfactory Section 106 Agreement; to consider any further observations from neighbours / consultees; to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to Development Management Lead Officer for consideration of consultee responses and further consideration of relevant issues, formal determination following completion of a Section 106 Agreement and finalising of conditions.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the proposed erection of a 2,995 sqm (gross external area) Class A1 building, comprising two individual retail units of 2,285 sqm and 710 sqm respectively, the formation of new car parking, access, landscaping and associated works.
- 2.2 The floorspace of the units would be as follows:

Unit	Floorspace (sq m gross)	Floorspace (sq m net)	Goods Type
Unit 2	678	427 47	Convenience Comparison
Sub-Total	678	475	-
Unit 1	2,230	663 1,232	Convenience Comparison
Sub-Total	2,230	1,895	-
Total	-	1,091	-
Convenience	-	1,279	-
Total Comparison			
Total	2,908	2,370	-

- 2.3 The proposed development has been the subject of pre-application advice. Changes have been undertaken to the proposed development in response to the advice provided by officers.
- 3.0 Application Site
- 3.1 The site is 0.75 hectares in area and is situated to the west of the existing Sainsbury's Farnham Road store. The site is currently vacant following the demolition of the industrial and commercial buildings that formerly stood on the site.
- 3.2 To the north of the site, on the opposite side of Montrose Avenue are the semi-detached properties of numbers 5-30 Montrose Avenue and 37-38 Montrose Avenue, a building comprising of four flats. Numbers 21-38 Montrose Avenue are opposite the site. To the north east is Westward House, a three storey building currently in use as a place of worship/non-residential education and training centre and offices. A three storey building located at 155-161 Farnham Road is situated adjacent to the junction with Montrose Avenue and Farnham

Road.

- 3.3 To the south of the site are the industrial units of 393 and 394 Edinburgh Avenue. To the south east are the retail units of 144, 143, 145 and 147 Farnham Road. These units front Farnham Road and are serviced from the rear. Access to the rear service road is from Edinburgh Avenue.
- 3.4 To the east of the site is the existing Sainsbury's supermarket. This store is understood to have a gross floor area of 2,596 sq m, with a net sales area of 1,596 sq m. The car park associated with the supermarket is located to the front of the store, adjacent to Montrose Avenue. The access to the car park is situated to the north eastern corner of the car park. The entrance to the store is from the north, and the store frontage faces towards Montrose Avenue.
- 3.5 To the west of the site are the industrial units of 415-416 Montrose Avenue. The units are accommodated within a building erected under the Simplified Planning Zone Scheme. The building is sited adjacent to Montrose Avenue and extends along the northern boundary towards the junction with Perth Avenue. The car park and turning areas associated with these units is situated to the south of the building. Access to the site is from the realigned service road.
- 3.6 The application site is located with Slough Trading Estate Existing Business Area and within the area covered by the Slough Trading Estate Simplified Planning Zone Scheme. The development however falls outside the scope of this Scheme and requires planning permission.
- 3.7 The site forms part of allocation SSA5 in the Site Allocations Development Plan Document. The allocation is for retail purposes for the extension or redevelopment of the existing supermarket with car parking.
- 3.8 Farnham Road is identified as a district centre under Policy S1 of The Adopted Local Plan for Slough. Within the district centre, there are primary and secondary retail frontages.
- 3.9 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%).
- 3.10 There appear to be no listed buildings on or near the site and the site is not located within a Conservation Area.

4.0 Site History

- 4.1 The site is currently vacant following the demolition of the industrial/commercial buildings formerly occupying the site. A previous application relating to the site is as follows:

448, Perth Avenue

P/01404/010 RENEWAL OF TEMPORARY PLANNING PERMISSION TO USE BUILDING FOR CLASS D1 AND D2 USES (NON RESIDENTIAL, INSTITUTIONS, ASSEMBLY AND LEISURE). – Approved with Conditions 22-Feb-2005

Other applications in the vicinity of the site of relevance are considered to be as follows:

145-147, Farnham Road

P/00488/035 VARIATION OF CONDITION 2 OF PLANNING PERMISSION P/00488/034

FOR DEMOLITION OF EXISTING B2 INDUSTRIAL UNIT AND REPLACEMENT WITH TWO CLASS A1 RETAIL UNITS INCLUDING CAR PARKING, SERVICING AND LANDSCAPING TO INCORPORATE MINOR ALTERATIONS TO THE EXTERNAL APPEARANCE OF THE BUILDING (COMPRISING THE REMOVAL OF GLAZING AND ENTRANCE DOORS TO THE FRONT OF THE BUILDING AND REMOVAL OF A LOADING DOOR TO THE REAR) TO CREATE A SINGLE CLASS A1 RETAIL UNIT AND THE INSERTION OF A 464.5 SQ. METRE MEZZANINE FLOOR. – Approved with Conditions 04-Aug-2011

141-143, Farnham Road

P/07074/011 REMOVAL OF CONDITION NO. 7 OF PLANNING PERMISSION P/07074/002 DATED 29/05/96 FOR THE DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 2 NO. RETAIL UNITS WITH CAR PARKING – Approved with Conditions 02-Feb-2012

P/07074/010 CHANGE OF USE OF PART OF RETAIL WAREHOUSE TO PET CARE AND TREATMENT FACILITY (SUI GENERIS). – Approved with Conditions 24-Aug-2010

Westward House, 39, Montrose Avenue

P/00913/026 CHANGE OF USE FROM OFFICES (B1) TO A PLACE OF WORSHIP / NON RESIDENTIAL EDUCATION AND TRAINING CENTRE (D1) AND OFFICES (B1) – Approved with Conditions 14-Dec-2010

5.0 Neighbour Notification

- 5.1 Black Horse Ltd, Montrose House 155-161, Farnham Road, Slough, SL1 4XP, 12, Montrose Avenue, Slough, SL1 4TN, 11, Montrose Avenue, Slough, SL1 4TN, 23, Montrose Avenue, Slough, SL1 4TN, 24, Montrose Avenue, Slough, SL1 4TN, 9, Montrose Avenue, Slough, SL1 4TN, 10, Montrose Avenue, Slough, SL1 4TN, Global Crossing, 394, Edinburgh Avenue, Slough, SL1 4UF, Amtred Ltd, 393, Edinburgh Avenue, Slough, SL1 4UF, 22, Montrose Avenue, Slough, SL1 4TN, 21, Montrose Avenue, Slough, SL1 4TN, 415-416, Montrose Avenue, Slough, SL1 4TJ, 155a, Farnham Road, Slough, SL1 4XP, 15, Montrose Avenue, Slough, SL1 4TN, 16, Montrose Avenue, Slough, SL1 4TN, 13, Montrose Avenue, Slough, SL1 4TN, 14, Montrose Avenue, Slough, SL1 4TN, 27, Montrose Avenue, Slough, SL1 4TN, 28, Montrose Avenue, Slough, SL1 4TN, 6, Montrose Avenue, Slough, SL1 4TN, 7, Montrose Avenue, Slough, SL1 4TN, 8, Montrose Avenue, Slough, SL1 4TN, 26, Montrose Avenue, Slough, SL1 4TN, 25, Montrose Avenue, Slough, SL1 4TN, 17, Montrose Avenue, Slough, SL1 4TN, 18, Montrose Avenue, Slough, SL1 4TN, 20, Montrose Avenue, Slough, SL1 4TN, 145-147, Farnham Road, Slough, SL1 4XB, 5, Montrose Avenue, Slough, SL1 4TN, 29, Montrose Avenue, Slough, SL1 4TN, 30, Montrose Avenue, Slough, SL1 4TN, 31, Montrose Avenue, Slough, SL1 4TN, 32, Montrose Avenue, Slough, SL1 4TN, Petsmart, 141, Farnham Road, Slough, SL1 4XB, Staples Ltd, 143, Farnham Road, Slough, SL1 4XB, 19, Montrose Avenue, Slough, SL1 4TN

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

- 5.2 Two objections have been received, as follows:

21 Montrose Ave – Object on the following grounds in summary:

- The placement of the entrance to the proposed car park which will be exactly opposite my drive;

- There are cars parked from my drive down to end of road turning that part of the road into a single lane, having the entrance there would cause major congestion in front of my drive turning my life into a nightmare;
- The entrance should not change my access in any way - highway safety issues and loss of privacy will only add to the already awkward access.

22 Montrose Avenue – Object on the following grounds in summary:

- Volume of Traffic;
- Noise and disturbance;
- The width of the present road and the volume of traffic that use it to gain access to the trading estate and also who will be trying to gain/leave said new site;
- There is already a Sainsbury car park and entrance on that side of the road and at various times does cause a great deal of traffic on this road;
- Opposite to the Sainsbury car park and on the residential side of Montrose Avenue there was an office building, Westwood House which was allowed to be changed over to the Al Quaim Islamic Mission which has also got a new planning application in at the present time.

6.0 Consultation

6.1 Environmental Protection

6.2 No comments received. An update will be provided on the Committee amendments sheet if necessary.

6.3 Environmental Quality

6.4 No comments received. An update will be provided on the Committee amendments sheet if necessary.

6.5 Transport and Highways

6.6 No comments received. An update will be provided on the Committee amendments sheet if necessary.

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 Planning Practice Guidance

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 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy S1 – Retail Hierarchy
Policy S3 – Major Non-Food Retail Development
Policy S6 – Food Superstores
Policy S18 – Security Shutters
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities
Policy EMP2 – Criteria for Business Developments
Policy EMP7 – Slough Trading Estate
Policy EMP12 – Remaining Existing Business Areas

Slough Local Development Framework Site Allocations Development Plan Document

SSA5 – 149-153 Farnham Road and 415-426 Montrose Avenue and 427-448 Perth Avenue

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

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.

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

- 1) Principle of development;
- 2) Impact on the vitality and viability of existing centres;
- 3) Design and Impact on the street scene;
- 4) Potential impact on neighbouring properties;
- 5) Parking and highway safety;
- 6) Planning obligations;
- 7) Other issues.

8.0 Principle of Development

8.1 Relationship with Site Allocation

- 8.2 The site forms part of a larger area allocated for retail, for the extension or redevelopment of the existing Sainsbury's supermarket with car parking in the Site Allocations Development Plan Document (site reference SSA5).
- 8.3 It is important to note the background to the site allocation. The reason for the allocation was to reinforce the role of the Farnham Road district shopping centre and enhance its vitality and viability. In addition, it sought the implementation of part of the Trading Estate Masterplan.
- 8.4 The proposal to expand the supermarket was considered in part through the production of the Core Strategy and was supported at the time by a Retail Impact Assessment. The Retail Impact Assessment, prepared in October 2007, demonstrated that a quantitative need existed for additional convenience floorspace in this location at that time. The principle to extend the supermarket was supported given the qualitative need for an anchor store in this location to enhance the retail offer of the Farnham Road Centre.
- 8.5 The site planning requirements state that development proposals should:
- Relocate the store to the west of the site towards the proposed Leigh Road hub (away from the Farnham road, between Montrose Avenue and Perth Avenue);
 - Provide a car park on the east of the site fronting Farnham Road that is accessible to both users of the supermarket and to persons wishing to use the Farnham Road shopping centre and allows parking for long enough to undertake joint trips;
 - Allow for access to the site off Montrose Avenue; making provision for the necessary transport and highway improvements along the Farnham Road and all other affected roads and junctions;
 - Improve pedestrian and cycle access to Farnham Road and include a design and layout attractive and accessible to pedestrians and cyclists;
 - Improve pedestrian and cycle access to Slough Trading Estate in accordance with the Masterplan and ensure that the design and layout is attractive and accessible to pedestrians and cyclists coming from the Estate.
- 8.6 Following advice given by officers, suitable pedestrian links are now shown adjoining the Sainsbury store. Also the car park at the proposed development is now able to be used by shoppers using the Farnham Road, which allows linked trips.
- 8.7 This allocation includes the land to the west of the application site, and the existing supermarket and car park to the east.
- 8.8 Whilst the allocation allows for the extension or redevelopment of the existing supermarket, the applicant has stated that Sainsbury's have confirmed that they no longer intend to either redevelop or extend their store. Therefore, notwithstanding any planning applications for alterations or extensions which may be submitted in the future, it is understood that the supermarket will continue to trade in its current form for the time being.
- 8.9 Furthermore, an industrial building has been erected at 415-416 Montrose Avenue, under the Simplified Planning Zone Scheme. Retail development on that part of the site, pursuant to the site allocation has therefore not been pursued.
- 8.10 As a result, the site the subject of this application constitutes the remainder of the area covered by the allocation for retail purposes.

- 8.11 The proposed development is not for the extension or redevelopment of the existing supermarket, however additional retail floorspace is proposed. Against the background of site allocation SSA5, it is considered that a proposal for additional retail floorspace could be considered acceptable in principle.
- 8.12 Considerations relating to the impact on the vitality and viability of existing centres are discussed below. Notwithstanding this assessment, the key issue in considering the acceptability of the principle of the proposal is considered to be the extent to which this proposed retail development would achieve relevant aims and enhance the retail offer of the Farnham Road Centre. It is considered that opportunities for linked trips and pedestrian movements can be provided. Whilst the site is in an edge of centre location, it is considered that the proposal would provide an important contribution to the centre and effectively function as part of it.
- 8.13 Employment
- 8.14 The applicant has stated that the proposal would provide employment for 141 full time equivalent employees.
- 8.15 Core Policy 5 of the Core Strategy relates to employment. The site is located within the Slough Trading Estate Existing Business Area. There is a general presumption against the loss of employment generating uses within the Existing Business Areas.
- 8.16 This policy sets out that the continued success of the Trading Estate as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. It is also recognised 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 this policy
- 8.17 It is considered that the proposal would bring employment benefits through the creation of a significant number of jobs. A currently vacant site would be brought back into employment use and the continued success of the Existing Business Area would be supported. The proposed development would be acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.

9.0 Impact on the vitality and viability of existing centres

- 9.1 The site allocation acknowledges that since the time that the original Retail Impact Assessment was undertaken in October 2007, there have been a number of planning proposals for new supermarkets and convenience floorspace that collectively will have the potential to increase the amount of convenience floorspace within Slough over the plan period.
- 9.2 As such, it was stated that any planning application to extend the supermarket will need to recognise this and a revised Retail Impact Assessment will need to be prepared in support of the planning application. This will be used to identify the scale of development appropriate for the site.
- 9.3 The applicant has prepared and submitted a Planning and Retail Statement in support of the application. This statement includes a Retail Impact Assessment. Having regard to this, it is therefore necessary to assess the impact of the proposal to identify the scale of development appropriate for the site.
- 9.4 The National Planning Policy Framework requires that Local Planning Authorities should plan

positively to ensure the vitality and viability of town centres is supported. A 'town centre first' approach should be adopted.

- 9.5 The National Planning Policy Framework sets out two key tests that should be applied when planning for town centre uses which are not in an existing town centre and which are not in accord with an up to date Local Plan: the sequential test and the impact test.
- 9.6 The Planning Practice Guidance states that the sequential test should be considered first as this may identify that there are preferable sites in town centres for accommodating main town centre uses. The sequential test will identify development that cannot be located in town centres, and which would then be subject to the impact test. The impact test determines whether there would be likely significant adverse impacts of locating main town centre development outside of existing town centres (and therefore whether the proposal should be refused in line with policy).
- 9.7 Planning Policy have been consulted and the applicant's Planning and Retail Statement has been assessed.
- 9.8 Sequential Assessment
- 9.9 A sequential test has been undertaken to establish whether or not there would be sequentially preferable sites for accommodating the proposed use.
- 9.10 Following advice given by Officers at the pre-application stage, the applicant has considered two sites in the Farnham Road district centre as part of the sequential test: 193-199 Farnham Road and 370-386 Farnham Road.
- 9.11 The sequential assessment within the Planning and Retail Statement submitted by the applicant has identified that the retail units at 193-199 are too small to accommodate the proposed development. These units are therefore not considered to be suitable. A planning application is currently under consideration in relation to the other site at 370-386 Farnham Road. The proposed scheme is too small to accommodate the proposed development.
- 9.12 The other vacant units in Farnham Road District Centre are all small individual units and could not accommodate the proposed development.
- 9.13 It is considered that compliance with the sequential approach under National Planning Policy Framework has been demonstrated as there are no sequentially preferable sites within Farnham Road District Centre which are available, suitable and viable for the proposed development.
- 9.14 Retail Impact Assessment
- 9.15 With regard to retail impact, as noted above, this is necessary in order that the scale of development appropriate for the site can be identified.
- 9.16 In any event, the quantum of floorspace to be created would appear to exceed the default threshold set out in the National Planning Policy Framework of 2,500 sq.m. There is no locally set threshold and it is therefore considered that consideration of retail impact on existing, committed and planned investment in the retail catchment would generally be required for any additional retail floor space.
- 9.17 Two units are proposed: Unit 1 (to the western end of the building); and Unit 2 (to the eastern end of the building). There are therefore two components to the scheme, as follows:

- Unit 1 would be occupied by a non-food retailer and would sell primarily non-food products across a range of sectors with a focus generally on homewares and seasonal products;
- Unit 2 would comprise a new convenience store and would sell primarily convenience goods.

9.18 The following table sets out the scheme turnover:

Unit	Floorspace (sq m gross)	Floorspace (sq m net)	Goods Type	Turnover (£ per sq m)	Total Turnover (£m)
Unit 1	2,230	663 1,232	Convenience Comparison	4,500 4,500	2.98 5.54
Sub-Total	2,230	1,895	-	-	8.53
Unit 2	678	427 47	Convenience Comparison	7,000 7,000	2.99 0.33
Sub-Total	678	475	-	-	3.32
Total	-	1,091	-	-	5.98
Convenience	-	1,279	-	-	5.98
Total Comparison	-	-	-	-	-
Total	2,908	2,370	-	-	2,370

9.20 With regard to trade diversion, the estimated trade diversion for convenience goods from the proposed development shows that the greatest impact in percentage terms falls on stores in Farnham Road District Centre, such as Lidl and Iceland. However, this impact would be below 6% which is not considered to be significant.

9.21 For comparison goods, the estimated trade diversion from the proposed development will have an impact mainly on Farnham Road – identified impacts are at or below 4%. Impact on the town centre is not considered to be significant at 1.55%, which includes convenience stores with a comparison goods element.

9.22 Overall, it is considered that the impacts identified will not have a significant adverse impact on the Farnham Road district centre.

9.23 Turning to planned investment, the Retail Impact Assessment identifies that the only planned investment in Farnham Road that the proposed development could have an impact on is the proposed store at 380-396 Farnham Road. It is understood that this development would be occupied by a specialist retailer and as such there may be minimal impact on this proposed development.

9.24 It is noted that Farnham Road is a healthy centre with a low vacancy rate. It is considered that the proposed development should not have an adverse impact on the vitality and viability of the centre.

9.25 The Retail Impact Assessment shows that the proposal would not likely lead to significant

adverse impacts on Farnham Road District Centre or other defined centres in terms of investment, trade/turnover and overall vitality and viability. Subject to controls regarding the use, the proposal would be acceptable and would comply with the National Planning Policy Framework and Core Policy 6 of the Core Strategy.

10.0 Design and Impact on the Street Scene

- 10.1 The proposed building would be single storey with no mezzanine floor. The proposed building would be 71 metres in width and 45 metres in depth. The height of the proposed building would be 7.5 metres to parapet level and 8.6 metres high to the ridge of the roof. The roof would have a shallow pitch and would be set behind a parapet.
- 10.2 The proposed building would be sited 44 metres to the south of Montrose Avenue. The customer car park would be situated between the proposed building and Montrose Avenue. The front elevation of the building is broadly inline with the front elevation of the neighbouring Sainsbury's store.
- 10.3 The proposed building would have two customer entrances. These entrances would be expressed with brick surrounds. The elevations would be clad with aluminium cladding. Glazed curtain walling has been incorporated at ground floor level either side of the entrance to Unit 1.
- 10.4 The neighbouring building at 415-416 Montrose Avenue is finished in similar materials. The front of the Sainsbury's store is predominantly glazed. It is considered that the proposed building would be inkeeping with surrounding development in terms of the materials to be used and the appearance of the proposed building. Furthermore, the form, scale, height and massing of the proposal is considered to be acceptable.
- 10.5 In this context, it is considered that the design of the proposal would be acceptable. There is an opportunity to provide landscaping to soften the appearance of the car park and store when viewed from Montrose Avenue and a condition will be recommended regarding the submission and approval of a landscaping scheme.
- 10.6 It is considered that the proposed development would comply with Core Policy 8 of the Core Strategy and Policies EN1 and EN3 of The Adopted Local Plan for Slough.

11.0 Potential Impact on Neighbouring Properties

- 11.1 It is considered that the main areas for consideration in relation to the potential impact on neighbouring occupiers would be with respect to the separation distance between the proposed building and neighbouring properties in terms of overshadowing, overdominance and loss of light; hours of operation and noise; and light pollution. Concerns have also been raised in representations received regarding the position of the access.
- 11.2 Separation Distance
- 11.3 The separation distance between the front elevation of the proposed building and the residential properties on Montrose Avenue to the north would appear to be 55 metres.
- 11.4 The applicant submits that the height of the proposed building would be equivalent to the height of a two storey commercial building. It has been sited to the rear of the site to maximise the separation distance between the residential properties opposite the site and the front of the proposed building.
- 11.5 It is considered that the siting of the proposed building would not give rise to unacceptable

impacts in terms of overshadowing, overdominance and loss of light. The customer car park would be situated between the proposed building and Montrose Avenue.

11.6 Hours of Operation and Noise

11.7 The stated hours of opening of the proposed stores would be as follows:

Monday to Friday		Saturday		Sunday and Bank Holiday	
Start	End	Start	End	Start	End
07:00	21:00	07:00	21:00	10:00	17:00

11.8 It is considered that these hours of use would be acceptable and would be commensurate with the hours of operation of the Sainsbury's store.

11.9 Sources of noise which could potentially impact nearby residential properties would include vehicular traffic entering and exiting the site and manoeuvring in the car park, and pedestrian activity. A Noise Assessment has been submitted in support of the proposed development. this Assessment concludes that the proposed development will not have a significant adverse impact on health or quality of life through increased noise.

11.10 As noted above, the proposed retail units would operate between 07:00 – 21:00 Monday-Saturday and 10:00 – 17:00 on Sundays and Bank Holidays.

11.11 The access to the proposed car park is situated to the north western corner of the site. The access to the Sainsbury's supermarket is situated to the east. Whilst the concerns of neighbouring residents are noted, it is considered that the proposed access arrangements would not give rise to unacceptable adverse impacts.

11.12 Staff parking is located to the rear of the building. Deliveries would also take place to the rear of the building and a condition is recommended regarding the hours of deliveries.

11.13 Light Pollution

11.14 The front elevation of the building includes glazing at ground floor level. The extent of this glazing would however be limited and light spill from within the building would unlikely be significant.

11.15 A condition is however recommended with respect to the submission of a lighting scheme for the site including the car park area, as the design of external lighting will be important in ensuring that any potentially light pollution is controlled.

11.16 Signage would be subject to control under the Town and Country Planning (Control of Advertisements) Regulations 2007.

11.17 It is not considered that the proposal would have the potential to give rise to noise levels that would be undue and should give rise to the refusal of the application.

12.0 Parking and Highway Safety

12.1 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.

- 12.2 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 Policy T8 of The Adopted Local Plan for Slough 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.
- 12.4 A Transport Assessment and Travel Plan has been submitted in support of the proposal. The Council's Transport consultant has been consulted and comments are awaited. An update will be provided on the Committee amendment sheet.

13.0 Planning obligations

- 13.1 The need for planning obligations will be considered in light of the comments received from consultees; however it is anticipated that matters to be included in a Section 106 Agreement could include obligations relating to the use of the units and mitigation necessary to make the development acceptable in planning terms. An update will be provided on the Committee amendments sheet.

14.0 Process

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

15.0 Summary

- 15.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received and letters of objection received from residents living near the site, and all other relevant material considerations.
- 16.2 It is recommended that the application be delegated to Strategic Lead Planning Policy for consideration of consultee responses and further consideration of relevant issues, formal determination following completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

17.0 Recommendation

- 17.1 Delegate to the Development Management Lead Officer for consideration of consultee responses and further consideration of relevant issues, formal determination following completion of a Section 106 Agreement and finalising of conditions.

PART D: LIST OF CONDITIONS - HEADINGS

Commencement within three years from the date of this permission;
Development to be carried out in accordance with approved plans;
Submission of materials for approval;
Submission of details of surfaces for approval;
Submission of details of boundary treatment;

Submission of details of cycle parking;
Submission of details of bin storage;
Definition of permitted use;
Removal of permitted development rights for alterations and extensions;
No extension, mezzanine floor or sub-division;
No storage of goods or materials in the open air;
No external security shutters to be installed without planning permission;
Hours of use;
Hours of deliveries;
Use of the car park;
Protection of noise climate;
Submission of details of plant and machinery;
Submission of details of landscaping scheme;
Submission of details of lighting scheme;
Submission of details of drainage;
Hours of construction;
Submission of Working Method Statement;
Submission of measures to control waste during construction.

P/15809/000 - 412-426, Montrose Avenue, Slough

Consultation

Transport and Highways

The Council's transport consultant has commented that there are outstanding issues with the proposal.

Car parking and cycle parking provision is considered to be acceptable.

The proposed retail units would be serviced from the rear and swept path drawings have been provided which are considered acceptable.

A Travel Plan has been provided however it is considered that this is not currently acceptable and must be revised.

The need for transport mitigation has been identified and this is subject to on-going negotiation.

Planning Policy

For clarity, it should be noted that Planning Policy were consulted on the application (as stated at paragraph 9.7) and raised no objections. Planning Policy's comments were incorporated into the main body of the officer report.

Conditions

Additional conditions are recommended covering the means of access; the submission of a Construction Management Plan; vehicle crossovers; access gates; pedestrian visibility; and surface water.

NO CHANGE TO RECOMMENDATION

SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

Background

At the Meeting of Planning Committee on 24th July 2014, the Committee resolved to deferred the application to allow provision of improved revised access and car park provision. A copy of the original officer's report to Planning Committee (Appendix A) and associated amendments (Appendix B) are attached for information purposes.

Access and Car Park Provision

Following the Committee meeting on 24th July 2014, the applicant has rigorously explored options for the provision of improved revised access and car park provision involving the delivery of a shared car park.

The applicant has advised that due to lease arrangements, any shared access solutions could only be delivered with full agreement of Sainsbury's. The applicant contacted Sainsbury's regarding the matter following the Committee meeting and communication has been ongoing.

The applicant has submitted a detailed note summarising the discussions that have taken place and this is contained within Appendix C.

Various options have been tabled for discussion and meetings were held with officers on 7th August 2014 and 24th September 2014 regarding the issue. A representative from Sainsbury's attended the meeting held on 24th September 2014 along with the applicant and their planning and transport consultants.

The applicant subsequently formerly submitted a revised layout plan. Reconsultation was undertaken with neighbouring occupiers; however officers have since been informed that formal agreement has not been secured and as such, the revised access and car park provision envisaged cannot be delivered.

As agreement between the parties has not been forthcoming, the applicant has had to revert back to the original site layout.

Unit Size

The applicant has increased the floor area of Unit 2 from 648 square metres to 742 square metres (an increase of 64 square metres). The net sales area will increase from 475 square metres to 520 square metres.

An addendum to the Planning and Retail Statement has been submitted for consideration. Consultation has been undertaken with Planning Policy and it is considered that the increase in floor area would not have a significant negative impact on the vitality and viability of Farnham road.

Reconsultation has been undertaken on this change in the context of the original site layout as discussed above.

SPZ Notification

An SPZ notification was received on 11th September 2014 for the proposed erection of a detached and two semi-detached units. The proposal would provide 3,775 square metres of floor space for B1(b), B1(c), B2, B8 or collocation uses.

Consultation

Further representations have been received following reconsultation, as follows:

Occupier of Montrose House – Object for the following reasons in summary:

- The junction is already a traffic stress point – plans for improvements require land to the north edge of the junction which has not thus far been secured;
- There would be an additional volume of over 1,700 vehicle movements every day;
- The development would present a considerable and unacceptable addition to the already overburdened Montrose Avenue-Farnham Road junction.

Occupier of 21 Montrose Ave – Object for the following reasons in summary:

- Very strong objection to the placement of the entrance opposite my drive – this would cause major congestion;
- Highway safety issues and loss of privacy will only add to the already awkward access;
- Huge increase in volume of traffic;
- Yellow parking lines cease and cars are parked there all day restricting the traffic to a single lane;

Occupier of 22 Montrose Avenue – Object for the following reasons in summary:

- This road can not take two entrances, this is a residential road and we are already having parking and use of premises issue at the present time with the Al Quaim Mission Centre.

Other Issues

The concerns regarding highway and transport issues are noted and the Council's consultant has identified the need for mitigation.

With regard to Section 106 matters, the applicant has agreed to contribute towards highway improvements; parking regulations along Montrose Avenue; Travel Plan Monitoring and provide land for cycle parking.

The highway improvements would relate to a junction improvement scheme at Montrose Avenue / Farnham Road. The applicant would contribute towards this scheme and additional funds and land may be required to implement the necessary improvements.

It is considered that these obligations would be reasonable and would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that it would 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.

RECOMMENDATION

Delegate a decision to the Acting Planning Manager for satisfactory Section 106 Agreement; to consider any further observations from neighbours / consultees; to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

21529/A3/TA

10th November 2014

SUMMARY OF ACTIONS TAKEN TO ACHIEVE REVISED CAR PARKING LAYOUT SOLUTION

Date	Nature of correspondence
07/08/2014	<p>A meeting was held between the Applicant (including their Planning and Highways Consultants) and Slough Borough Council. Potential options were discussed for delivering a shared car park, as part of the proposed scheme, in association with the existing car park which serves Sainsbury's on Farnham Road / Montrose Avenue.</p> <p>It was acknowledged that due to the lease arrangements that any shared access solutions could only be delivered with full agreement of Sainsbury's.</p> <p>Alternative locations for a stand-alone access were also discussed should a shared solution not be deliverable. It was agreed that the position of the access originally submitted was the preferred location if a shared access solution was not deliverable.</p>
13/08/2014	<p>Building on the discussions with Slough Borough Council at the meeting on 07/08/2014, an e-mail was sent to Sainsburys' agents with the first draft of the revised car park layout (Drawing No. 17563-486-004).</p>
20/08/2014	<p>Following no response to the e-mail and layout plan sent to Sainsburys' agents on 13/08/2014, a further e-mail was sent to Sainsburys' agents querying whether there was any feedback.</p>
22/08/2014	<p>An e-mail was received from Sainsburys' agents with initial comments in respect to the first draft of the revised car park layout issued on 13/08/2014. The following concerns were raised:</p> <ol style="list-style-type: none"> 1. Exit from the site for Sainsburys' customers would be onerous due to need to route through the new car park. 2. New proposed access has multiple junctions/decision points in close proximity which would lead to conflicts, delays, congestion and possible accidents. 3. There is no stacking length on either access or egress which will potentially cause unacceptable delays during peak periods. 4. Proposed one-way flow reverses what customers are used to at present and makes exiting even more onerous depending on parking location. Circulation is generally unacceptable.
26/08/2014 and 27/08/2014	<p>The Applicant sent two e-mails to Slough Borough Council outlining the concerns raised by Sainsbury's in their e-mail of 22/08/2014.</p>
03/09/2014	<p>In response to the concerns it was agreed between the Applicant and Slough Borough Council that the best approach would be to undertake a further meeting, inviting a representative from Sainsbury's to be involved to discuss and attempt to work through the concerns raised.</p>
08/09/2014	<p>The Applicant sent an e-mail sent to Sainsburys' agents inviting a representative from Sainsbury's to attend a meeting between the Applicant and Slough Borough Council in order to resolve the issues they had previously raised in their e-mail of 22/08/2014.</p>
11/09/2014 and 12/09/2014	<p>It was agreed that Sainsburys' Highway Manager would attend the meeting scheduled for 24/09/2014 between the Applicant and Slough Borough Council.</p>

12/09/2014	Slough Borough Council's Highways Officer issued a number of sketches identifying how the revised car park layout could look with the intention that they would aid the meeting on 24/09/2014. These plans were also issued to the Sainsburys' Highway Manager.
24/09/2014	<p>The meeting between the Applicants (including their Planning and Highways Consultants), Slough Borough Council, and Sainsburys' Highway Manager was held on 24/09/2014.</p> <p>Sainsburys' Highway Manager confirmed that they were willing to consider a revised car park layout, which would see a combined car park between the existing Sainsbury's supermarket and the proposed scheme at Montrose Avenue currently subject to planning.</p> <p>The Highway Manager identified that the final decision on the car park would be made by Sainsburys' Property Board. Sainsburys' preferred layout would include a widened access with a roundabout within the car park so that Sainsburys' customers could exit the site without having travel around the car park. The Highway Manager emphasised that Sainsbury's would prefer to loss no parking as part of the revised layout, however the Property Board would be looking for betterment, therefore delivery of a more user friendly car park may balance a minimal loss of parking.</p>
25/09/2014	A second draft of the revised car park layout (Drawing No. 17563-486-SK01) was issued to Sainsburys' Highway Manager. The layout saw Sainsbury's gain two additional car parking spaces and the overall number of spaces proposed by the scheme at Montrose Avenue reduced by one. Building on the discussion at the meeting on 24/09/2014, a mini-roundabout was introduced within the revised car park layout, with an egress / access serving a central spine road, with a further egress to the west.
26/09/2014	<p>Sainsburys' Highway Manager indicated by e-mail that they welcomed the second draft of the revised car park layout and would put it to their Car Park Manager and Property Board.</p> <p>This was followed by a further e-mail asking if the central spine road could include two exit lanes so cars turning right did not block people trying to turn left out of the car park.</p>
01/10/2014	<p>In response to Sainsburys' request of 26/09/2014, the third draft of the revised car park layout was issued to the Highway Manager (Drawing No: 17563-486-SK01), showing the widening of the central spine road egress to provide a further flared lane for left turning traffic back onto Montrose Avenue. This layout would result in the loss of four parking spaces from the proposed scheme, but no losses to car parking at Sainsbury's. The prospective retailers initially had concerns at the loss of four parking spaces, however they reluctantly agreed to the loss in order to deliver the revised car park layout solution with Sainsbury's.</p> <p>Concerns were also raised by the Applicant that the length of the central spine road would result in the flare becoming blocked by three vehicles waiting to turn right, limiting its effectiveness. Drivers may choose to use the egress to the west of the site as a result.</p>
02/10/2014	Sainsburys' Highway Manager suggested that the issue of cars blocking the central spine road could be resolved by introducing a hatched area which cars could overrun during busy times.

16/10/2014	Revised plans were issued to Slough Borough Council reflecting the third draft of the revised car park layout and incorporating the hatched area as requested by Sainsburys' Highway Manager.
28/10/2014	E-mail received from Sainsburys' Highway Manager outlining that the Property Board had "serious concerns" regarding congestion of the internal mini roundabout. It was therefore requested that the central spine road be reduced to a single egress lane and the layout be amended so that users of the car park associated with the proposed scheme can only exit the car park from a dedicated egress to the west. It was also made clear that the Property Board would only consider the shared car park layout if their car park was resurfaced at no extra cost, as resurfacing half a car park would not be acceptable.
03/11/2014	<p>A further e-mail was received from Sainsburys' Highway Manager identifying that the shared car park proposal was discussed again at the Property Board. The Property Board reiterated their fears of congestion at the proposed internal mini roundabout. The Board were concerned that the proposal could make the access / egress into the car park associated with the Sainsbury's supermarket worse than the existing situation if the mini roundabout is heavily congested. The Board therefore confirmed that they were unable to approve the shared access in its current form.</p> <p>The Highway Manager indicated that the Board may reconsider their decision if users of the car park, associated with the proposed development, were only able to exit the site from the dedicated egress to the west.</p>
04/11/2014	The Applicant e-mailed Sainsburys' Highway Manager to confirm that it was not acceptable to prospective retailers to have a restrictive exit from the site. These retailers will not accept only being able to exit the site from the dedicated egress to the west of the site.
04/11/2014	Sainsburys' Highway Manager responded to the Applicant's earlier e-mail that whilst they agreed the central spine road, with a shared egress and access, would alleviate congestion when exiting onto Montrose Avenue, Sainsburys' concerns remained regarding congestion at the internal mini roundabout.
05/11/2014	The Applicant confirmed that they were willing to resurface Sainsburys' car park, but would not be able to commit to Sainsburys' preferred layout.
06/11/2014	Sainsburys' Highway Manager confirmed that a layout could not be agreed between the two parties.

P/15809/000 - 412-426, Montrose Avenue, Slough

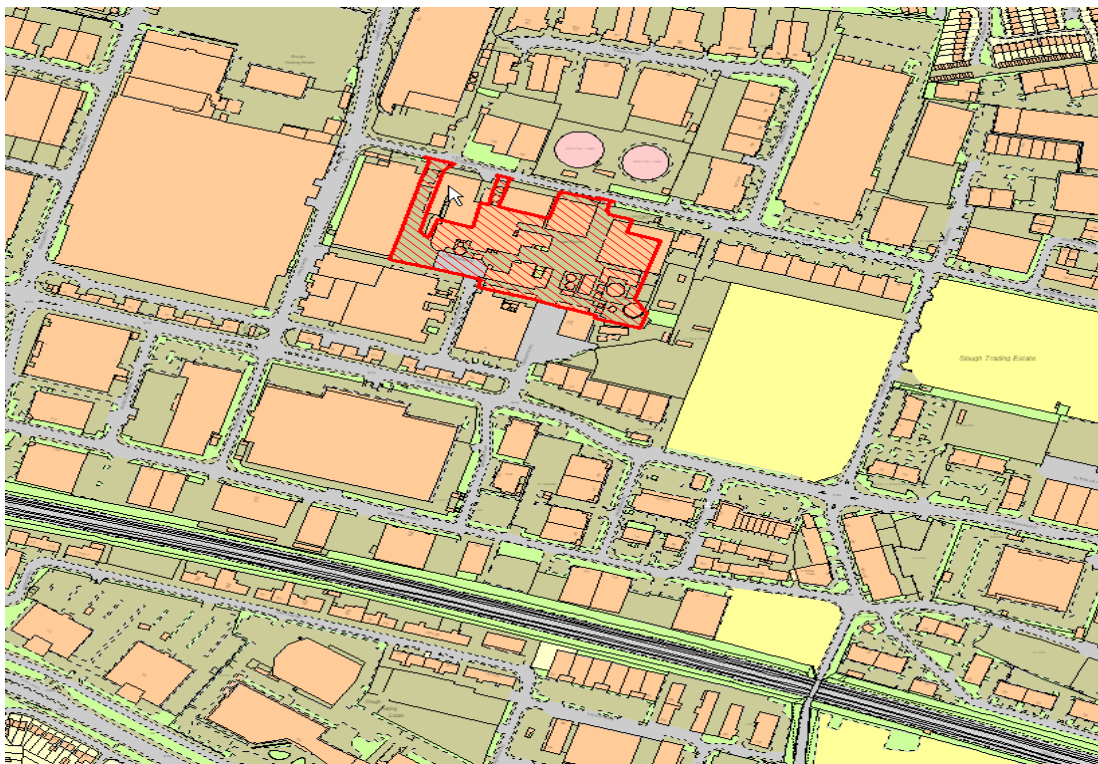
The Committee Report makes reference on page 26 of the fact that a SPZ notification that has been submitted on 11th September 2014. This date is incorrect and the notification was received on 11th November 2014, which was the day before the previous SPZ expired. In light of the fact that this notification has not been implemented prior to the expiry of the previous SPZ, as required in the document, it will not be possible for Segro to implement the scheme that has been submitted. Any future SPZ scheme will have to comply with the latest scheme, which means the new height restrictions apply in this 'Sensitive Boundary Zone' i.e. no buildings (including plant) exceeding 7m in height.

NO CHANGE TO RECOMMENDATION

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Registration Date:	15-Oct-2014	Applic. No:	P/00987/024
Officer:	Neetal Rajput	Ward:	Farnham
		Applic type:	Major
		13 week	14th
		date:	
Applicant:	Dr. Andrew Ellis, SSE GENERATION LTD		
Agent:	Mr. Ben Hempson, Dalton Warner Davis LLP 21, Garlick Hill, London, EC4V 2AU		
Location:	Slough Heat & Power Station, Edinburgh Avenue, Slough, SL1 4TU		
Proposal:	<p>DEMOLITION OF REDUNDANT PLANT AND BUILDINGS AND DEVELOPMENT OF A MULTIFUEL COMBINED HEAT AND POWER (CHP) GENERATING STATION OF UP TO 50 MEGAWATTS INCLUDING AN ENCLOSED TIPPING HALL; FUEL STORAGE BUNKER AND BLENDING FACILITY; BOILER HOUSE WITH COMBUSTION GRATE/S, BOILER/S AND AUXILIARY EQUIPMENT; FLUE GAS TREATMENT (FGT) PLANT/S; TURBINE HALL WITH CONDENSING STEAM TURBINE; ASH AND RESIDUE HANDLING FACILITIES; ERECTION OF A NEW SOUTH CHIMNEY STACK (UP TO 90 METRES HEIGHT) OR EXTENSION OF EXISTING SOUTH CHIMNEY STACK (UP TO 85 METRES HEIGHT); PLANT, ASSOCIATED DEVELOPMENT AND ALTERATIONS TO SITE ACCESS.</p>		

Recommendation: Delegate to Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following finalising conditions and completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposal is for the development of a Multifuel Combined Heat and Power Generating Station of up to 50 megawatts that will convert waste derived fuels into low carbon electricity and heat. This would be the equivalent to providing enough power for up to 111,000 homes as well as heat requirements on the Slough Trading Estate.
- 2.2 The proposed development will comprise demolition of redundant plant and buildings and development of a Multifuel Combined Heat and Power Generating Station. This will involve an enclosed tipping hall and fuel bunker, up to two furnaces where the waste derived fuels will be combusted and boiler units to raise steam, a turbine hall with a steam turbine to generate electricity and up to two flue gas treatment plants to clean the flue gas. There will be the erection of a new chimney stack (up to 90 metres in height) for discharge of cleaned flue gas (which would replace the existing south stack on the site) or an extension to the existing south chimney stack (up to 85 metres in height). Associated development, plant and realigned site access road onto Edinburgh Avenue.
- 2.3 The existing boiler house is the main structure within the application site, at a height of 43m. The two cooling towers to the north of Edinburgh Avenue are approximately 49m high and are visible from some of the nearest residential areas to the north of the site. The two most dominant features in the current site skyline comprise the existing 82m high chimney south stack (to be redeveloped) and the retained 104m north chimney stack, the latter of which is located adjacent to Edinburgh Avenue.
- 2.4 The maximum height of the proposed development will be 90m above ground level for the replacement south chimney stack and 48m for the tallest building, which is the boiler house.
- 2.5 Apart from the means of access, other details are to be determined at a later stage via discharge of conditions. This is because the exact design details and what it will look like cannot be finalised until the appointment of a Contractor. The parameters for the proposed development have been defined by the green line as outlined on the submitted drawings. This clearly defines the bulk, mass and height of the proposed development.
- 2.6 There will be a condition which will require the Applicant to submit further details of design and external materials to be approved by the Local Planning Authority prior to commencement of any building.

- 2.7 The plant will be designed to operate on a 24 hour day basis, seven days a week. The fuel will be made from various sources of processed municipal solid waste, commercial and industrial waste and waste wood which will be processed off site and delivered ready for use within enclosed Heavy Good Vehicles (HGVs). No waste derived fuels will be accepted where it is classified as hazardous waste and, by virtue of the waste being used to generate energy, it will not have a greater negative environmental impact than landfills.
- 2.8 The proposed development will have an estimated maximum capacity of waste derived fuel of 480,000 tonnes per annum of waste derived fuel. All waste derived fuel will be processed off-site and delivered to the site by road using HGVs.
- 2.9 The site already operates under an Environmental Permit as an existing power station burning fibrous fuels. The Applicant has made an application on the 12th December 2014 to the Environment Agency for a variation of the existing permit for the power station. A number of pre-construction and pre-operational conditions are expected to be included in the Permit.
- 2.10 The emissions from the plant would be assessed in detail by the Environment Agency as part of the permitting process. This therefore falls outside of the planning remit and therefore cannot be controlled by the Local Planning Authority. The Environment Agency is also required under the environmental permitting system to ensure that public health is not significantly affected by imposing emission limits that comply with the Industrial Emission Directive. In addition the two options for the south chimney stack will also be considered by the Environment Agency as part of the permitting process.
- 2.11 The waste derived fuels for the proposed development will be delivered by road using HGVs. Vehicular access will be via two existing entrances to the site from Edinburgh Avenue. The vehicles will access at the western end of the site from Edinburgh Avenue, following an anti-clockwise one-way internal road system and then exit at the eastern end of the site back onto Edinburgh Avenue. When operational, the proposed development together with other site activities is expected to generate an average 100 HGV deliveries per day, with up to a maximum 126 deliveries and departures on certain days, this has been secured via a Section 106 Agreement. It should be noted that the total daily traffic movements permitted by previous consents is approximately 126, based upon the traffic assessment received as part of planning application P/00987/022 in 2002.
- 2.12 There will be three permitted HGV routes to the site, these are as follows:
- Route 1 – Farnham Road from either the M40 or Junction 6 of the M4, then arriving via Edinburgh Avenue or Buckingham Avenue.
 - Route 2 – Junction 6 of the M4, using Tuns Lane and Leigh Road (via Bath Road), then either Edinburgh Avenue (via Liverpool Road) or Buckingham Avenue; or Junction 7 of the M4 using the A4 Bath Road, then Leigh Road, and either Edinburgh Avenue (via Liverpool Road) or Buckingham Avenue
 - Route 3 – Junction 7 of the M4, using the A4 Bath Road, then Dover Road and either Buckingham Avenue or Edinburgh Avenue (via Fairlie Road).
- 2.13 With regard to HGVs, the existing restrictions are proposed to be replaced with:
- A maximum of 126 deliveries per day with an expected total of 100 deliveries a day;
 - A maximum of 64 deliveries at night, with a maximum of 3 per hour from the M40 J2 and a maximum of 8 in total;

- HGVs arriving from the west or Midlands will only access the site from M4 junction 7;
- HGVs arriving from elsewhere (excluding nights) will arrive via M4 J6 or 7;
- No HGVs will be scheduled to arrive at site between 07.30 to 09.30 and 16.30-18.30 Monday to Friday; and
- HGVs will not be allowed to arrive at the site from A355 Farnham Road (north of Edinburgh Avenue) during daytime.

2.14 On the north side of Edinburgh Avenue there are currently two large cooling towers, 49m in height which will remain as an integral part of the operation. The appearance of the cooling towers will be improved by repainting them a consistent colour throughout. The proposed development would allow for excess heat to be exported to local heat distribution networks within and potentially just outside the Trading Estate at a later date and will be subject to separate applications.

2.15 The proposed development will provide an average of 300 temporary jobs during the construction period and approximately 20 new permanent full time employment positions during the operation of the proposed development.

2.16 The site demolition, construction and commissioning programme is expected to last 4 years, of this some 18 months will be required to prepare the site through:

- building a replacement site services building and a water treatment plant;
- demolition of redundant plant and buildings; and
- diverting underground services.

Approximately 24 months will be required to construct the new multifuel plant and 6 months will be required to commission the new multifuel plant. The detailed control measures and performance standards, for example lighting, noise, dust, traffic/parking will be set out in the Construction and Environmental Management Plan.

It should be noted that no new electrical connections will be required for the site and the heat supply will be connected to the existing Trading Estate infrastructure meaning that there is no current requirement for offsite works.

2.17 A request for a Scoping Opinion in relation to the propose development was submitted in November 2012. The Local Planning Authority issued a Scoping Opinion on 6th January 2013 responding to the Applicant's proposals for the content of the Environmental Statement.

2.18 Given the overall scale, bulk and mass of the proposed development, the Council's Scoping Opinion requested consideration of the following factors:

- (a) a smaller boiler and fuel store;
- (b) options to lessen the general bulk of the building by alternative design such as lowering the floor level;
- (c) necessary roof plant and proposals for enclosure;
- (d) visual treatment of exterior; and
- (e) design for different technologies using waste derived fuels.

During various pre-application meetings, the Applicant has been working closely with the Local Planning Authority to ensure that the above matters are satisfactorily addressed.

2.19 An Environmental Statement has been submitted with this application. It considers

the potential impacts and measures to be taken in mitigation of the development, including traffic and transportation, air quality, noise and vibration, ground conditions, water resources and flood risk, cultural heritage and archaeology, ecology, landscape and visuals, sustainability and climate change, residual effects, cumulative issues and TV and radio interference.

- 2.20 This application will be determined in parallel with a separate planning application, reference: P/00987/025 for a new central site services building, a water treatment plant and replacement car parking and associated development, serving both this application and the remaining generating station. Hereafter for the purpose of this report, this application will be referred to as Further Development.

3.0 Application Site & Surroundings

- 3.1 Slough Heat and Power currently operates Combined Heat and Power plants for generating electricity and producing heat which is distributed via a network around the Trading Estate. The main sources of fuel are waste wood and waste derived fuels and gas is available as a standby fuel.

- 3.2 The site occupies an area of approximately 1.9 hectares and is located within the Slough Trading Estate which is an identifiable area occupied by various industrial, warehouses, commercial and retail businesses over an area of approximately 158 hectares. Although it should be noted that the site falls outside of the Simplified Planning Zone, Adopted November 2014.

- 3.3 The site is bounded by Edinburgh Avenue to the north, Fairlie Road to the west and Buckingham Avenue/Cambridge Avenue to the south. The eastern boundary abuts existing buildings and the immediate properties surrounding the site are largely commercial and industrial.

- 3.4 The application site is predominately surfaced with impermeable hardstanding and contains numerous buildings and structures of varying age, including boiler houses, turbine halls, fuel storage facilities, switchrooms, offices and other ancillary plant associated with existing combined heat & power units.

The site can be accessed from the M40 via Farnham Road and from the M4 (Junction 6 or 7) via Bath Road A4. There are bus stops on Buckingham Avenue served by 2 bus services. Additionally the site can be accessed by rail from Slough Station approximately 3.7 kilometres east and Burnham Station approximately 1.6 kilometres west of Edinburgh Avenue.

- 3.5 The nearest residential dwellings in this area is about 200 metres to the north in Bodmin Avenue, Greenside, Furnival Avenue and Rowan Way. The nearest park and green space area is Kennedy Park, approximately 400 metres to the north west.

- 3.6 There are no Special Areas of Conservation, Special Protection Areas, Ramsar sites, Site of Special Scientific Interest or National Nature Reserves within a 2km radius of the site.

- 3.7 Two statutory designated nature sites lie within 2km of the site; these are Haymill Valley Local Nature Reserves, located 800m west of the site, and Cocksherd Wood, located approximately 1.4km northwest of the site. In addition, Boundary Copse Woodland Trust Reserve, which is a non statutory site, is located 1.3km north of the site.

- 3.8 The closest European Protected Site is Burnham Beeches Special Area of Conservation, which is located approximately 2.9km north of the site.
- 3.9 The River Thames is the closest principal watercourse and is located approximately 4km south of the site.
- 3.10 The natural topography of Slough and the site are relatively flat. The application site is approximately 32m above ordnance datum.

4.0 Site History

- 4.1 In order to understand the relevant context, a brief outline of the historic use of the site is outlined below:
- Slough Trading Estate was established in April 1920 when the land was purchased from the War Office which had been using it for the repair and recycling of ex War Department Vehicles.
 - Up until the 1960s the site was used as a coal fired power station.
 - Between 1982 and 1991 the principal fuels used at the site were oil and gas, both of which were imported via pipelines.
 - Direct rail deliveries of coal and oil to the power station ceased in 1969 and 1973 respectively.
 - In 1991 a new plant allowed the reintroduction of coal fuel. There are references to the fuel being delivered by lorry.
 - At some subsequent date the gas-fired turbine and coal-fired boilers were decommissioned. At that stage, related traffic movements would have reduced to zero as all gas was imported via pipeline. The railway siding used for oil deliveries post 1973, via an underground pipeline, which surrendered in 2007.
 - Between 1997 and 1999 a new fibre fuel plant and recovery plant were introduced (P/06000/001 and P/00987/019). The waste derived fuel was originally produced on site from material imported by road. These two permissions allowed up to 88 lorry movements per day.
 - A gas fired package boiler was the latest energy plant to be installed within the complex; it was commissioned in 2011 (P/00987/023) to ensure a secure heat supply to the Trading Estate.
 - The biomass/waste wood boilers were fully closed in March 2014.

Full planning history relating to the site is as follows:

Application ref.	Description	Decision
P/00987/023	CONSTRUCTION OF A SINGLE STOREY, DETACHED BOILER HOUSE AND ASSOCIATED 36 METRE HIGH FLUE	Approved 14-Dec-2010
P/00987/022	RELAXATION OF CONDITION 8 OF PLANNING PERMISSION P/00987/013 TO ALLOW AN EXTENSION TO THE HOURS OF DELIVERY	Approved 30-Aug-2007
P/00987/02	RELAXATION OF CONDITION 8 OF	Approved

1	PLANNING PERMISSION REF. P/00987/013 TO ALLOW EXTENSION TO HOURS OF DELIVERY	13-Jan-2006
P/00987/020	INSTALLATION OF MEZZANINE FLOOR AND ALTERATION FOR OFFICE USE (AMENDED PLANS RECEIVED 25.08.98)	Approved 30-Nov-1998
P/00987/019	EXTENSION OF A GENERATING STATION (CIRCULAR 14/90)	Observation 17-Dec-1998
P/00987/018	ERECTION OF SINGLE STOREY EXTENSION TO CANTEEN BUILDING	Approved 02-Apr-1996
P/00987/017	DETAILS OF THE DESIGN AND EXTERNAL APPEARANCE OF THE TURBINE HOUSE BOILER HOUSE AND COAL STORE AS REQUIRED BY CONDITION 5 OF PLANNING PERMISSION P/987/013 APPROVED 10TH JANUARY 1989.	Approved 22-Aug-1990
P/00987/016	ERECTION OF 6 AREAS OF COVERED CAR PARKING SPACES	Approved 30-Mar-1990
P/00987/015	CHANGE OF USE OF PART WORKSHOP TO CANTEEN	Approved 14-Mar-1990
P/00987/014	DEMOLITION OF EXISTING LAGGING STORE AND EXTENSION TO OFFICES TO GIVE EXTRA STOREY	Approved 22-Mar-1989
P/00987/013	REDEVELOPMENT OF PART OF THE EXISTING POWER STATION INVOLVING DEMOLITION OF 2 EXISTING COOLING TOWERS & 76M CHIMNEY STACK AND ERECTION OF TWO COAL/OIL/GAS FIRED BOILERS ONE 30MW STEAM TURBO GENERATOR ANCILLARY PLANT ENCLOSED COAL STORE AND 104M CHIMNEY STACK	Approved 10-Jan-1989
P/00987/012	ERECTION OF AN EXTENSION TO EXISTING SWITCHGEAR ROOM	Approved 15-Nov-1985
P/00987/011	EXTENSION IN HEIGHT OF CHIMNEY STACK AND ANCILLARY FACILITIES TO INCREASE POWER STATION (60SQM)	Approved 29-May-1984

5.0 **Neighbour Notification**

- 5.1 An extensive consultation has been undertaken, this includes approximately 3,500 letters posted out to local residents surrounding the site and all the commercial properties within the Slough Trading Estate.

Consultation letters were posted out on 17th October 2014 to residents and commercial properties.

5.2 There have been two objections received from local residents on the following grounds:

1. In relation to environmental impact and effect on the green environment;
2. In relation to design;
3. Noise and disturbance to the adjacent residence area; and
4. Devalue the adjacent residential properties.

5.3 **Local Planning Authority response to objections raised:**

Environmental Impact, including the green environment:

In relation to the objection relating to the impact on the environment an Environmental Statement has been submitted as part of this application. The Environmental Statement fully assesses the cumulative effects of the proposed development and in all aspects proposes mitigation measures to avoid potentially significant harm to the environment through the preparation of the Environmental Impact Assessment and evolution of the design of the proposed development.

As a result, many mitigation measures have already been incorporated within the design parameters to eliminate adverse environmental and social effects before they occur – a process termed Impact Avoidance. These include, for example, determining the appropriate stack height to avoid significant effects on local air quality and designated sites, as well as HGV vehicle restrictions so as to avoid adverse effects to nearby communities and habitat sites.

The Demolition and Construction Method Statement and Construction Environmental Management Plan will be prepared and approved by the Local Planning prior to the onset of the demolition and construction phase. It will address all relevant environmental issues including: noise and vibration, waste management, air emissions, hours of working and neighbourhood liaison.

It should be noted that the Council's Environmental Quality Manager has raised no objection to the proposal and has considered the impact of the proposal on the wider environment.

With respect to the green environment, a Landscape Scheme (Drawing No. P390, Dated Sept 2014) has been submitted which demonstrates an upgrade to the existing landscape surrounding the boundary of the site, this will seek to improve the visual amenity along the street scene of Edinburgh Avenue and the implementation of the green wall will enhance the public realm.

Design:

The Applicant has worked closely with the Local Planning Authority to ensure the skyline of the proposed development remains the same, although the elevations and building form will change, the proposed development has been designed to avoid significantly increasing the visual impact.

With regard to the proposed mass and bulk on the eastern part of the development, the views from the north, where the nearest residential properties lie to the site will be fragmented due to the screening effect of the existing cooling towers which are 49m in height.

It should be noted that only the parameter which defines the bulk, mass and height of the proposed development are only to be approved as at this stage, as the exact design details are not known. As a result a condition has been attached which will

require the Applicant to submit further details of the design and external materials to be approved by the Local Planning Authority prior to commencement of any building. The full design details will only be possible to provide until after the appointment of a Contractor.

As part of the Design and Access Statement, a Design Code has been submitted, this is intended to provide an indication of the acceptable standards of design and detailing that will be expected at the detailed design stage once the process provider is appointed.

Noise and disturbance to the adjacent residence area:

There are anticipated to be some minor adverse effects associated with demolition and construction noise. Mitigation will be put in place to ensure these effects are minimised by means of the Construction Environmental Management Plan and the Demolition and Construction Method Statement which will be required to be agreed with the Council prior to commencement of any site works.

Devalue the adjacent residential properties:

The devaluation of adjacent residential properties sits outside of the planning remit and cannot be considered as part of this application. It should be noted that the site is an existing Power Station and has been in operation since the 1920s.

- 5.4 Publicity: 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 24th October 2014 edition of the Slough Express.

6.0 Internal Consultation

6.1 Traffic and Road Safety/Highways Development, Viv Vallance

6.2 *Development Proposal*

The Applicant proposes to demolish part of the redundant plant and buildings in order to construct a multi-fuel combined heat and power facility generating up to 50MW of electrical output and 20MW of heat output. The development also provides an enclosed tipping hall and fuel bunker together with a central site services building, installation of water treatment plant within an existing building, provision of replacement car parking and associated works on the site.

Detailed pre-application discussions were held with the Applicant prior to the submission of the application and the Applicant has submitted a Transport Assessment (TA) and Travel Plan (TP).

Existing Use

The site is currently a Slough Heat and Power (SHP) site and operates as a combined heat and power plant with main sources of fuels being waste wood and waste derived from fuels.

Access

At the main access point on Edinburgh Avenue the entrance barrier will be relocated further into the site to avoid queuing on the road to HGVs protruding and it is proposed that the access and the exit points on Edinburgh Avenue will become yellow box junctions. These works will need to be secured through a Minor Highways Work / S278 agreement.

From the submitted drawings it is not clear where the barriers will be located but they need to be set back a minimum 16.5m from the back edge of the footway (this point should be taken from the footway to the east of the access). The current barrier would appear to be around 12m from this point and therefore the Applicant will either have to accept a planning condition or submit a revised drawing prior to determination showing this detail.

At the main site ingress (in the north-west corner) of the site, this access point is also used as an egress point for cars departing from the adjoining office buildings. Pedestrian visibility splays of 2.4m x 2.4m have not been provided and the area contained within the splays should be kept free of any obstruction exceeding 600 mm in height above the nearside channel level, but currently vegetation obscures the pedestrian visibility splay. Whilst this part of the site is not within the red line of the application site, it does form part of the blue line and therefore I would expect amendments to be made to the junction to make it safer for pedestrians using the Edinburgh Avenue footway. Furthermore there is no direct pedestrian link from the footway towards the office building without having to share the vehicle access. This could be easily provided, but it would involve relocating the SSE sign and brick plinths further west. Again this could be conditioned or the Applicant could provide an amended plan prior to determination.

Visibility splays of 4.5m x 90m can be provided on both sides of the main site egress in the north east corner of the site. On my site visit I noted that there was some overhanging vegetation which potentially could obscure the visibility splay and therefore the Applicant should be reminded to ensure continued maintenance is undertaken.

Outside of 342 Edinburgh Avenue there is no pram crossing on the existing footway that enters the site leading to the offices. It is recommended that this is also provided to assist employees and visitors to the development.

HGV tracking has been provided and it demonstrates that HGV movements can be made.

Travel Plan Coordinator (TPC) and Management Support

A TPC role is noted but no contact details are given. Contact details for this person must be given.

Cycle Parking

Developer has confirmed that secured cycle parking will be provided on site; however developer has not confirmed location for the cycle parking.

S106 Agreement

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 Minor Highways Work / Section 278 agreement for the satisfactory implementation of the works identified in the highways and transport schedules.

Highways Schedule:

- Yellow box junctions at site access / egress.

Transport Schedule:

- TRICS SAM monitoring requirements;
- Travel plan;

- Travel Plan monitoring contribution of £3k;
- Contribution of £125k to Junction Safety Improvements, Measures to encourage Sustainable Transport including cycle hire; improvements to street lighting;

Changes to Drawings / Travel Plan

- Provide detail showing access barrier set back 16.5m from the back edge of (east) footway at main site ingress point in north west of site;
- Amendments to the access in the northwest corner of the site to address visibility and pedestrian linkage to the offices;
- Pram crossing outside 342 Edinburgh Avenue; and
- Make changes to the Travel Plan.

Recommendation

Subject to securing the above changes and S106 / planning conditions I see no reason for a highway objection.

Conditions

- Cycle Parking

6.3 Environmental Quality Team Comments, Jason Newman

Please see sections 14.0, 15.0 and 16.0 for relevant comments by the Environmental Quality Team. The Environmental Quality Team have also commented in relation to public health, these are below.

6.4 *Public Health*

It is important to understand that it is not for the Planning Authority to undertake Public Health Impact Assessment, but to rely on Government Guidance and other expert statutory agencies advice in this case the Environment Agency. Further that the control of plant emissions are covered by the Industrial Emission Directive (IED). This new directive transposed into UK Law on 20th February 2013 imposes some of the most stringent air pollution limits in Europe for Energy from Waste plant.

Within the context of environmental risk, Slough's main air quality problems (Slough has 4 declared Air Quality Management Areas) and harm to health from air pollution relates to road traffic emissions. It is noted that there will always be some harm associated with the burning of waste derived fuels (indeed any material for that matter) as this will give rise to air pollution.

Additionally careful attention has been paid to the routing of HGVs through the Tuns Lane Air Quality Management Area 3 due to the potential air pollution impacts on residents, even though the Applicants air quality assessment indicates there will be negligible air quality impacts. Nevertheless, in line with Slough Air Quality Action Plan and to ensure a sustainable reduction of air pollution conditions have been secured via a Section 106 Agreement to control movements through the Air Quality Management Area 3 (restricting HGVs movements at rush hour and ensuring all HGVs meet the latest EURO VI standards for emissions).

The Applicant has considered this risk within the context of this Energy from Waste development and completed a detailed Health Impact Assessment within section B2 of the EIS which is based on worst case basis. The plant operating to the IED Emission Limit Values (ELVs) for plants combusting waste derived fuels within 10km of the power station (340,000 people).

The health impact of the development is very small for air emissions. An average 7.5 minutes of life would be lost for the male population and 3.8 minutes for the female population due to exposure of fine particulates (PM_{2.5}) for cardiovascular and respiratory health. The increase in hospital admissions across the adult and child population as a result of this development for respiratory conditions is 0.0042% (0.1 admissions against 2652 admissions per annum).

By way of important context the Department of Health's Committee on Medical Effects of Air Pollutants (COMEAP) 2010 Report calculated the mortality effects of long term exposure to particulate air pollution to be equivalent to 29,000 deaths in the UK (equivalent to loss of life expectancy from birth of 6 months per person in the UK).

The carcinogenic and non-carcinogenic risk to human health impact of emissions arising from metals and organic substances are considered to be well below the levels where there is likely to be any harm caused to the public.

The perception of risk of harm to health can be a material planning consideration where it relates to land use planning matters. However, for this to be given significant weight against the application there needs to be clear evidence of risk. In this case there is no evidence to suggest the proposals will create an unmanageable risk. The proposals will only be able to go forward if it meets the relevant government guidelines through the Environmental Permitting Regulations. On this basis it is considered that no significant weight should be attributed to the perceived fear of risk of harm to health and this is not considered to be a justifiable reason for refusal.

6.5 Ground Conditions, Groundwater and Contamination, Luzia Dumitrescu

6.6 The ground, groundwater and contamination conditions at the site are discussed in Chapter 10 "Ground Conditions" and Chapter 11 "Water Resource and Flood Risk" of the Environmental Statement submitted in and within the Environmental Statement Addendum.

The Environmental Statement references desk studies, historical mapping and previous ground investigation reports that have assessed geology, hydrogeology and potential contamination at the site. Information collated from these sources has been used to produce a Conceptual Site Model (CSM) for the site which identifies all Potential Pollutant Linkages (PPLs) in relation to the proposed development. A pollutant linkage represents the relationship between a source of contamination, the identified receptor and the pathway by which the receptor could be exposed to contamination.

The CSM identified the following:

1. Potential sources of contamination: contaminants of concern associated with the historical land use at the site and the immediately surrounding area include: heavy metals and metalloids, total petroleum hydrocarbons (TPH), polycyclic aromatic hydrocarbons (PAH) and asbestos;
2. Receptors:
 - a. Human Health: construction workers and personnel during the construction phase; and future site users / occupiers of the site;
 - b. Controlled Waters: Taplow Gravel Principal Aquifer; Lambeth Group Secondary A Aquifer; and Chalk Principal Aquifer
3. Pathways:
 - Direct contact with contaminants in shallow soils;

- Direct contact with contaminants in groundwater;
- Inhalation of contaminants from the partitioning of vapours from soil and/or groundwater contamination;
- Migration of vapours of volatile compounds or gases through areas of un-surfaced ground or along service ducts and accumulation in the atmosphere within buildings;
- Built-up of vapours and/or ground gases in confined spaces (such as poorly ventilated rooms, basements etc.)
- Vertical and lateral migration of dissolved phase contaminants from the Made Ground into the underlying aquifers; and
- Vertical and lateral migration of contaminants from the shallow aquifers into the deeper Chalk aquifer.

It should be noted that the above PPLs have been assessed quantitatively only for the area of the former fuel tank farm, which represents only a proportion of the development site. The extent of potential contamination needs to be investigated and assessed for the whole site of the proposed development, which will help inform the remediation strategy (as applicable), as well as the assessment for re-use of excavated soils at the site. Backfilling with site-won materials shall be validated/verified to demonstrate that there are no unacceptable risks to end users. It is expected that the additional investigation would be undertaken upon completion of demolition works. These requirements will be stipulated through the planning conditions.

In addition to the Construction Environmental Management Plan (CEMP), a Construction Waste Management Plan (CWMP) shall be prepared. It is expected that the CWMP will include a Materials Management Plan (MMP) which will provide details of how excavated materials will be managed, segregated, treated (if required), re-used on-site or disposed of off-site.

The report for the former fuel farm also identified one investigation location with high methane concentration, but limited gas flow. However, the report states that there was only one round of ground gas monitoring undertaken and the atmospheric conditions were that of rising atmospheric pressure. Therefore it is unlikely that the monitoring conditions were indicative of the worst case scenario and one round of monitoring is insufficient to accurately characterise the ground gas conditions at the site. Additional ground gas monitoring and/or assessment will be required to confirm that there are no unacceptable risks to end users.

Potential risks to groundwater from contamination are primarily related to the demolition and construction phase. Previous ground investigation at the site, as well as the information from consultation with the Environment Agency indicate that the site is underlain by two Principal Aquifers and a Secondary A aquifer, and lies within a Source Protection Zone 3. Therefore the site lies within a high sensitivity groundwater resources area and the Environmental Agency required additional information and assessment to demonstrate that there are no unacceptable risks from contamination (see Section 16.0).

6.7 Tree Management Officer, Julian Turpin

6.8 Both the above applications involve redevelopment on the Slough Heat and Power site on Edinburgh Avenue within Slough Trading estate.

The larger proposal is P/00987/024 which results in the substantial increase in the

bulk of the buildings to refurbish some of the generating areas of the site. The smaller proposal P/00987025 is to develop service buildings and provide car parking.

There is only a small area to provide any landscaping to contribute to the appearance of the site, and when considering the size of the proposed building it would not be possible to give any substantial screening of the proposal for the immediate area. However any landscaping that can attract the attention will be of value all be it a limited effect. It should also be noted that the immediate area is a trading estate and very commercial in character any break for the build form is desirable. The smaller development proposes the use of a green wall which will give a feature of some interest and an area of screening if it is maintained successfully. The most that can be achieved from the landscaping is to distract from and contrast with the imposing buildings.

In addition to the impact the developments will have on the local area the construction of the larger building will be noticeable in the sky line from a distance and I understand that a 106 contribution has been proposed to provide suitable landscaping to help lessen the view of the development in the future, which will be of affect and increasing so.

If the applications are to be consented I would recommend securing full details of the proposed landscaping and detail of the regime of maintenance to insure good quality features are secured and retained.

6.9 Neighbourhood Enforcement: No response.

6.10 External Consultees

6.11 Royal Borough of Windsor & Maidenhead: No objection.

6.12 Crossrail Limited: The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and Crossrail Limited do not wish to make any comments on this application as submitted.

6.13 British Pipeline Agency Limited: Not in zone of interest, not aware that any of British Pipeline Agency apparatus falls within the vicinity of the location.

Civil Aviation Authority: Note that the tallest structures associated with the proposed development would be either a new 90m high chimney stack or the extension of the existing stack to a height of 85m (heights measured above ground level). Given that, aside from these chimney stack options, no other associated structure would be as high as 50m, I believe the following issues to be worthy of mention:

Aerodrome Safeguarding - the site in question lies beneath / within a portion of airspace of significant relevance to aviation operations associated with Heathrow Airport, some 5-6 miles to the east-southeast. The scale of any related impact upon operations associated with the Airport need to be formally established through the Council providing the aerodrome licensee the opportunity to comment upon the application and supporting documentation. Please note that aerodrome safeguarding responsibility rests, in all cases, with the relevant aerodrome operator / licensee.

Safeguarding of Communication and Navigation Systems - aviation safeguarding responsibility extends beyond that associated with physical safeguarding and includes the safeguarding to ensure the integrity of communications and navigation systems. Whilst the CAA's Safety and Airspace Regulation Group is involved in the technical design of arrival and departure procedures at CAA Licensed Aerodromes such as Heathrow Airport, the safeguarding of those published procedures remains the responsibility of the airport operator. If the operator has related concerns and requires a regulatory input, they will approach the CAA Instrument Flight Procedures staff for guidance.

Aviation Warning Lighting - there is a potential need for aviation obstruction lighting. For background:

In the UK, the need for aviation obstruction lighting on 'tall' structures depends in the first instance upon any particular structure's location in relationship to an aerodrome. If the structure constitutes an 'aerodrome obstruction' it is the aerodrome operator that will review the lighting requirement. For civil aerodromes, they will, in general terms, follow the requirements of CAP 168 - Licensing of Aerodromes. This document can be downloaded from the Civil Aviation CAA website at www.caa.co.uk/docs/33/CAP168.PDF - Chapter 4 (12.8) refers to obstacle lighting.

Away from aerodromes Article 219 of the UK Air Navigation Order applies. This Article requires that for en-route obstructions (ie away from aerodromes) lighting only becomes legally mandated for structures of a height of 150m or more. However, structures of lesser height might need aviation obstruction lighting if, by virtue of their location and nature, they are considered a significant navigational hazard. Routinely, structures less than 150m (492ft) high and away from the immediate vicinity of an aerodrome are not routinely lit for civil aviation purposes.

Cranes - whether in situ temporarily or long term are captured by the points heighted above. Note that if a crane is located on top of another structure, it is the overall height (structure + crane) that is relevant. Crane operations are further discussed below.

In this case, assuming a height of something less than 90m (295ft) and therefore the non-applicability of Article 219, any mandated requirement for the structure to be equipped with aviation warning lighting would depend upon input from Heathrow Airport. That said, it would appear that the stack(s) would likely to be the tallest structures in the immediate vicinity and therefore, even in the event that there proves to be no mandated aerodrome-requirement for lighting, the 'by virtue of their location and nature' argument would make lighting at the stack a sensible

consideration.

Gas Venting and/or Flaring - it is assumed that the facility is not intended to vent or flare gas either routinely or as an emergency procedure such as to cause a danger to overlying aircraft.

Aviation Promulgation. There is a civil aviation requirement in the UK for all structures over 300 feet (91.4m) high to be charted on aviation maps. It follows that if the 300ft/91.4m threshold is reached, when construction time frames are known, the developer should liaise accordingly with the Defence Geographic Centre (dvof@mod.uk) which manages the UK's master database of tall structure from which aviation charting is derived. I should add that even temporary structures such as cranes need to be notified for civil aviation purposes; crane operations are further discussed below.

Crane Operations. CAA's 'Guidance to Crane Operators on Aviation Lighting and Notification' is available at <http://www.caa.co.uk/docs/33/CAP%201096%20In%20Focus%20-%20Crane%20Ops.pdf>.

In respect of aviation warning lighting, there is a legal requirement for lighting on any crane with a maximum height of 150m or more. Moreover, the CAA further recommends that any crane of a maximum height of 60-150m is also fitted with aviation warning lighting. Additionally, if cranes on the site extend to a height of 300ft or more there will need to be consideration of the need to notify the cranes for civil aviation purposes. Temporary structures can be notified through the means of a Notice to Airmen (NOTAM). To arrange an associated NOTAM, a developer should contact the CAA's Airspace Utilisation Section (ausops@caa.co.uk / 0207 453 6599); they will need an accurate location, an accurate maximum height (including any carriage) and a completion date. If the crane is to be in place for in excess of 90 days it should be considered a permanent structure and will need to be notified as such: to that end you should contact the DGC (contact details above).

Emergency Services Helicopter Activity - due to the unique nature of associated operations in respect of operating altitudes and potentially unusual landing sites, it would be sensible to establish the related viewpoint of local emergency services air support units.

Other Aviation Stakeholders - to complete the aviation picture, it is essential that the Ministry of Defence and NATS are provided the opportunity to comment upon this proposal.

- 6.15 Heathrow Airport Limited, Safeguarding: Assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.
- 6.16 English Heritage: Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation: The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

6.17 Sport England: Does not wish to comment on this particular application.

6.18 Berkshire Archaeology: Refer to Section 12.0 of this report.

6.19 Highways Agency: No objection.

6.20 Thames Water:

Waste Comments: Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments: On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

6.21 National Planning Casework Unit: No comments to make on this application.

6.22 Health and Safety Executive: No comments to make.

6.23 Network Rail: No observations to make.

6.24 National Air Traffic: No safeguarding objection to the proposal.

6.25 Natural England: Considers the proposals are unlikely to affect any statutorily protected sites or landscapes.

In advising your authority on the requirements relating to Habitats Regulations Assessment, and to assist you in screening for the likelihood of significant effects, based on the information provided, Natural England offers the following advice:

- the proposal is not necessary for the management of the European site;
- that the proposal is unlikely to have a significant effect on any European site, and can therefore be screened out from any requirement for further assessment.

Expect the Local Planning Authority to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity);
- local landscape character; and
- local or national biodiversity priority habitats and species.

No objection – no conditions requested

This application is in close proximity to Burnham Beeches Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.

Natural England's detailed comments regarding Air Quality, with specific reference to Chapter 8 of the Environmental Statement:

Dust and Demolition/Construction/Operational Traffic

We agree that impacts arising from combustion emissions from road traffic and potential dust creation associated with the development can be screened out from impacting sensitive sites. Burnham Beeches SSSI/SAC, is located approximately 2.8km from the proposed development, which is well outside the generally accepted buffer of 200m.

Emissions (Critical Levels)

We agree that although the future predicted environmental concentration of NO_x is 91% and thus would indicate that the process contribution may be likely to have a significant effect (as it is greater than 70%), considering the existing background concentration is already at 89.7%, this increase can be considered negligible, particularly as worst case scenarios have been used in developing the models.

The screening results for all other pollutants at the majority of sites (other than the short term average for NO_x) indicate that the process contribution (PC) will be less than 1% of the relevant critical level for the most sensitive habitat and impacts can thus be considered negligible. The predicted short term average for NO_x is 7.4%. However, as this increase is less than 10% of the short term critical level, it can be concluded that this emission is unlikely to have a significant effect and we would agree with the negligible impact conclusion reached.

Depositional Impacts (Critical Loads)

The predicted increase as percentage of Critical Load Function for acid deposition are all below 1% and we agree that this can be considered insignificant according to the significance criteria.

We are satisfied that, on the basis of the objective information provided, it can be excluded that the proposed plan or project will have a significant effect on the Burnham Beeches SAC, either individually or in combination with other plans or projects. Satisfied that the proposed operations are not likely to damage any of the interest features of the Burnham Beeches SSSI.

Natural England also considers that there may be opportunities to provide biodiversity enhancements, for instance roosting opportunities for bats or the installation of bird nest boxes and suggests that these should be secured by condition should permission be granted. Natural England also suggests the application may provide opportunities for landscape enhancements.

- 6.26 Buckinghamshire County Council: The Development Management team have reviewed the impact of the proposed development on the surrounding highway network in Buckinghamshire, in particular the A355 Farnham Road.

The effect of demolition and construction has been assessed for the expected peak year of 2017. During the demolition and construction period there is estimated to be an average of 300 additional staff onsite (increasing to 500 in the peak months) spread over 3 working shifts throughout the 24 hour day. The greatest effect on Farnham Road (north of Edinburgh Avenue junction) will be in the am peak, with a predicted 9.3% increase in traffic flows. For robustness peak flows have been used to assess the effect of the demolition and construction period, despite the fact that the shift changeovers will be scheduled to avoid peak hours (07:30-09:30 and 16:30 -18:30). The impact on Farnham Road is therefore likely to be significantly less. It is our view that as part of any planning permission granted by Slough Borough Council, a Construction and Environmental Management Plan be secured.

The Construction and Environmental Management Plan should include details on management of parking, provision of minibuses/car share scheme and restrictions on shift start/finish times in order to minimise the effect of traffic on the A355 Farnham Road, particularly during the network peaks.

Restrictions are imposed on the site by Slough Borough Council to a maximum of 126 two-way deliveries per day. Since the closure of part of the plant in 2007 there has been a substantial decrease in HGV traffic, as identified by traffic surveys. The proposed development is expected to contribute to a maximum of 80 HGV deliveries per day, whilst the existing grate boiler will contribute to an additional 20. The trip generation has been estimated on the maximum fuel capacity of the proposed development, which is 20% higher than the design capacity, as such there is likely to be less HGV movements than has been assessed.

We are in support of the proposed restrictions set out in the Transport Assessment and recommend that these are secured as part of any planning permission granted by Slough Borough Council, in order to protect vulnerable road users, reduce congestion during peak periods and minimise the effect of HGV traffic on the A355 Farnham Road.

The proposed operational traffic flows, combined with the existing operational traffic flows for the plant remaining on the SHP site, would not exceed the current permitted traffic flows for the site. In addition the proposed changes to the existing HGV routing restrictions will have a beneficial impact on both capacity and safety on the A355 in Buckinghamshire. We therefore have no objections to the consultation from a highway perspective, providing that Buckinghamshire County Council are consulted on any future submission relating to the Construction and Environmental Management Plan and any changes to the HGV restrictions or routing that has been proposed by the applicant as part of the Transport Assessment.

6.27 Burnham Parish Council: No objection.

6.28 Ministry of Defence: Whilst we have no safeguarding objections to this application, the height of the development will necessitate that aeronautical charts and mapping records are amended. Defence Infrastructure Organisation (DIO) Safeguarding therefore requests that, as a condition of any planning permission granted, the developer must notify the Defence Geographic Centre with the following information prior to development commencing:

- a. Precise location of development.
- b. Date of commencement of construction.
- c. Date of completion of construction.
- d. The height above ground level of the tallest structure.
- e. The maximum extension height of any construction equipment.
- f. Details of aviation warning lighting fitted to the structure(s)

You can e-mail this information to the Defence Geographic Centre to dvof@mod.uk or post it to: D-UKDVOF & Power Lines, Geospatial Air Information Team, Defence Geographic Centre, DGIA, Elmwood Avenue, Feltham, Middlesex, TW13 7AH

6.29 Public Health England:

Point source emissions to air

We are reassured to see that modelled pollutant process emissions do not exceed

relevant UK Air Quality Strategy (AQS) objectives at local receptors, based on a worst case of pollutants being released and including in the background concentration, contributions from the existing Heat and Power station.

Fugitive emissions to air

The demolition of the existing Heat and Power station and the construction and operation of the proposed Combined Heat and Power station has the potential to cause emissions of dust. Whilst the Environmental Statement does mention dust and suggests impacts on local receptors should be negligible there is no mention of any dust control plans or mitigation measures that could be put in place during demolition and construction, should there be an issue with off-site dust and potentially complaints to the local authority. Therefore we would recommend that the local authority should be satisfied that the operator submits a dust control plan and that appropriate dust control measures are in place to prevent the migration of dust beyond the site boundary, for these phases of work.

Odours are considered in the Environmental Statement and it is explained that an Environmental Permit will be applied for, which will describe whether any additional odour controls are required. Public Health England are consultees on Bespoke Part A1 permits and we will review any new information about odour generation and mitigation when it is submitted to us.

It is assumed by Public Health England that the site will comply in all respects with the Environmental Permitting (England and Wales) Regulations 2010. Compliance with the legislation, together with good management, should ensure that site will present a low risk to local human receptors. Based on this application, this development does not present any obvious current cause for concern.

6.30 Britwell Parish Council: The planning application P/00987024 was discussed at the Britwell Parish Council meeting on 29th October 2014. Councillors have requested the following information:

1. What length of time will the disruption on the trading estate during the proposed works be?
2. What traffic mitigation measures will be put into place?

The Applicant attended the Britwell Parish Council meeting on 26th November 2014 and thereafter having spoken to the Clerk, there are no further comments in respect to the application.

6.31 City of London: Summary of their letter:

Burnham Beeches Site of Special Scientific Interest (SSSI)/Special Area of Conservation (SAC)/ National Nature Reserve (NNR), the SAC designation is transposed into UK law via 'Habitats Regulations' which interact with planning legislation. Conservation of the Beeches is a fundamental concern to City of London which seeks to protect it against development. The City also owns and manages Stoke Common SSSI.

SSE have undertaken consultation with City of London, including the opportunity to respond to a draft version of parts of the Environmental Statement and two meetings, we notice that our comments resulted in alterations in the final document.

We are pleased to see the proposal for a green wall and provision for birds, i.e.

Peregrine Falcon.

Concerns relate to air quality, namely:

1. Traffic concerned about level of traffic on the A355 and for this reason monitoring traffic levels on the road around Burnham Beeches. It is noticeable that when traffic builds up on A355, cars cut through on to the small county lanes within Burnham Beeches resulting in extra pollution levels, particularly NOx.

We strongly support the restrictions of no lorry movements during the rush hour periods and the spread of movements across the rest of the day/night.

2. Air quality - Burnham Beeches appears to be in the physical position that will be most affected by emissions, if this is influenced by the stack height/construction then we would ask this to be taken into account when details are finalised.

Impact of increased nitrogen levels - as the natural conditions in Burnham Beeches are nutrient poor, increased nitrogen levels also have the impact of changing other communities, especially lichens and mosses. Lichens have widely been used as an indicator of air quality.

Section 106 to include a contribution towards air quality monitoring (in particular of NOx ammonia and lichens) in and around of Burnham Beeches in order to detect any potential harm related to the proposed development. This is best started before the works commence and continued for at least two years after the station is commissioned.

6.32 National Grid: Affected Apparatus: The National Grid apparatus that has been identified as being in the vicinity of your proposed works is:

- High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment;
- Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity); and
- Above ground gas sites and equipment.

As the proposal is in proximity to National Grid's apparatus, we have referred your enquiry / consultation to the following department(s) for further assessment:

- Gas Distribution Pipelines Team

We request that you take no further action with regards to your proposal until you hear from the above. We will contact you within 28 working days from the date of this response.

The Local will monitor the response received by the Gas Distribution Pipelines Team.

6.33 Spelthorne Borough Council: No objection.

6.34 Environment Agency: In the initial consultation, the Environment Agency have objected to the application, on the basis of incorrect aquifer designation at the site, as presented in Chapter 10, Ground Conditions, and that insufficient information had been provided to demonstrate that risks to controlled waters from any exiting land contamination or potential land contamination has been fully understood and can be addressed through appropriate measures.

Following the initial Environment Agency review, the Applicant has submitted an Addendum to the Environment Statement confirming that the revised aquifer designation would not alter the premises of the assessment. This is due to the fact that the groundwater assessment assumed all aquifers are in hydraulic continuity and as such the most sensitive designation (Principal Aquifer) has been applied to the groundwater receptor. The Addendum also confirmed that site investigation works and risk assessment will be required in the vicinity of the pipeline and former fuel storage tanks to confirm any contamination. It also confirmed that a Piling Risk Assessment will be undertaken prior to the commencement of the foundation piling works.

The Environment Agency have reviewed the URS ES Addendum dated 28 November 2014 and since have withdrawn their initial objection. The following comments and conditions have been received:

Comments:

We note that since the Lambeth Group deposits are considered not to be laterally contiguous across the site that the entire sequence (Taplow Gravel, Lambeth Group and Chalk) is considered to represent a single 'Principal Aquifer'. Whilst we accept that in places there may be hydraulic connectivity, we consider that the Taplow Gravels and the Chalk are two separate Principal aquifers and should therefore be considered as such in your conceptual model. If groundwater sampling (quality and levels) of each aquifer has been undertaken during previous site investigations we would be interested in reviewing the results.

Condition 1

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect groundwater quality. This site is located within source protection zone 3 and over a primary aquifer. The new power station is likely to require the use of deep penetrative foundations, and the potential for mobilising residual contamination from the surface into the Principal Aquifer under the site needs to be fully addressed. This condition is in line with Slough Borough Councils Core Strategy, adopted 2008, Core Policy 8.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

Condition 2

Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that the site no longer poses a risk to groundwater. This condition is in line with Slough Borough Councils Core Strategy, adopted 2008, Core Policy 8.

Condition 3

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: Infiltration of surface water through contaminated land can result in leaching of contamination into the underlying aquifer and increase the rate of migration of any previously contaminated groundwater. This condition is in line with Slough Borough Councils Core Strategy, adopted 2008, Core Policy 8.

Condition 4

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: Piling or any other penetrative foundation design could push contamination into the underlying Principal Aquifers. This condition is in line with Slough Borough Councils Core Strategy, adopted 2008, Core Policy 8.

Condition 5

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as

approved.

Reason: To protect groundwater quality. This condition is in line with Slough Borough Councils Core Strategy, adopted 2008, Core Policy 8.

6.35 South Bucks District Council: The following comments have been received:

An assessment of existing and proposed vehicle movements on the road network of South Bucks District (A355) should be undertaken. Any increase in HGC movements could have an adverse impact on the residents of South Bucks in terms of noise and disturbance and impact on air pollution. The District Council would object to any increase in the number of HGVs travelling through its district. Bucks County Council, the Highway Authority for South Bucks District should be consulted on this application.

Air Quality Receptors are confined to Slough Borough and do not include South Bucks District. An air quality impact assessment on the effects of traffic associated with the construction and operation of the proposed development needs to include the road network in South Bucks District. There is a concern that the proposal could affect the air quality for residents living in South Bucks.

It is important to obtain the views of the City of London and Natural England to determine the impact of the proposal on Burnham Beeches.

Farnham Common has ancient woodland situated about 2.9km to the north of the application site and Local Wildlife site situated in Park Road. These sensitive receptors does not seem to have been taken into account in the submission.

South Bucks District has a number of Conservation Areas including a number of historic buildings. There is a concern that the proposal would increase the visual prominence of the site and it is important to properly consider the impact of the proposals on the setting of these cultural heritage assets within South Bucks District as well as the impact on landscape and visual amenity of the District.

6.36 Local Planning Authority Response:

Vehicle movements on the road network of South Bucks District: An assessment of existing and proposed vehicle movements is included in *Chapter 7: Traffic and Transport* of the Environmental Statement. A full Transport Assessment (TA) was also undertaken.

The geographical extent of the TA (including the location of a series of Automatic Traffic Counts) was agreed with Slough Borough Council and includes an assessment of the impact of traffic on the A355 Farnham Road, travelling north of the Edinburgh Avenue junction (through South Bucks District Council). This is the

only route that passes through South Bucks District that delivery vehicles to the site are permitted to use.

Chapter 7: Traffic and Transport concluded that the demolition/construction phase is predicted to lead to a 1.6% increase in daily traffic along Farnham Road (north of Edinburgh Avenue). This impact would be short-term, lasting only for the duration of demolition/construction, and is considered to be of negligible significance when taking into account the existing traffic levels on this road.

Several mitigation measures have been included in Chapter 7 to control demolition/construction traffic. For example, Paragraph 7.5.15 of Chapter 7 states “Demolition and construction shift changeover will be scheduled to avoid the peak hours (07:30 to 09:30 and 16:30 to 18:30) to avoid the worst affected hours and this will be enforced through the Construction Environmental Management Plan. HGV deliveries will also be scheduled to avoid the weekday peak hours (07:30 to 09:30 and 16:30 to 18:30)...”.

For the operational phase, Paragraph 7.5.53 of Chapter 7 commits the proposed development to a “...maximum of 126 deliveries per day, with an expected total of 100 deliveries per day” and a night-time “maximum of 3 per hour from M40 Junction 2 [the only permitted route through South Bucks District Council]...”. “No HGVs will be scheduled to arrive at site between 07:30 to 09:30 and 16:30 and 18:30 from Monday to Friday” and crucially, HGV deliveries will no longer be allowed to arrive via the A355 Farnham Road (north of Edinburgh Avenue) during daytime hours. The above restrictions would apply to both the demolition/construction phase and operational phase of the proposed development.

These commitments are equal to or better than the current maximum combined total of 126 two-way deliveries per day to site and 3 HGV deliveries per hour at the site during night-time along Farnham Road (Paragraph 7.4.12 of Chapter 7) and has the overall aim of reducing congestion during daytime peak periods.

Air quality receptors do not include South Bucks District: Chapter 8: Air Quality of the Environmental Statement explains that the sensitive receptors for the proposed development were identified through desk study and in consultation with Slough Borough Council. The receptors were selected as those residential areas and habitats most likely to be worst affected by the development, including dwellings within the Tuns Lane Air Quality Management Area. The potential impacts in areas with short term exposure, such as local shops and parks, have also been accounted for in the assessment.

Human receptors in South Bucks District were not included in the assessment

because they did not represent the location of maximum impact, and are therefore expected to be affected less than the receptors currently listed in the Chapter 8 (which are expected to encounter a negligible or minor effect, depending on the location and pollutant of interest). No significant effects were predicted at the worst affected locations and this conclusion can be extrapolated to areas within South Bucks District.

It was not deemed necessary to model the effects of traffic flows in South Bucks District, modelling was undertaken for a discrete receptor along Farnham Road to demonstrate this. This is despite the predicted traffic flows for the site and proposed development being below the current permitted level and comparable to historical trip generation from the site. The slight increase (0.4%) in daily traffic associated with the operational development compared with current levels generated by the site is also below the screening criteria set by Design Manuals for Roads and Bridges and Environmental Protection UK; hence it did not require further consideration in the assessment (however modelling was undertaken, as explained below).

Appendix D-1 within the Environmental Statement to the air quality assessment demonstrates the effect on the worst affected residential receptor along Farnham Road from the additional road traffic flows; the increase in emissions is predicted to represent less than 1% of the Air Quality Standard for all phases of development (demolition/construction and operation) and can be considered an 'imperceptible' magnitude of change, of negligible significance.

In addition, the Applicant has confirmed that all HGVs delivering fuel to the operational proposed development will be EURO VI compliant. This will deliver over a 75% reduction in NO_x emissions compared with the current fleet of HGVs travelling to/from the site and would reduce the modelled negligible effect further.

Impact of the proposal on Burnham Beeches SSSI/ SAC: Both Natural England and City of London have been actively involved in the project during the development process, which included the opportunity to respond to a draft version of parts of the Environmental Statement, as well attending meetings and public exhibition events. The Applicant took on board their comments from both parties and these were incorporated into the final Environmental Statement and both consultees have formally responded to the proposals, stating that proposals are not likely to damage any of the features of the Burnham Beeches SSSI. There will be a contribution to air quality monitoring at Burnham Beeches with the City of London which will be included in the S106 agreement.

Farnham Common has ancient woodland: Secondary data searches undertaken by URS for the Environmental Impact Assessment did not reveal Farnham Common as having ancient woodland designation; however further investigation following receipt of the South Bucks District Council letter has revealed that these external data sources do not always include ancient woodland <2ha in size in its database.

Regardless of the above, the technical guidance for air quality (Environmental Agency, H1 Guidance) requires that ancient woodland only needs to be considered as a receptor if it is within 2km of an emission source. Farnham Common does not fit this criterion. The secondary data search identified that there were no statutorily designated sites within a 2km radius of the Proposed development site. However, for the purposes of the assessment the closest European Protected Site, Burnham Beeches SSSI, was included in the assessment.

It should be noted that Burnham Beeches SSSI, which is a similar distance and direction from the site, was included in the air quality assessment and is predicted to be subject to an 'imperceptible' magnitude of change, of negligible significance.

Impact of the proposals on the setting of these cultural heritage assets within South Bucks District as well as the impact on landscape and visual amenity of the District:

The impact of the proposed development on Conservation Areas and the setting of cultural heritage assets within South Bucks District are discussed in detail in *Chapter 12: Cultural Heritage and Archaeology* of the Environmental Statement.

All conservation areas within 10km of the proposed development Site were identified during the initial appraisal stage by URS. These were assessed prior to the final scoping of heritage assets where effects were likely to occur. From this initial study it was established that those conservation areas beyond 5km were unlikely to experience an effect, predominantly due to the proposed development site being located within an area of dense commercial and industrial structures (Slough Trading Estate). Conservation Areas within the 5km were considered and where site assessment and analysis of existing appraisals identified that there would be no significant effects; they have been scoped out of further assessment. This comprised all but two conversation areas in South Bucks District; Stoke Park Conversation Area and Taplow Conservation Area

Analysis of long range effects (outside of the 5km study area) caused by the proposed development focused on those heritage receptors which have 'designed' views (i.e. heritage receptors which were designed to be viewed from other locations), or where the view from the asset was significant in its heritage value. By their nature, conservation areas tend to be inward-looking, centred on a historic

focal point, such as a street, park or other grouping of assets. In the case of the proposed development, any wide views to the site would also not substantially change due to its current and proposed form and its location.

Where there were Grade I or II* designated assets within a conservation area which have designed or significant views, these were assessed as assets in their own right.

The effects on Stoke Park Conservation Area and Taplow Conservation Area were fully assessed in Chapter 12: Cultural Heritage and Archaeology. The assessment concluded that there would be a minimal change on Stoke Park Conservation Area, and the significance of effect minor adverse. The effect on Taplow Riverside Conservation Area was assessed to be of negligible significance. Further information is presented in Chapter 12: Cultural Heritage and Archaeology.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The following National Policy and Development Plan documents are considered to be most relevant to the proposal:

National Planning Policy Framework, March 2012 and the Planning Practice Guidance

National Waste Policy

National waste policy is set out in a number of documents. The following have been identified as being relevant in determining proposals that involve waste:

National Planning Policy for Waste, October 2014

The Waste Management Plan for England, December 2013

The Revised EU Waste Framework Directive (2008/98/EC); the Waste (England and Wales) Regulations 2011 (as amended); the Waste (England and Wales) (Amendment) Regulation 2012

The Government Review of Waste Policy in England, June 2011

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

Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN2 – Extensions
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy EN6 – Interference with Telecommunications
Policy EN22 – Protection of Sites with Nature Conservation Interest
Policy EN24 Protection of Watercourses
Policy EN34 – Utility Infrastructure
Policy EMP2 – Criteria for business Developments
Policy EMP7 – Slough Trading Estate
Policy OSC8 – Green Spaces
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

Waste Local Plan for Berkshire December 1998, Saved Policies September 2007

Policy WLP1 – Sustainable Development
Policy WLP11 – Proposed preferred areas
Policy WLP27 – Is development needed
Policy WLP28 – Non identified sites for waste management development
Policy WLP29 – Non identified sites for waste management development outside preferred areas
Policy WLP30 – Assessing the impact of development proposals
Policy WLP31 – Information to be provided with applications
Policy WLP33 – Environmental improvements and wider benefits

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

7.2 Composite Local Plan – Slough Local Development Plan and the NPPF – PAS Self Assessment Checklist

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.

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

1) Whether the principle of the development accords with the development plan, particularly the waste hierarchy, need for the facility, the site location, alternatives and employment;

2) Whether the design, landscape and visual impact, cultural heritage, archaeology, traffic and transportation, air quality and odour, noise and vibration, ground conditions, groundwater and contamination, ecology, flood risk, sustainability and climate change, electronic interference and cumulative impacts can be adequately and appropriately mitigated and controlled.

8.0 Principle of proposed waste development

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. National policy statements form part of the overall framework of national planning policy, and are a material planning consideration in decisions on planning applications.

8.2 The NPPF establishes a presumption in favour of sustainable development. For decision taking, this means that proposals for development that accords with the development plan shall be approved without delay. While the NPPF does not contain specific waste policies local authorities are required to have regard to the relevant policies in the framework.

8.3 The National Planning Policy for Waste (October 2014) is a material planning consideration and this application has been assessed having regard to its principles. It states the positive planning plays a pivotal role in delivering this Country's waste ambitions through recognising the positive contribution that waste management can make to the development of sustainable communities.

8.4 The National Planning Policy for Waste also states that waste planning authorities should identify, in their Local Plans, sites for enhanced waste management facilities in appropriate locations, including industrial sites. In addition it highlights that where a low carbon energy recovery facility is considered as an appropriate type of development, waste planning authorities should consider the suitable siting of such facilities to enable the utilisation of the heat produced as an energy source in close proximity to suitable potential heat customers.

8.5 The Saved Local Plan policies in the Waste Local Plan (1998) for Berkshire remain in effect. Within the Waste Local Plan the application site is identified as a suitable existing power station site with the capability to burn waste derived fuels. The site has therefore always historically been accepted in terms of its operation as a power station facility, as such its expansion and modernisation of infrastructure is supported to deal with the growing demand required for waste management.

8.6 Furthermore, the Waste Management Plan for England, December 2013 provides Central Government support for waste derived fuels as a recovery operation. It

states that “*The Government supports efficient energy recovery from residual waste of materials which cannot be reused as recycled to deliver environmental benefits, reduce carbon impact and provide economic opportunities*” Recovering heat as well as power (combined heat and power) is favoured where this is practicable as this has the potential to deliver higher overall efficiency and therefore deliver Central Government’s goal of more energy from less waste.

8.7 Government and EU guidance all stress the significance of Waste Hierarchy Framework. These require waste minimisation and waste recycling wherever possible. The Applicant considers that the proposed technologies are recovery in respect of the Waste Framework and indeed the proposed operations include the pre-treatment of all waste, with recyclates removed prior to treatment to ultimately produce electricity and heat.

8.8 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that all development will address the impact of climate change. All development should, where feasible, include measures to:

- a) Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;
- b) Recycle waste;
- c) Generate energy from renewable resources;
- d) Reduce water consumption; and
- e) Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.

The site and development proposed are considered to be acceptable having regard to the above criteria.

8.9 Need

8.10 The requirement to move to a low carbon economy is highlighted in the NPPF, first as a dimension of sustainable development; second as a core planning principle in supporting the transition to a low carbon future; third in the building of a strong competitive low carbon economy in which planning should encourage sustainable economic growth; fourth in the advice that when determining applications, LPAs should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and unless material considerations indicate otherwise, they should approve the application if its impacts are (or can be made) acceptable.

8.11 As stated within the Environmental Statement, the Applicant’s wider strategy is to ensure reliable energy supplies to its customers, by providing energy from diverse sources including gas, coal, hydro, wind farms and other forms of low carbon generation. The proposed development is an important constituent of this strategy and will provide new low carbon electricity generation and heat.

8.12 Slough’s Core Strategy states that development at a local level should involve minimising consumption and waste and incorporating renewable energy technology. The proposed development will be capable of supporting the production of low carbon energy through the use of waste derived fuels. The use of waste derived fuels will save landfill space and reduce the associated methane emissions, whilst providing low carbon ‘green’ electricity. Government and EU policies to reduce the quantity of waste sent to landfill promote alternative uses of waste materials including the use of processed waste as a fuel.

- 8.13 The proposed development will make a positive contribution toward addressing a number of challenges, namely:
- The UK Government's climate change commitments which necessitate achieving ambitious reductions in greenhouse gas emissions, principally carbon dioxide (CO₂);
 - Security of national electricity supply through having a mix of energy generating technologies and a diverse range of fuel sources;
 - Maximising energy recovery from waste derived fuels in the form of low carbon (non fossil fuel) electricity and heat that will supply businesses in the local area;
 - Providing local authorities with an outlet for processed municipal solid waste in the form of waste derived fuels;
 - Complementing recycling initiatives by accepting waste after these initiatives have been carried out, thereby forming part of an integrated waste management system;
 - Positive diversion of waste materials that may otherwise be disposed of to landfill, achieving reductions in greenhouse gas emissions (including methane) that would otherwise be generated from the breakdown of the waste materials associated with landfill;
 - Utilising a cooling heat and power network in line with the UK Government's commitment towards developing heating and cooling networks; and
 - Forming part of the continued modernisation of the Slough Trading Estate and green energy credentials of the site.
- 8.14 In addition, the delivery of up to 20MW of space heating and process steam to neighbouring properties on the Trading Estate will assist in maximising the provision of renewable energy generated by the proposed development, this will maintain the option to attract new heat users to the area and serve existing customer base.
- 8.15 As such, it is considered that the need and requirement for the proposed development has been demonstrated in line with Central Government's objectives to achieve renewable energy targets, with lower greenhouse gas emissions than many existing energy technologies (such as coal and gas).
- 8.16 Site Location
- 8.17 There is a long history of the site for power station use, including planning permission for the redevelopment for energy purposes. There is the existence of the necessary infrastructure connections to the site (such as the cooling towers and electricity and heat network), the concentration of energy development in the power station sub-zone, the existing and potential customer base for Cooling Heat and Power within the Trading Estate and the diverse composition of employment uses within the Estate provide a strong land use justification for undertaking the proposed development at this site.
- 8.18 Consideration of Alternatives
- 8.19 The Environmental Impact Assessment Regulations require Environmental Statement to include an outline of the main alternatives studied by the Applicant and an indication of the main reasons for the choice made, taking into account the environmental effect. The submitted Environmental Statement includes an assessment of the main alternatives considered by the Applicant. Consideration has been given to the no development alternative, alternative sites, transport, technologies and designs. As discussed in this report there is a need for the facility and the site location, design and chosen technologies are considered to be in

general accordance with the development plan.

8.20 Overall, the electricity generation and production of heat are proposed and there is potential for nearby industrial properties within the Trading Estate in particular to benefit from this supply. The proposed electricity and heat generation would reduce the use of fossil fuels and provide energy to nearby industrial development. The proposals would also divert waste from landfill. These factors support the sustainability aspects of the proposal.

8.21 Employment

8.22 Core Policy 5 of the Core Strategy relates to employment. The site is located with the Slough Trading Estate Existing Business Area. There is a general presumption against the loss of employment generating uses within the Existing Business Areas.

8.23 This policy sets out that the continued success of the Trading Estate as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. It is also recognised 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 this policy.

8.24 In respect of the NPPF’s focus on ‘Building a Strong, Competitive Economy’, the Applicant sets out that the economic benefits of the proposed development were highlighted in the Socio Economic Assessment submitted within the Environmental Statement. The conclusions of the assessment in terms of the economic benefits of the scheme are as follows:

- Demolition and construction at its peak will employ up to 500 workers, over 3 shift periods per day, which is equivalent to 166 workers on site at any one time. The total net additional employment created within the Slough Travel to Work Areas (defined by a wider geographical area than SBC administrative area, including but not limited too High Wycombe, Reading and Hillingdon for example) is estimated to be an average of 237 jobs per year.
- The Applicant will facilitate a number of apprenticeship opportunities during the construction phase, this has been secured via a Section 106 Agreement.
- The proposed development will create approximately 20 new jobs, including the following roles: Shift Operators, Maintenance Technicians, Day Operatives, Engineers and Management (15 net jobs created in the Slough TTWA);
- Encourage the sourcing of local labour through active supply chain management.
- Hold a “meet the buyer day” where the Contractor will liaise with local businesses and suppliers.
- Contribute to an Open for Business initiative or a similar scheme to promote visibility of business opportunities to the local community and suppliers.

8.25 It is considered that the proposal would bring employment benefits through the creation of a significant number of jobs. A currently under utilised site would be brought back into employment use and the continued success of the Existing Business Area would be supported. The proposed development would acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.

9.0 Design

- 9.1 The National Planning Policy Framework sets out the core planning principles which includes a requirement 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 and encourage the effective use of land.
- 9.2 The National Planning Policy Framework further states that good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people.
- 9.3 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that all development will:
- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.4 Policy EN1 (Standard of Design) from the Local Plan, 2004 states development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale; height; massing/bulk; layout; siting; building form and design; architectural style; materials; access points and servicing; visual impact; relationship to nearby properties; relationship to mature trees; and relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings.
- 9.5 During the pre-application discussions, the design of the proposed development was raised as key matter to ensure that the development does not adversely affect the visual amenity of the immediate and surrounding occupiers and landscape. As such the following principles were established and consideration was given to:
- (a) a smaller boiler and fuel store;
 - (b) options to lessen the general bulk of the building by alternative design such as lowering the floor level;
 - (c) necessary roof plant and proposals for enclosure to limit noise impacts;
 - (d) visual treatment of exterior; and
 - (e) design for different technologies using waste derived fuels.
- The Applicant has worked closely with the Local Planning Authority to satisfactorily address the above issues which are discussed in further detail below. There has been a balance to achieve an acceptable building form that is functional and can be delivered in the long term with consideration of the local characteristics and visual amenities of neighbouring occupiers.
- 9.6 The Applicant also undertook their own consultation with the wider public during the pre-application stage to understand what local issues may affect the proposed development at the site, as well as to help inform the design process for the proposed development. This included a newsletter circulation to 2,500 local residents inviting them to attend a series of public exhibitions. In addition a dedicated project website was set up, whilst posters were circulated to local community hubs and adverts were printed in local newspapers to further advertise consultation events.

9.7 Furthermore, the Applicant had a meeting with Design South East during the pre-application stage, a regional design organisation providing built environment design support for local authorities and the development sector.

The Design Panel made the following points:

- Design was too simplistic and the buildings did not necessarily read in a cohesive style.
- They appreciated the architects approach was to seek to minimise the bulk and height of the new buildings within the context of the presence of the existing buildings by adopting a neutral, recessive colour palette, however the validity of this approach was questioned.
- No question of hiding the building and therefore effort should instead concentrate on ensuring that the design makes a positive architectural contribution, signalling its importance to the Trading Estate and to Slough, achieved by
 - Consideration of a single, large roof sweeping over much of the plant; or
 - A composition of rectilinear volumes could also be valid.
- It was accepted that the building form was to some degree dictated by the linear process of energy generation.
- Because of the building size, colour and lighting would be important considerations. Contrasting colours could reduce the perceived bulk of the complex and that options should be investigated.
- Landscape design elements could be used more productively and not simply trees planted offsite to provide screening. Consideration should be given to green roofs or walls.
- They suggested that a daylight and sunlight assessment should be carried out to ascertain any impact on adjacent residential areas.
- Agreed that although views from close proximity were important the most significant views that should be considered were from Windsor and the M4 travelling London bound.

Given the Panel's strong opinion relating to design matters during the meeting, the design was revised and where appropriate their comments were incorporated. The revised drawings were sent to Design South East for further review and a subsequent meeting took place. The Panel accepted that consideration of previous comments were incorporated into the design, however they were concerned that matters still needed to be addressed and that the level of design had not progressed to greater detail to provide a more convincing solution. Paragraph 9.27 below describes how the key design features have been evolved, taking into consideration the operational, functional and deliverability requirements.

9.8 Although detailed designs have been drawn up for the proposed development, these can only be treated as illustrative as to what the building may look like.

9.9 The Applicant has submitted parameter plans with the design and appearance to be considered post planning via discharge of conditions because the detailed layout and internal design of the plant will not be known until Contractors have been appointed. Decisions about the internal layout, whether there are one or two boilers, will affect the external appearance of the proposed development.

9.10 When assessing the design, the operational requirements, including the deliverability of the proposed development must be taken into consideration. In order to ensure that a range of process plant can be accommodated within the

envelope of the building the current design adopts the maximum parameters based on tenders from five Contractors. The maximum parameters have been established and these have been assessed within the Environmental Statement.

- 9.11 Within the parameters set, further design and evolution work will be required following the selection of a contractor, as such the proposed design is intentionally generic at this stage, given that the full design details are unknown. As such a key factor at this stage is that the design should provide enough flexibility within its form to allow the appointed Contractor scope to optimise the design while at the same time providing sufficient control of the final scheme and details for both the Applicant and the Local Planning Authority. The Applicant has included a Design and Access Statement, together with a Design Code that sets out design details which will be required to be agreed with the Local Planning Authority post consent.
- 9.12 The overall design is for a generating capacity of up to 50 megawatts utilising up to 480,000 tonnes of waste derived fuels and comprising one large or two smaller multifuel boilers and a single turbine.
- 9.13 The existing power station is a recognised landmark on the skyline. Although the elevations and building form will change, the proposed development has been designed to avoid significantly increasing the visual impact. The height of the existing power plant structures (excluding the chimney stacks) formed the basis for determining the maximum height of the proposed development, and during per-application discussions the Applicant agreed with the Local Planning Authority that the existing skyline of the Chilterns, when viewed from the North Terrace of Windsor Castle, should not be adversely affected.
- 9.14 The two most dominant features in the current site skyline comprise the existing 82m high south chimney stack (which would be replaced with a chimney stack up to 90m as part of the proposed development or an extension to 85m) and the retained 104m north chimney stack, the latter of which is located adjacent to Edinburgh Avenue. The proposed 90m chimney stack will be assessed by the Environment Agency through the permitting process. There is no objection raised for the extension of the chimney stack or new replacement given that the existing north chimney stack measures 104m in height. The impact on the visual landscape and heritage assets are discussed below in further detail.
- 9.15 The main structures within the site currently comprise the boiler house, which is 43m high and the boiler house (Boiler 17), which is 30m high. The two cooling towers to the north of Edinburgh Avenue are 49m high and are visible from some of the nearest residential areas to the north of the site.
- 9.66 The maximum height of any proposed new buildings (including roof furniture) has been limited to 48m, less than the 49m high cooling towers. The only exception to this would be the height of a new chimney stack, if required, which would be up to 90m.
- 9.17 The two cooling towers to the north of Edinburgh Avenue are approximately 49m high and are visible from some of the nearest residential areas to the north of the site. In terms of visual impact to the nearest residential properties located north, the eastern part of the development will be fragmented due to the screening effect of the existing cooling towers.
- 9.18 Furthermore, given the distance of 200m to the nearest residential properties and siting of commercial properties in relation to the application, there are no concerns

raised in terms of loss of light or sense of enclosure when taking into consideration the current built form of the site.

- 9.19 A key mitigation measure of the design is to ensure any new buildings reflect the existing building massing with the higher elements clustered in the centre of the site behind the Edinburgh Avenue façade. This respects the existing building heights and ensures that the tipping hall is no higher than the existing fuel store building and fits in with other buildings within the Trading Estate.
- 9.20 In terms of the overall height of the proposed development, this would be kept at a level below the height of the existing cooling towers and the concept is to maintain the simple building forms so that the scale and bulk of the proposed development is no more imposing than that that already exists.
- 9.21 In addition, as part of the proposed development, to improve the visual amenity and public realm, the cooling towers will be repainted, as existing the light grey paint is fragmented in sections.
- 9.22 The internal layout of the proposed development makes efficient use of the available site area and ensures that there is enough room internally within the building envelope to allow for vehicular movement, this will limit the noise from HGVs. The vehicle manoeuvring area remains appropriate for the scale of operations.
- 9.23 The tipping hall which will receive the waste has been designed as an enclosed structure which provides the control of any noise, dust, smell or litter that might be generated during the delivery.
- 9.24 It is considered that the proposed development improves on the visual appearance of the existing site, particularly from the southern view, by removing plant and buildings that have reached the end of their life and replacing these with new cohesively designed and integrated structures.
- 9.25 The proposed bulk, mass and height of the buildings are compatible with the existing buildings and with the exception of the turbine hall, the proposed buildings are set away from the street. There is considered to be no adverse impact upon the surrounding area.
- 9.26 The building form reflects the process of the proposed development and as such the design has been evolved to pull together to the main process plant buildings which are considered to reflect the functionality of the proposed development. Given this, no objection is raised to the proposed bulk, mass, scale and siting of the proposed development.
- 9.27 The key points raised by Design South East have been addressed and as described within the Design & Access Statement, the design takes the following form:
- Design Flexibility – has been addressed through defining the maximum envelope, keeping design simple and submission of a Design Code document to assist in finalising the design details.
 - Design Evolution – taken into account the site constraints.
 - Buildings to reflect the process – the design has evolved to pull together the main process plant buildings and which are now considered to reflect the “clear family relationship”.
 - All enveloping roof – this idea has been developed and ruled out as it

penetrates the skyline from Windsor Castle and would exceed the height of the cooling towers (49m).

- Positive Architectural Contribution – the design has been made bolder and more “convincing” in certain aspects whilst respecting the surrounding architecture and site constraints.
- Colour – a colour assessment has been carried out and presented with limits on the key parameters set out in the Design Code.
- Landscaping – this has been developed, particularly in respect of the streetscape. Green roofing has not been considered for a number of practical reasons; and
- Daylight Study – this assessment had been scoped out of the Environmental Impact Assessment as it was deemed to have little consequence due to the scale of the existing buildings.

The above demonstrates the Applicant’s consideration of the Design Panel’s comments and where possible revisions to the design have been made to incorporate their feedback, this is considered to be acceptable.

9.28 The architect has been mindful of the very sustainable presence of the existing plant and has sought to minimise the height, bulk and mass of the replacement building. Although only illustrative plans have been provided, it is considered that they do represent a high quality of design that will be achievable on this site. The rectilinear form that the proposed development takes provides a clear ‘family’ relationship with the operational requirements taken into account. The drawings clearly define the parameters within which the framework of development must take place and post planning through conditions the design in accordance with the Design Code will provide a suitable design solution.

9.29 No provision is made for advertising and signage, as such any details will require the submission of an application for Advertisement Consent to the Local Planning Authority.

10.0 Landscape and Visual Impact

10.1 The key principles from the NPPF relevant to the Landscape and Visual Impact Assessment and the proposed development are to:

- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- take account of the different roles and character of different areas; and
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

The NPPF does not contain specific policies for power generating projects however paragraph 65 notes that Local Planning Authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability.

10.2 Core Policy 8 of the Slough’s Core Strategy Development Plan Document 2006-2026 states all development will respect its location and surroundings. Core Policy 9 requires that development should respect the character and distinctiveness of existing buildings, townscapes and landscapes, and their local designations.

10.3 Policy EMP2 from the Slough Local Plan saved policies, requires development to “not significantly harm the physical or visual character of the surrounding area”,

whilst Policy EN-1 requires development proposals “to be compatible with and/or improve their surroundings in terms of scale; height; massing; layout;...visual impact”.

- 10.4 Policy WLP30 of the Waste Local Plan for Berkshire states that the merits of waste management development proposals will be assessed with regard to:
- The visual impact of the proposed development, and its effect on the landscape;
 - The need to safeguard and enhance areas of attractive landscape and local landscape character;
 - The need to safeguard the character and setting of rivers, canals and streams; and
 - The likely cumulative effects of the proposed development in combination with other developments taking place, or permitted to take place, in the locality.
- 10.5 The Landscape and Visual Impact Assessment undertaken as part of the Environmental Statement (Chapter 14) considers the likely effects of the proposed development upon the existing landscape character and the impact upon the visual amenity of the site and surrounding area within a 5km radius study area. It also considers the cumulative landscape and visual impacts of existing and planned developments.
- 10.6 Sixteen representative viewpoints were agreed with the Local Planning Authority based on the maximum parameters of the proposed development, these included Windsor Castle (within the administrative boundary of Royal Borough of Windsor & Maidenhead) and Stoke Park House (within the administrative boundary of South Bucks District Council).
- 10.7 The surrounding terrain is generally flat to the south of Slough in the River Thames floodplain and its open character allows more far-reaching views than from the north. To the north of the proposed development site the landform gently rises out of Slough through the wooded landscape of South Bucks District. The wooded character of this area filters and screens most views towards the proposed development site. Windsor Castle to the southeast of the proposed development site is on a chalk outcrop which affords it views including the built up area of Slough and the existing buildings and stacks on the site.
- 10.8 The application site lies outside any area designated for its landscape or visual qualities. The site is located within Slough's Trading Estate which houses prominent and bulky existing industrial buildings which would assist in absorbing the proposed scale of the development. The site is screened from the cooling towers as such there will be fragmented views of the proposed development, where the closest residential properties are located, 200m away. Given the distance to residential properties, it is considered that the proposal will not give rise to any adverse impacts to the occupiers of these properties.
- 10.9 However given the overall scale of the proposed development and notably the height of the stacks, the proposed development will be visible from a distance. Although, it should be noted that the maximum height of the proposed buildings has been limited to less than the height of the two cooling towers by 1m to limit visual effects. As a result, there is no major concern in relation to the height of the proposed development.
- 10.10 The Landscape and Visual Impact Assessment states that the proposed

development would not lead to a significant effect on the existing views assessed and that any visual effects, even cumulatively with other developments, are not expected to be significant and will be in keeping with the appearance of the area.

- 10.11 The impacts on landscape and visual amenity are outweighed by the need for this facility and the absence of any realistic alternative to this site.
- 10.12 Green Belt
- 10.13 There would be no significant effect on the character of the landscape beyond the built up area of Slough, as a result of inter-visibility with the proposed development. That area comprises entirely Green Belt (with the exception of some larger settlements). It can therefore be concluded that no harm would result to the openness or permanence of the Green Belt and the setting and special character of historic towns would therefore be preserved.
- 10.14 Landscaping Scheme
- 10.15 A Landscaping Scheme has been proposed to limit the effect of the proposed development on the street scene and improve public realm. There will also be the implementation of a green wall as part of the Further Development application (P/00987/025), also seeks to incorporate measures to soften the views where possible and this is welcomed in accordance with Core Policy 8. As such, the proposal improves on the existing contribution to the streetscape.
- 10.16 Consideration has also been given to enhancing the existing landscape and adding further planting to the external boundaries. There is the opportunity to introduce 'living' walls within the site itself. The ramp walls have been designed to be capable of carrying planting and in certain areas the plinth walls will be constructed to contain planters. Further to this, the north wall of the central site services building (as part of the Further Development application) would also be capable of carrying planting. There will also be off site planting of trees at Kennedy Park which will be secured by a contribution within the Section 106, this should assist the visual aspects as well as providing ecological benefits.

11.0 Cultural Heritage

- 11.1 Within Annex 2 of the NPPF, heritage assets are defined as "A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest". The NPPF sets out a series of policies that are a material consideration to be taken into account in development management decisions in relation to heritage consent regimes established in the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The core principle of policies is to conserve and enhance the historic environment and heritage assets.
- 11.2 Paragraph 132 of the NPPF recognises that heritage assets are irreplaceable and that where proposed development may impact on the significance of designated heritage assets, great weight should be placed on its conservation; the more important the asset, the greater the weight should be. Where substantial harm is found, substantial public benefits must be achieved to outweigh this loss. At paragraph 139 the NPPF recognises that non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated

heritage assets.

- 11.3 The National Planning Practice Guidance (NPPG) provides useful guidance on the assessment of substantial harm. As the primary test of the effect of development upon the significance of heritage assets, guidance is given in the NPPG as to how to assess if the harm is substantial or not. The NPPG states that “in general terms, substantial harm is a high test, so it may not arise in many cases... it is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset from development within its setting.”
- 11.4 Core Policy 9 of Slough’s Core Strategy states that development should respect the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.
- 11.5 Chapter 12 of the Environmental Statement assesses the Cultural Heritage assets, this includes a study undertaken in relation to archaeology, historic buildings and the historic landscape within a 10km radius surrounding the site and the potential effects of the proposed development on these resources. The following cultural heritage assets have been identified and assessed within the Environmental Statement:
- There are no designated heritage assets within the proposed development site boundary.
 - There are three listed buildings but no conservation areas within the 1km study area and a review of baseline conditions has shown that there are no World Heritage Sites, Registered Battlefields or Protected Wrecks within the outer study area.
 - There are a number of Scheduled Monuments, listed buildings and registered parks and gardens within the 10km study area.
 - There are, in total, 22 Scheduled Monuments within or crossing the 10km study area boundary. The nearest is a moated site at Cippenham Court (88) that is located approximately 1.6km to the south of the Site boundary.
 - There are 1598 listed buildings within the 10km study area, with notable concentrations in the built-up areas of Windsor, Eton, Farnham Royal and Cliveden. The closest designated building is the Grade II listed Railway Bridge at Leigh Road (2), 450m to the southeast of the Site boundary.
 - There are 22 English Heritage Registered Parks and Gardens (RPG) within the 10km study area. The closest is Stoke Park Grade II RPG (62), 1.5km to the northeast of the site boundary.
 - There are 18 Conservation Areas (CA) within the 5km CA study area. The closest is Farnham Royal, approximately 1.5km to the north of the site boundary.
- 11.6 The assessment states that during the demolition and construction phase there will be no change and therefore a negligible significance of effect to all designated heritage assets within the 10km study area from construction activities as these are well screened or situated at a considerable distance from the development area,

the Local Planning Authority accepts that this will be the case.

However, this is not the case for once the development is operational as the built form will be lasting and its effects will be visible from a distance. Where the assessment has determined that the impact on heritage assets will be minor adverse significance, these are outlined below with mitigation measures also considered:

11.7 Windsor Castle

Windsor Castle has direct views from the north terrace and the Round Tower to the proposed development site, with the current chimneys of the power station visible from this view. It is considered that there will be little change to the view resulting from the proposed development, and the proposed new boiler house will not be prominent against the skyline being positioned amongst other large industrial buildings and viewed from height. The minimal change in view will not affect the current significance of the building or its setting, however, it will exacerbate the impact caused to significance by the existing chimney stacks. The magnitude of change to this building of high significance is assessed as minimal, resulting in an effect of minor adverse significance.

11.8 Eton College

The buildings of Eton College are sited at a lower level than the Lower Chapel and there are views across to Slough from the upper windows of those buildings located on the north side of the college complex. The stacks associated with the proposed development will be visible in these views, as it is currently and the proposed new boiler house will not be prominent amongst the existing industrial buildings. The chapel itself occupies a rise, and has clear views to the proposed development site. There will be little change in the view resulting from the proposed development, with no effect to the collegiate setting of the buildings, although the new stack heights will increase the current visibility from the chapel to the site. Therefore, the magnitude of change on these buildings of high significance is assessed as minimal, resulting in a minor adverse effect during operation.

11.9 Stoke Park House

Stoke Park House has views across Slough from upper storey windows. The tall chimney stack will rise slightly above the urban mass in this view, although there will be little change from the current view. This change in view will not affect the setting of the building, which is provided by its parkland; however, the views from this prominent building form part of its significance and there will be a change within the view. There will be a minimal change on the asset, and the significance of effect to this asset of high significance will be minor adverse during operation.

11.10 Mitigation

The significance of effects following mitigation from the demolition/construction phase of the proposed development on a number of heritage assets of high significance is assessed as negligible, whilst effects from the operation of the proposed development phase is assessed as negligible to minor adverse which have been outlined above. This is as a result of a minimal change to the setting of these heritage assets of high significance with the operation of the scheme. It is considered that the scheme colour design will limit the effects from the proposed development as far as possible and blend it into the surrounding industrial development, whilst the design intention to avoid the boiler house breaking the hill line to the north and west in views will also limit effects.

11.11 Consideration has been given to the cumulative effect of the proposed development

alongside other consented and planned schemes in the vicinity. There are four schemes under consideration. It is considered that the demolition/construction and operation of the proposed development will not result in any significant (moderate or major) effects or cause substantial harm to heritage assets or the historic environment, as such to refuse the application of heritage assets would not warrant a sufficient reason for refusal.

- 11.12 In line with the NPPF, the impact to the heritage assets has been weighed in accordance with the benefits of redeveloping the site to provide modern infrastructure for the power station and supporting low carbon energy outweighing the minor adverse effects caused, in light of suitable mitigation measures.

12.0 Archaeology

- 12.1 The Applicant has submitted an Environmental Statement that includes a section (Chapter 12) that assesses the impacts of the development proposal on cultural heritage and archaeology.
- 12.2 Chapter 12 sets out a thorough and authoritative account of the known and potential heritage assets within and in the vicinity of the site, assesses past impacts within the site and makes an assessment of the potential effects of the proposal on the buried archaeological heritage.
- 12.3 There are no known heritage assets within or immediately adjacent to the application area. The Applicant's archaeological consultants conclude that the site has been heavily developed since the 1920s with multiple rebuilds and extensions of the power station complex over almost 90 years. Their view is that 20th century development is likely to have removed any archaeological remains from within the site and the development proposal is therefore not expected to have any direct impact on buried archaeological remains within the site.
- 12.4 Although there is little information currently available on below ground conditions, Berkshire Archaeology considers this a reasonable conclusion and concurs with this view. While it is conceivable that small pockets of undisturbed ground may survive within the site, the absence of any known archaeological remains near to the site provides no grounds to search them out.
- 12.5 On this basis, Berkshire Archaeology is content that the information provided with the application addresses the archaeological aspects and that no further archaeological work is merited should consent be granted. As such, given the above, there has been no condition attached in relation to archaeology investigations.

13.0 Traffic and Transportation

- 13.1 The NPPF states among its core planning principles, developments should “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”. It requires that all developments generating significant vehicle movements should be supported by a Transport Assessment in which it takes into account all opportunities for sustainable transport modes, safe access to the site and whether there is a need to undertake transport movements which would cost effectively limit significant impacts.
- 13.2 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 –

2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

- 13.3 Detailed pre-application discussions were held with the Applicant prior to the submission of the application and the Applicant has submitted a Transport Assessment (TA) and Travel Plan (TP).
- 13.4 **Location Accessibility:**
The site is located on Edinburgh Avenue and is within the Trading Estate. The site can be accessed from the M40 via Farnham Road and from the M4 (Junction 6 or 7) via Bath Road A4. There are bus stops on Buckingham Avenue served by 2 bus services. Additionally the site can be accessed by rail from Slough Station approximately 3.7 kilometres east and Burnham Station approximately 1.6 kilometres west of Edinburgh Avenue. The existing site has 8 vehicular access points.
- 13.5 **Highway Safety:**
The TA undertakes a detailed review of highway safety through a 5 year accident analysis of roads within the vicinity of the development and along routes to the development. Across the study area it was found that there were 73 slight accidents and 8 serious accidents over the 5 year period between 01/01/08 and 31/12/13. Of these accidents 4 involved collisions between HGVs and vulnerable road users and all accidents were of slight severity.
- 13.6 **Existing Traffic Volumes:**
Traffic counts have been undertaken on 9 sections of roads in the vicinity of the development and on roads leading to development. These counts found that the network peak hours were between 08.00-09.00 and 17.00-18.00. Traffic counts were also undertaken of the existing site accesses and this found in June 2013 the site was attracting 14 daily HGV arrivals and 14 daily HGV departures. However in recent years the site has not been operating at full capacity. Surveys were undertaken in 2007 which found that 86 arrivals and 86 departures were being made on a daily basis. The existing planning consent for the SHP site allows for a total of 126 deliveries per day i.e. 252 HGV trips per day. Night-time deliveries are currently restricted between hours of 23.00-07.00 to a maximum of 3 HGV deliveries per hour using Routes 1 (via M40 and Edinburgh Avenue) or Route 2 (between M4 J6 and Dover Road, with no deliveries allowed via J7 of the M4).
- 13.7 **Development Proposal:**
The plant will produce two types of by-product, a flue gas treatment residue - approx. 15,000 tonnes per annum which is likely to be collected in sealed HGVs from the secondary access on Edinburgh Avenue, and a wet bottom ash - approx. 80,000 tonnes per annum will be taken off-site in sheeted HGVs.
- 13.8 During the demolition and construction period, there is expected to be 24 abnormal load deliveries, some of which may occur during the peak month, and on average an extra 300 additional staff on-site (500 during the peak month with a maximum of 167 staff on-site at any one time). Access/egress for the staff will be using the south entrance / exit onto Buckingham Avenue during demolition and construction. Access/egress for HGVs will be mainly using the south access from Harwich Road or Greenock Road.
- 13.9 Once operational staff levels will increase by 20 to 52 full time equivalent staff. This

will be an increase on current staff levels, but less than the total that was employed at the site in March 2013 before the closure of the CFB plant.

During operation there will be a one-way system entering the site from Edinburgh Avenue in the north west of the site and exiting in the north east corner of the site back onto Edinburgh Avenue. Flue gas treatment residue may also be collected using a third exit/egress point, which is under the north stack, between the two mentioned access points. This would allow the occasional HGV to back in and collect, then drive onto Edinburgh Avenue and into the site for weighing and then out again in the north east exit to the site.

13.10 Access

At the main access point on Edinburgh Avenue the entrance barrier will be relocated further into the site to avoid queuing on the road to HGVs protruding and it is proposed that the access and the exit points on Edinburgh Avenue will become yellow box junctions. These works will need to be secured through a Minor Highways Work / S278 agreement.

HGV tracking has been provided and it demonstrates that HGV movements can be made. In order to minimize congestion at the main entrance to the site a separate Construction Environmental and Management Plan (CEMP) will be submitted by the Applicant before any works commence on site.

13.11 Existing Planning Conditions

The following existing conditions are in place at the site:

- A maximum combined total of 126 two way deliveries per day for the SHP site as a whole;
- Night-time deliveries are currently restricted to a maximum of 3 HGV deliveries per hour at the SHP site, with no HGV traffic using Junction 7 of the M4 (i.e. Route 3 and part of Route 2, west of Dover Road) during the hours 23:00 to 07:00;
- All commercial vehicles shall use Farnham Road/Edinburgh Avenue, A4 and Dover Road or A4 and Leigh Road to access the SHP site. HGVs have historically accessed the site from Buckingham Avenue then into the site via Harwich Road.

13.12 The three permitted HGV routes to the site are:

- Route 1 – Farnham Road from either the M40 or Junction 6 of the M4, then arriving via Edinburgh Avenue or Buckingham Avenue.
- Route 2 – Junction 6 of the M4, using Tuns Lane and Leigh Road (via Bath Road), then either Edinburgh Avenue (via Liverpool Road) or Buckingham Avenue; or Junction 7 of the M4 using the A4 Bath Road, then Leigh Road, and either Edinburgh Avenue (via Liverpool Road) or Buckingham Avenue
- Route 3 – Junction 7 of the M4, using the A4 Bath Road, then Dover Road and either Buckingham Avenue or Edinburgh Avenue (via Fairlie Road).

13.13 Cumulative Impact Assessment

The committed developments that have been included in this assessment include the LRCC2 and the Britwell Regeneration schemes.

13.14 Demolition and Construction Traffic Trip Generation

13.15 At the pre-application stage, it has been agreed that the development traffic would

be scheduled to avoid the AM and PM peak periods of 07.30-09.30 and 16.30-18.30.

In terms of trip generation the traffic expected at the site per day is:

- 30 arrivals and 30 HGV departures (total 60 trips);
- 500 arrivals and 500 departures (total 1,000 private vehicle trips); and

During the busiest period of the demolition and construction work there will be an estimated 167 arrivals and 167 departures in each of the peak periods for staff travel, but at other times it is likely that there will be 100 arrivals and 100 departures in each of the peak periods.

13.16 Demolition and Construction Traffic Trip Distribution

The construction traffic will access the site via Harwich Road (Buckingham Avenue side) and where necessary other sites may be used as access points by HGV's.

13.17 Network Assessment

The TA considers the impact of the development in 2017, which is considered to be the year of peak activity at the site. Existing traffic flows from the traffic counts have been growthed up using TEMPRO in order to provide an estimate for the 2017 base traffic flows. Taking account of the demolition and construction traffic daily flows will increase by

- 6.5% on Buckingham Avenue – west of Liverpool Road;
- 1.6% on Farnham Road north of Edinburgh Avenue junction;
- 1.6% on Farnham Road south of Edinburgh Avenue junction;
- 7.2% on Buckingham Avenue east of Edinburgh Avenue; and
- HGV flows will increase between 20-25% on Buckingham Avenue and by 5% on Farnham Road during the works.

13.18 *Construction Traffic Mitigation*

A Construction Environmental Management Plan (CEMP) will be prepared by the contractor and submitted prior to the commencement of any demolition or construction work on the site. This should be secured through a planning condition as the Local Highway Authority will wish to comment on the Plan and agree it before its implementation. The CEMP will include:

- Designated construction traffic routes;
- Explanation and measures as to how the contractor will ensure that these routes are used;
- Travel to the site will be managed through this Plan e.g. parking, minibuses, car share;
- Restrictions on start / finish times;
- HGV operators will be encouraged to adopt similar safety measures on their vehicles as adopted by Crossrail for their works traffic (e.g. sidebars, blind spot cameras, audible 'turning left' warnings and reversing beeps) for all HGVs accessing the site. Whilst we requested that this be a requirement of the planning application (at the pre-app stage) I note that the developer is only seeking to encourage this. The safety of vulnerable road users is very important and essential that best practice from the major construction projects in London is implemented in Slough.

13.19 Operational Traffic Trip Generation

Trip generation for the proposed development has been determined from first principles given the bespoke nature of the proposed use. The proposed development is expected to generate 80 deliveries per day, whilst the existing boiler

17 will contribute an additional 20 deliveries per day. Thus in total the site will generate 100 deliveries a day. This is within the existing planning condition limit of 126 HGV deliveries per day.

13.20 Operational Traffic Trip Distribution

HGV's will enter and exit the site via the two existing exit and entrances points on Edinburgh Avenue. It is envisaged that 79% will arrive/depart from the east and 21% to/from the west based on the existing distribution profile. The trip generation at the Farnham Road junction has been assumed as:

- 57% arriving from the north and 43% arriving from the south;
- 36% heading to the north and 64% heading to the south;
- An additional one third of traffic heading east from the site access has been routed south via Liverpool Road and Leigh Road.

13.21 Network Assessment

The effect of the proposed development on the local highway network has been assessed for 2019 base year with traffic growthed up using TEMPRO. The impact on the network as a result of the maximum permitted development will lead to an increase in daily traffic of:

- 3.3% on Edinburgh Avenue west of Liverpool Road;
- 1.4% on Edinburgh Avenue east of Liverpool Road;
- The increases on all other roads will be less than 1%.
- The increases in HGV movements appears to be high on a number of routes, but where there are low numbers of HGVs using routes this can be misleading and this is the reason for high percentage increases. Overall it is proposed that there will be 100 HGV deliveries a day (200 HGV trips), which over a 24 hour day will be around 8 HGVs a hour.

13.22 Highway Impact and Operational Traffic Mitigation

In order to minimise the impact of HGV movements on the Slough road network the developer has agreed to increase the number of night time deliveries, schedule deliveries outside of the peak hours and reduce the number of HGVs using the A355 through Farnham Road shopping area and further north through Farnham Royal throughout the day for safety and amenity purposes. The existing restrictions are proposed to be replaced with:

- A maximum of 126 deliveries per day with an expected total of 100 deliveries a day;
- A maximum of 64 deliveries at night, with a maximum of 3 per hour from the M40 J2 and a maximum of 8 in total;
- HGVs arriving from the west of Midlands will only access the site from M4 junction 7;
- HGVs arriving from elsewhere (excluding nights) will arrive via M4 J6 or 7;
- No HGVs will be scheduled to arrive at site between 07.30 to 09.30 and 16.30-18.30 Monday to Friday; and
- HGVs will not be allowed to arrive at the site from A355 Farnham Road (north of Edinburgh Avenue) during daytime.

13.23 Travel Plan

Introduction / site characteristics and accessibility

The site, its operations and the planning proposals are explained in a lot of detail. However there is no detail about the interim contractor arrangements whilst the site is being redevelopment. Key information about this needs to be included, and the

travel plan needs to really focus on this interim period and catering for all the extra staff on site, as well as reducing demand for travel and opening up travel options to these staff. This information can be provided later when the contractor is appointed. Site accessibility by all modes is noted.

Baseline travel information

No baseline travel information is given. Given that the site is occupied and it is noted that the travel plan is being developed at the site prior to planning permission being determined, there needs to be modal split information within the document. The survey provided in the appendix may be used for this purpose.

Objectives and benefits

Objectives are given, these are largely acceptable and relevant to the site. An additional objective should be given, with a focus on the build period and reducing and managing travel demand.

Targets

Targets are given, these are not SMART targets and need to be. Given the proposed reduction in on-site parking levels, the focus needs to be on reducing Single Occupancy Vehicle (SOV) use and increasing use of car sharing, walking and cycling. The targets are not sufficiently defined and read more like measures.

Measures

Several measures are suggested including promoting home working, teleconferencing etc. Measures need to feature more walking, cycling and public transport initiatives. One measure listed in the targets section suggests looking into travel information for site visitors and contractors. Rather than 'assess the practicality of implementing' this, this needs to be developed as an agreed measure for the travel plan.

Measures specifically focusing on the build period must also be included. Measures as part of the Local Sustainable Transport Fund (LSTF) that SSE will be taking up must also be included.

Monitoring and Reporting Strategy

It is noted that monitoring will be carried out every 3 years. The self-completion surveys need to be carried out every two years. In line with other sites across Slough and Slough Trading Estate, the site will also be required to undertake TRICS SAM surveys in order to monitor the trip generation from the site. These are required at Year 1 and Year 5 from the implementation of the development.

Action Plan

It is noted that the action plan will be developed following the first staff survey. As noted above the staff survey needs to be carried out in order to inform the travel plan at this point. The action plan must also be developed, showing key actions, responsibilities and timescales (NB taking into account pre-planning permission, build period and post-implementation).

Travel Plan Recommendation

The travel plan in its current form will need to be improved in line with the comments above. Once agreed, the travel plan will be secured via Section 106 agreement and subject to a contribution of £3,000 for the Council's monitoring of the travel plan. The Applicant will also be required to commission 2x TRICS SAM surveys.

- 13.24 **Cycle Parking**
Developer has confirmed that secured cycle parking will be provided on site; however developer has not confirmed location for the cycle parking.

Routing and other restrictions (either through S106 or planning conditions)

- A maximum of 126 deliveries per day with an expected total of 100 deliveries a day;
- A maximum of 64 deliveries at night, with a maximum of 3 per hour from the M40 J2 and a maximum of 8 in total;
- HGVs arriving from the west of Midlands will only access the site from M4 junction 7;
- HGVs arriving from elsewhere (excluding nights) will arrive via M4 J6 or 7;
- No HGVs will be scheduled to arrive at site between 07.30 to 09.30 and 16.30-18.30 Monday to Friday; and
- HGVs will not be allowed to arrive at the site from A355 Farnham Road (north of Edinburgh Avenue) during daytime.

- 13.25 The proposed impact on the roads in the vicinity of the site is considered to be minimal during the future operation of the site. The restrictions that the developer has agreed to will help minimise the impact on the network and their support for these restrictions have been welcomed. These restrictions should be secured through the S106 agreement.

Noting that there is an increase in vehicular traffic during the construction period the developer has agreed to make a financial contribution towards highway safety measures at junctions in the vicinity of the development and/or on routes leading to the site used by construction/staff traffic. It is further recommended that there should be some flexibility in how this sum could also be used so as to support measures to encourage sustainable forms of transport to the site such as the roll-out of the Council's bike hire scheme across the Trading Estate and to implement improved street lighting in the vicinity of the development and along routes to the development by the construction/staff traffic. The Applicant has agreed to provide a contribution towards improvement of junction safety measures including carbon reduction measures relating to cycling and improved street lighting.

14.0 Air Quality and Odour

- 14.1 Paragraph 109 of the NPPF states "The planning system should contribute to, and enhance, the natural and local environment by.... preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability". Planning policies should "sustain compliance with and contribute towards EU limit values or national objectives for pollutants", taking into account Air Quality Management Areas (AQMAs).
- 14.2 The NPS for Renewable Energy Infrastructure (EN-3) states that: "Where a proposed waste combustion generating station meets the requirements of Waste Incineration Directive (IED) and will not exceed the local air quality standards, the [determining authority] should not regard the proposed waste generating station as having adverse impacts on health".
- 14.3 Slough's Core Strategy recognises that Slough suffers from problems of congestion, noise and poor air quality, which are all made worse by external factors

such as the proximity of Heathrow airport and the motorways. Core Policy 7 (Transport) emphasises that new development should be sustainable and situated in the most accessible locations; it sets a target for the annual mean NO₂ air quality levels to be 35µg/m³ by 2021.

- 14.4 Slough has declared four AQMAs where the air quality standard objectives for nitrogen dioxide (NO₂) are being breached. The nearest AQMA is located on Tuns Lane/A4 Bath Road less than 1400m from the development. Slough has a developed Air Quality Action Plan to minimise air pollution emissions.
- 14.5 The demolition and construction emissions from plant and dust can be dealt with adequately within the Construction Environment Management Plan via a condition, which will include mitigation measures to control emissions and specify plant to minimise particulate emissions. As the site is located 200m from the nearest residential properties this reduces its impact significantly, from an air quality context.
- 14.6 However, it is the construction movements over the four years that give rise to most cause for concern, particularly with respect to impact on the existing AQMAs. It is noted the Consultant has carried out detailed air quality modelling of construction traffic through the Tuns Lane AQMA. The assessment determines the air quality impact from construction traffic on Tuns Lane AQMA to be negligible. Notwithstanding no construction vehicle should move through the AQMA Tuns Lane between 07.30am and 09.30am and 16.30pm and 18.30pm. This is in line with the Applicant's commitment to avoid congestion during peak hours and paragraph 7.5.15 of Chapter 7 states that "Demolition and construction shift changeover will be scheduled to avoid the peak hours (07:30 to 09:30 and 16:30 to 18:30) to avoid the worst affected hours and this will be enforced through the Construction Environmental Management Plan. HGV deliveries will also be scheduled to avoid the weekday peak hours (07:30 to 09:30 and 16:30 to 18:30)."
- 14.7 The process emission from the power plant have also been considered based on using a single line using the existing extended southern chimney or a twin line into a new 90m chimney both going through a dedicated abatement plant. Atmospheric dispersion modelling was used to assess the air quality impact and the methodology is considered acceptable. The assessment determines the air quality impact on Tuns Lane is 0.2µg/m³ and then combined with road traffic the air quality impact is 0.4 µg/m³ which is 1% of the Air Quality Standard limit and considered to be imperceptible magnitude of change and the effect is considered to be negligible in relation to current guidance. In the Environment Quality Team opinion it is still an increase, and the development is not air quality neutral and will not positively contribute towards the Core Strategy ambition of achieving compliance with the EU air quality limits and target limit for the annual mean NO₂ air quality levels to be 35µg/m³ by 2021.
- 14.8 The developer has agreed to restrict movements of HGVS during rush hour through the AQMA3, and ensure all vehicles are EURO VI compliant. The Applicant has also agreed to a financial contribution towards air quality measures and low emission strategy and mitigation.
- 14.9 The odour modelling indicates residential receptors could be affected by odorous emissions, particularly when the plant is shut down for maintenance. It is advised that the fuel reception hall has carbon filter abatement system fitted to reduce the potential for odorous emissions during the shut down of the facility, this will be secured by a condition.

- 14.10 The residual effects after the mitigation measures are adopted are considered to be negligible and therefore acceptable and subject to appropriate conditions and legal agreements the development should not be refused on air quality grounds.

15.0 Noise and Vibration

- 15.1 The NPPF states that planning policies and decisions should avoid noise from giving rise to significant adverse effects on health and quality of life, including through the use of conditions. It should be recognised that development will often create some noise.
- 15.2 Slough's Core Strategy, Policy 8 (Sustainability and the Environment) states that development should not give rise to unacceptable levels of pollution, including noise and that where appropriate applications should be accompanied by a noise study.
- 15.3 Noise and vibration is a material planning consideration that give rise to nuisance impact, significant community annoyance, and impact to health and wellbeing if person/s are subjected to excessive noise over a prolonged period of time. URS have prepared a detailed Noise and Vibration Impact Assessment Chapter 9 of the Environmental Statement. They have also completed noise modelling to assess both construction and operational impacts. These noise maps are particularly useful in visually understanding the impact of noise from the site. It is clear to see the most significant impacts will be during the construction phase. The hours of demolition and construction will need to be controlled to protect residential amenities via a condition.
- 15.4 The noise and vibration impacts can be broken down into three key areas:
- Predicted noise and vibration levels from the demolition and construction works;
 - Noise resulting from operation of the proposed development; and
 - Change in noise level associated with changes to road traffic attributed to the proposed development.

With respect to the use of BS4142 guidance and setting appropriate noise ratings it is considered setting an absolute level is only appropriate where background noise levels are particularly low (below 35dB) and World Health Organisation criteria needs to be relied on.

Otherwise it is advised the noise rating from the site operations is set at 10 dB below the pre-existing background level that prevails in absence of the development. Therefore the Environmental Quality Team does not agree with the Consultants position that the rating of the installation should be the same as the Background Noise Level to ensure there is no reasonable cause of annoyance Section 9.2.5 , this situation is termed 'marginal' in the regulation it may not affect the majority of people but it could affect some. The guidance states clearly a level of 10dB below background is a positive indication that complaints are unlikely.

URS also state there are no national standards that provide noise limits for construction sites, but actually it is up to Local Authority to specify limit based on local knowledge of the area and existing background/ambient levels that prevail. This can be done by way of condition via the Local Planning Authority or issue of a prior consent under the Control of Pollution Act 1974. The ABC Construction and Demolition Noise Criteria Table 9-2 is an acceptable criteria to use to determine significant effects.

15.5 Within the matrix of significance of effects table 9-1 is negligible effects that the developer should be striving for after suitable mitigation measures are deployed. The control of noise follows four sets processes the first one being the most effective the last the least effective and desirable. These can be summarised as follows:

1. Control of Noise at Source (examples including selecting quieter equipment or methods of working (piling methods), or baffling of noisy equipment at source;
2. Control of Pathway Noise (examples include using barriers and screens or acoustic enclosures;
3. Control at receptor (this means acoustic insulation and ventilation to control noise ingress into residents property); and
4. Management of noise is a mixture of controls to minimise the impact of noise through, control of working hours, duration of noisy works, orientation of noisy equipment etc...)

The table of significance for operation noise effect (Table 9.7) is considered useful significant table it can be seen as per our requirement for rating noise that is 10dB or more below background is considered to be negligible significant effect. This is accepted.

15.6 The nearest residential receptors lies to the north of the site on Bodmin Avenue. The Consultant has chosen several residential receptors Figure 9-1. The Consultant has carried out a noise survey of the existing baseline conditions both daytime and night time. Receptor 7 data Montrose Avenue, should be dismissed due to the humming from the generator operating temporary traffic lights the background level recorded is very high. It is also noted the night-time background level Bodmin Avenue East and West are high and close to the ambient levels that prevail, this suggest the area is affected by plant noise or some other continuous noise source. There is also a concern about some of the night time noise limits applied to Bodmin Avenue East and West, Scaffell Road and Westgate Crescent as these seem on the high side.

15.7 Given the above, it is important the noisiest works take place during the daytime, this should be covered by way of condition. It is considered that the minor adverse impacts predicted for demolition and construction noise is significant and does require mitigation measures to be deployed, these will need to be included within the Construction Environmental Management Plan.

15.8 In summary there shall be no construction activity on site at night, until a detailed the Construction Environmental Management Plan approved by the Local Planning Authority has been submitted, as at this time the impact is considered from the noise modelling to be slight adverse and the night time noise is also a concern.

15.9 Noise impacts from demolition and construction traffic has been determined based on increase in traffic movements and change in noise levels to be less than 1Db on all roads around the site, and is therefore considered the be negligible and no mitigation is required, these conclusions are accepted.

The use of high pitched reversing alarms can give rise to significant community annoyance it is advised all construction and operational HGVs are fitted with broadband (white noise) reverse alarms. The Applicant has confirmed that the any dedicated site vehicle will be fitted with broadband (white noise) reverse alarms and

will work with all hauliers during both the construction and operational phases to maximise the number of white noise reverse alarms fitted, this is considered to be acceptable.

- 15.10 The operational noise from the development is mapped in Appendix E2 Figure 4. The operational noise is considered at some receptors at night to be minor adverse but in all cases the rating level is 35 dB or below and this is well within WHO noise criteria for outside noise. Therefore the operational noise levels from the development are considered acceptable. Also there are no objections are raised with respect to increasing night time HGV movements on route 1, 2 and 3.

16.0 Ground Conditions, Groundwater and Contamination

- 16.1 The issue of soils condition, groundwater and contamination is dealt with in Chapter 10, Ground Conditions and Chapter 11, Water Resource and Flood Risk of the Environmental Statement submitted in and within the Environmental Statement Addendum.

- 16.2 Chapter 10 of the Environmental Statement begins by looking at the relevant legislation, policies and guidance, with reference to Part 2A of the Environmental Protection Act 1990 (as amended), the Water Resources Act 1991 and the Town and Country Planning Act 1990. Reference is also made to the National Planning Policy Framework and Core Policy 8 (Sustainability and the Environment) of the Slough Borough Council's (SBC) Core Strategy Document.

- 16.3 Part 2A of the Environmental Protection Act 1990 defines 'contaminated land' as land 'in such condition, by reason of substances in, on or under the land that - (a) significant harm is being caused or there is a significant possibility of such harm being caused; or (b) significant pollution of controlled waters is being caused, or there is a significant possibility of such pollution being caused'.

- 16.4 This sets a risk-based approach to the contaminated land regime in UK, assessing the relationship between: 1) the source of contamination; 2) the receptor; and 3) the pathway (the route via which the receptor is exposed to the contaminant or pollutant). The relationship between these three components is known as a 'pollutant linkage'.

- 16.5 The contaminated land regime sets the following categories of receptors that are considered in the assessment of risks from land contamination:

- human health – these include final site users (such as, for example, residents, employees, etc.);
- ecological systems;
- property (buildings, services, etc.); and
- controlled waters.

The Water Resources Act defines 'controlled waters' as including both surface water (rivers, lakes, etc.) and groundwater.

- 16.6 The National Planning Policy Framework (NPPF) identifies land identifies land contamination as a material consideration in the planning process and notes that decisions by Local Planning Authorities should ensure the site is suitable for its intended use. Where a site is affected by contamination identified to pose unacceptable risks to receptors, the responsibility for securing a safe development rests with the developer and/or landowner. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part 2A.

16.7 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

16.8 The Environmental Statement describes the methods and approach to the assessment of contamination across the site. This is a staged risk-based assessment, starting with a *qualitative* risk assessment, when risks are assessed are assessed based on the significance/magnitude of effect, and progressing to a *quantitative* risk assessment, when risks are assessed through interpretation of site data against generic or site-specific risk assessment criteria.

Previous reports, site history desk studies and site investigations have been used to collect baseline information on the existing soil and groundwater conditions. This information has been used to formulate a Conceptual Site Model (CSM), which considers all the potential sources of contamination based on historical uses at the site, the receptors associated with the proposed development and the potential pollutant linkages between identified sources and receptors.

16.9 In assessing the baseline conditions, the geology, hydrogeology, unexploded ordnance (UXO) and radon conditions at the site have been considered. A review of the historical mapping of the site and the surrounding area indicated that there is moderate potential for ground contamination to be encountered at the site, and significant potential for contamination from surrounding land uses based on historical activities. A Phase II Environmental Assessment undertaken in December 2009 identified hydrocarbon contamination in soils and groundwater around the former tank farm; however the risk assessment did not identify any unacceptable risks to users based on a commercial/industrial land use. Asbestos was also identified in shallow soils in some locations.

16.10 A range of activities associated with the Enabling Works, including site demolition and preparation, and construction and operation have the potential to affect the soils, groundwater and associated contamination. The following impacts and proposed mitigation measures have been identified for the demolition and construction phase:

- Risks of spillages and mobilisation of pollutants from decommissioning of tanks, pipes, demolition of structures, plant and machinery etc. Such risks will be mitigated through employment of industry best practices and procedures which will be captured within the Construction Environmental Management Plan (CEMP) (an outline is presented in Appendix B-1 in Volume II of the Environmental Statement) and Demolition and Construction Method Statement (DCMS);
- Risk of exposure of construction workers and site personnel to contamination within the soil and groundwater (including asbestos). An asbestos survey will be commissioned prior to demolition of the existing buildings and structures. Risks to construction workers will be mitigated through employing safe methods of work (these will be detailed in the DCMS);
- Risk of groundwater contamination from soils when piling works are undertaken for construction of foundations. A Piling Risk Assessment (PRA) will be prepared and approved by the Environment Agency prior to the commencement of works, which will include mitigation measures to prevent migration of contamination.

- Excavation of contaminated soils and materials will have a beneficial impact for the site, as it would result in a betterment of the site conditions;
- Construction activities will result in generation of waste materials. In order to reduce the indirect negative impacts (such as those associated with disposal to landfill), the developer will aim to reuse and/or recycle as much as possible of the generated materials. These will be detailed in the CEMP, which will also include a Site waste Management Plan (SWMP). Of particular concern is the re-use of excavated materials (soils) where these may be contaminated. Assessment of the extent of contamination across the whole site, as well as implementation and verification of remediation (if required) will be specified through planning conditions, to ensure that there are no unacceptable risks to final users from land contamination.

16.11 The impacts on soil and groundwater, with regards to contamination, during the operational phase are mainly associated with storage of chemicals and potential contaminative substances at the site (such as, for example, storage of liquid fuels, wastes, bulk chemicals, etc.). Through employment of mitigation measures such as good housekeeping, management practices, and design of storage areas in compliance with applicable regulations, the impacts are expected to be reduced to minor adverse or negligible. The proposed fuel storage bunker, which will extend 4 m below ground level, can impact the groundwater in the upper aquifer during operation and therefore design details will require consultation with the Environment Agency.

17.0 Ecology

- 17.1 Legislation for the protection of wildlife and ecology in the United Kingdom includes:
- The Wildlife and Countryside Act, 1981 (as amended);
 - The Countryside and Rights of Way Act, 2000 (as amended);
 - Natural Environment and Rural Communities Act, 2006;
 - The Conservation of Habitats and Species Regulations, 2010 and
 - Wild Mammals (Protection) Act, 1996.
- 17.2 The NPPF states that the planning system should contribute to and enhance the natural and local environment by, among others, minimising impacts on biodiversity and providing net gains in biodiversity where possible.
- 17.3 Slough's Core Strategy includes a number of policies aimed at protecting nature conservation. Developments are required to demonstrate they appropriately mitigate impacts on ecology. The policy of the Spatial Strategy is to direct development into the most accessible locations in the Borough, while protecting other more environmentally sensitive areas from over-development and which is most likely to protect existing biodiversity.
- 17.4 Chapter 13 of the Environmental Statement assesses the potential effects of the proposed development on relevant ecological receptors and includes an Extended Phase 1 Habitat Survey. The aim of the survey was to identify ecological features that could constrain the development and opportunities for biodiversity enhancement.
- 17.5 There are no Special Areas of Conservation, Special Protection Areas, Ramsar sites, Sites of Special Scientific Interest or National Nature Reserves within a 2km radius of the proposed development site. However, the closest European Protected

Site is Burnham Beeches Special Area of Conservation located approximately 2.9km north of the proposed development site.

- 17.6 There are two statutory sites within 2km of the site, namely Cocksherd Wood Local Nature Reserve and Haymill Valley Local Nature Reserve:

- *Cocksherd Wood* is 4ha ancient woodland, approximately 1.4km northwest of the site, contains beech *Fagus sylvatica* woodland with a sparse shrub layer and ground flora running along the chalky northern edge.

- *Haymill Valley* is a designated site is approximately 900m west of the site and covers an area of 8.67ha. It comprises an area of marshy wet woodland, reedbed, streams and open water. The site is described as a valuable haven for wildlife within Slough.

- 17.7 There are three non-statutory sites located within 2km of the proposed development site; Cocksherd Wood Local Wildlife Site (located 1.4km northwest of the Site), Haymill Valley Local Wildlife Site (located 800m west of the Site) and Boundary Copse Woodland Trust Reserve (located 1.3km northeast of the Site).

In addition to the above, Haymill Valley Biodiversity Opportunity Area and Bray to Eton Pits & Meadows Biodiversity Opportunity Area were located within the area of search.

- 17.8 *Bats*

All bat species are fully protected under the Wildlife and Countryside Act and the Habitat Regulations 1994 (as amended). Surveys have revealed that no bat roosts have been recorded within the proposed development site and that bats are unlikely to have colonised any of the buildings on site. As such there is no concern in relation to the impact of the proposed developments on the bat population.

- 17.9 Potential Effects and Mitigation Measures

- 17.10 *Demolition and Construction Phase - Designated Sites*

The closest of the designated sites within the area of search is Haymill Valley Local Nature Reserve/Local Wildlife Site, located 700m to the west. As stated within the assessment these sites are unlikely to be adversely affected by the proposed development during demolition and construction given the urban/industrial nature of the surroundings and the distance between these sites and the proposed development site itself. Any potential effects resulting from noise, light or dust or human activity during demolition and construction will be buffered or screened by the surrounding urban land, resulting in a negligible effect on any designated sites.

Demolition and construction HGV traffic will be routed along Farnham Road/Edinburgh Avenue, A4 and Dover Road or A4 and Leigh Road. The route along the A4 and Dover Road will pass approximately 300m to the south of the Haymill Valley Local Nature Reserve and it is therefore predicted that this will result in a negligible effect on the Haymill Valley Local Nature Reserve.

- 17.11 *Demolition and Construction Phase - Breeding Birds*

Some of the buildings and vegetation on the site may support breeding birds. The temporary loss of nesting features for birds through vegetation removal and

building demolition is considered to be a short-term effect significant at site level and unlikely to adversely affect the conservation status of bird populations.

The following will be undertaken to ensure the protection of birds:

- Demolition during the breeding bird season will require a pre-demolition check by a qualified ecologist only if no breeding birds are found to be present then works can proceed.
- Any areas of bare soil will be checked prior to any enabling works or lay down of materials to ensure that black redstart are not using the area for nesting, if such works are to take place between March and July.
- Surveys will be conducted to locate any peregrine nest prior to any works that could disturb them.
- Demolition of structures near to the eastern end of the boiler house will be undertaken outside the bird breeding season (March and August) to reduce disturbance to possible breeding peregrine as this is the location closest to the possible nest site. If it is not possible to adhere to this, an appropriately qualified ecologist will survey the structures beforehand to confirm that no birds are nesting in the buildings (demolition work will cease if they are found to be nesting).

17.12 *Enhancement Measures*

Although no evidence of peregrine falcon nesting has been recorded during any ecological surveys of the site it is noted that the site is likely to form part of the breeding territory for one pair of this species. In order to enhance the site for peregrine falcons artificial nesting habitat will be provided onsite if they are still deemed to be in residence onsite or in the local area at the start of the demolition and construction phase. A peregrine falcon mitigation and monitoring scheme will be put together post planning and subject to agreement with Slough Borough Council.

17.13 *Operational Phase - Designated Sites*

Atmospheric emissions from the operation of the proposed development have the potential to affect local habitat sites. Emissions of oxides of nitrogen and nitrogen and acid disposition in particular have the potential to adversely affect Burnham Beeches, which is the nearest sensitive receptor within close proximity to the stacks. Chapter 8: Air Quality of the Environmental Statement discusses the predicted effect of atmospheric emissions on habitats in more detail; the stack height has been specifically designed to avoid a significant impact on the local habitat sites and, as a result, a negligible effect is predicted for Burnham Beeches, Stoke Common, Black Park, and at all other ecological receptors.

All commercial vehicles during the operational phase of the proposed development shall use one of the following routes; Farnham Road/Edinburgh Avenue, A4 and Dover Road or A4 and Leigh Road. The route along the A4 and Dover Road will pass approximately 300m to the south of the Haymill Valley Local Nature Reserve, however traffic emissions are imperceptible approximately 150-200m from a major road, and therefore it is predicted that this will result in a negligible effect on the Haymill Valley Local Nature Reserve.

17.14 *Birds*

It is considered that there would be no potential effects on breeding birds during the operational phase of the proposed development. Therefore no mitigation is planned for this phase of works and the effect is considered to be negligible.

- 17.15 Following implementation of the aforementioned mitigation measures and enhancement measures, it is considered that the conservation value of the site for breeding birds will remain unchanged and that legislative constraints will be avoided. In addition it is considered that works would remain in compliance with national and local planning policies. It can therefore be concluded that the proposed development would result in no significant adverse effects. Furthermore, no adverse residual effects are expected to occur as a result of the proposed development.
- 17.16 Cumulative effects occur as a result of the proposed development in combination with one or more other schemes in the local area, which on an individual basis might be insignificant but together could have a significant effect. Four schemes have been identified to be considered within the cumulative assessment; the Leigh Road/Bath Road Central Core Planning Application (P/14515/000 & P14515/003); SSE's simultaneous planning application (P/00987/025) for a central site services building and water treatment plant on the site; and the Britwell Regeneration development (P/15513/100).
- 17.17 The combination of the above developments will result in a number of new residents moving to the area and this could put pressure on existing green spaces including designated sites. However, enhancement measures within this scheme and other cumulative schemes are expected to offset this pressure by providing alternative recreational spaces or, in the case of the Britwell Regeneration, development improvements to local parks. The cumulative effect of the schemes is therefore expected to be negligible.

18.0 Flood Risk

- 18.1 The NPPF outlines that Local Planning Authorities should support the transition to a low carbon future in a changing climate whilst taking full account of (inter alia) flood risk and coastal change. Development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 18.2 Core Policy 8 of the Core Strategy states that development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property, and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain. It also states that development must manage surface water arising from a site in a sustainable manner which will also reduce the risk of flooding and improve water quality. Sustainable drainage systems should be used to attenuate surface water runoff and to minimise the risk of future sewer flooding where this is practical in terms of ground water levels, geology and land quality.
- 18.3 From a flood risk perspective, there is no objection:
- The proposed development is to be built in Flood zone 1 which has a very low probability of flooding from fluvial or tidal sources.
 - The proposed development is to be built on existing hard standing so will not increase the area of impermeable surfaces so will not increase the risk of surface water flooding elsewhere.

- It is proposed that surface water runoff will be discharged into the ground via soakaways. The remainder will be discharged into the Edinburgh Avenue sewer at a rate that does not exceed the existing situation.
- SSE note that they will seek opportunities to provide betterment to the drainage regime (reducing surface water runoff to Greenfield runoff rates). This could be encouraged.
- The site should be safe during extreme rainfall. They note that they will apply CIRIA 635 to accommodate flooding from extreme rainfall.
- The Applicant is encouraged to regularly inspect and maintain their drainage system as stated within the Flood Risk Assessment and it should be noted that they cannot direct rainfall from the site onto the Highway.

19.0 Sustainability & Climate Change

- 19.1 The Overarching National Policy Statement for Energy (EN-1), July 2011 emphasises the importance of a diverse mix of energy generating technologies, including renewables, nuclear and fossil fuels, to avoid over-dependence on a single fuel type and thereby ensure security of supply. It also recognises the increasingly prominent role waste can play in providing a diversified and decarbonised electricity generation capacity as a future source of fuel on a large scale. This supports Government policy on waste, i.e. to use it as a resource wherever possible.
- 19.2 National Policy Statement for Renewable Energy Infrastructure (EN-3), July 2011 emphasises that the recovery of energy from the combustion of waste, where in accordance with the waste hierarchy, will play an increasingly important role in meeting the UK's energy needs. It also recognises that the recovery of energy from the combustion of waste forms an important element of waste management strategies in the UK.
- 19.3 Slough's Core Strategy in addressing sustainability and the environment acknowledges climate change as a fundamental issue for the future planning of Slough and that among the many considerations, development at a local level should not worsen the wider impacts of climate change resulting from carbon emissions and that this will involve minimising consumption and waste and incorporating renewable energy technology.
- 19.4 Chapter 16 of the Environmental Statement assess sustainability and climate change, a Sustainability Assessment has been undertaken and sets the actions that will be undertaken by the developer that would assist in delivering sustainability benefits for the local and wider area.
- 19.4 Reducing the Use of Natural Resources in Construction Materials
The selection of materials for the construction of the proposed development will be informed by sustainability principles, including the prudent and efficient use of natural resources and the use of re-used and recycled materials. To minimise the use of natural resources and unnecessary materials procured for the proposed development, suitable infrastructure already present on site will be used where possible. For example, the two existing natural draft cooling towers within the SHP

site will provide cooling for the proposed development. Re-using existing structures reduces the need for additional raw materials.

19.5 Minimising use of Water

Water demand for the demolition and construction phase may represent a short-term increase in supply volumes to the site over current levels, although these would still be less than water use when the CFB boilers were operational. The water demand once the proposed development is operational will be comparable to that of the CFB boilers and their associated turbine; therefore the change in demand will be negligible and insignificant.

Wastewater will be treated if necessary to enable compliance with the Environmental Permit for the installation, and will be discharged to the foul sewer.

Water saving measures will be adopted where possible to reduce the effect on the water supply network. These include:

- Condensation of steam from the turbine exhaust for re-use;
- Selection and specification of water efficient equipment to reduce the amount of water required;
- Implementation of staff-based initiatives such as turning off taps, plant and equipment when not in use both on-site and within site offices; and
- The potential for re-use opportunities, e.g. the use of recycling water systems such as site toilets hand wash.

The Applicant has confirmed that water consumption will be monitored through process and administration areas to identify opportunities for water usage reduction and leak detection.

19.6 Energy Efficiency

It is expected that the net thermal efficiency in combined heat and power mode would rise to 35% through the modern design, insulation of surfaces and the installation of plant components that are sized appropriately in optimising efficiency.

In addition, the delivery of up to 20MW of space heating and process steam to neighbouring properties on the Trading Estate will assist in maximising the provision of renewable energy generated by the proposed development, this will maintain the option to attract new heat users to the area and serve existing customer base. Further investigation into the heat demand in the Leigh Road/Bath Road Core Central development and in Slough town centre will be undertaken; when combined, these areas may provide adequate heat demand to support the required infrastructure. There will also be electricity for export to the UK power grid. This reduces waste heat and replaces the need for fossil-fuel generated heating.

19.7 Waste Minimisation

A Demolition and Construction Method Statement and Construction Environmental Management Plan will be produced for the proposed development, which will describe the specific mitigation measures to be followed to reduce effects (including waste) throughout demolition and construction.

To minimise waste generation by the operational plant, ash will be collected and recycled where possible, or otherwise disposed of to an appropriately licensed landfill offsite.

19.8 In addition, the proposed development will operate using a diverse range of waste derived fuels. It will utilise non-hazardous materials diverted from landfill in accordance with the Waste (England and Wales) Regulations 2011 derived from the Waste Framework Directive 2006, 2008 and the Waste Strategy for England 2007. This will save landfill space and reduce the associated methane emissions, whilst providing low carbon 'green' electricity (in accordance with the Energy White Paper 2007, the UK Renewable Energy Strategy (2009), and National Policy Statements for Energy (2011)).

19.9 **Fuel Sustainability (Generation and Sourcing of the Proposed Fuel Stock)**
Only waste derived fuels processed to meet a pre-determined fuel composition range will be sourced for the proposed development. Waste derived fuels will be made from various sources of processed municipal solid waste, Commercial and Industrial waste and waste wood. All waste derived fuels will be processed offsite to extract recyclable material, screened and delivered to site via HGVs.

Although it is not yet possible to determine the source of fuel for use at the proposed development, however there are commercial and environmental considerations which suggest that the majority of the fuel would be derived from local and regional sources, thereby helping to maintain the region's self-sufficiency in the management of waste and to minimise transportation distances for fuel. The Local Planning Authority is in support of locally sourcing fuel to reduce the carbon footprint.

19.10 **Transport**
During the demolition and construction phase, the Applicant will apply the following mitigation measures in respect of the local highways:

- A CEMP will be prepared by the Contractor and submitted to the Local Planning Authority for approval prior to the commencement of any demolition or construction work on site; all travel to site by staff will be managed through the CEMP, including management of parking, provision of minibuses and a car share scheme.
- All construction traffic entering and leaving the Site will be closely controlled and will be managed through the CEMP. Vehicles making deliveries to site or removing spoil or demolition material etc. will travel via designated routes which will have been previously agreed with the Council and other relevant bodies to minimise the impact of traffic.
- Limitations on construction shift start/finish times will be identified such that the addition of the construction traffic will not result in traffic flows exceeding the current peak hour flows.
- Deliveries will be phased on a 'just in time' basis where possible. This will minimise travel time and potential congestion around the site.
- The access and egress of demolition/construction traffic will be carefully planned to minimise effects on the surrounding highway and local road users. The increase in construction traffic flows will be managed where possible to minimise the effect on the surrounding highways and all local road users, in particular the morning and evening commuter peak periods. Discussions will be held with the Council to agree a safe site access strategy in advance of site works commencing, and prior to each phase of the works.
- Construction staff will be encouraged to travel to and from the site by sustainable means. In particular, emphasis will be given to car sharing and the use of minivans. Parking within the site for demolition/construction staff will be managed to minimise overspill parking on the surrounding side

roads. A Workplace Travel Plan will be produced for the site, which will cover both the demolition/construction and operational phases; and

- Pedestrian access to the Site will be segregated from vehicular traffic at all times, with clear signage to maintain the safety of the site and the general public.

19.11 During the operational phase, the Applicant will apply the following mitigation measures in respect of the local highways:

- A previous condition of the operation of the SHP site outlined pre-determined routes and a maximum number of HGV trips per day. The analysis of the traffic resulting from the proposed development indicates traffic movements, including remaining operational plant, will be less than those currently permitted.
- A comprehensive Workplace Travel Plan will be prepared for the proposed development and submitted to the Council. The Travel Plan will identify measures to be incorporated into the design of the development to encourage more sustainable means of transport.
- The Applicant will commit to all operational HGV's delivering the site being EURO VI compliant by the year of operation (2019).
- The avoidance of peak hours (07:30 to 09:30 and 16:30 to 18:30) will minimise idling traffic and maximise average speed, which has the potential to reduce CO2 emissions from delivery vehicles.
- At the main access point on Edinburgh Avenue, the entrance barrier will be relocated further into the Site to avoid queuing on the road due to HGVs protruding, and the access and the exit on Edinburgh Avenue will become yellow box junctions to prevent HGVs from being blocked while accessing/egressing the site, therefore preventing further queuing at these junctions; and
- To increase the safety of vulnerable road users, HGV operators will be encouraged to use safety equipment such as sidebars, blind spot cameras, audible 'turning left' warnings and reversing beeps for all HGVs accessing the site.

19.12 An assessment of carbon emissions arising from the transport of waste derived fuels and other raw materials to the site and waste arising from the site has been undertaken and is provided in the Climate Change Assessment.

It is worth noting however that NPS EN-1 and EN-3 outline the need for additional generating stations in the UK, and hence local planning authorities (in this case, SBC) do not need to take into account the carbon emissions associated with these developments.

19.13 Climate Change

The proposed development will make a positive contribution toward addressing a number of challenges, namely:

- The UK Government's climate change commitments which necessitate achieving ambitious reductions in greenhouse gas emissions, principally carbon dioxide (CO2);
- Security of national electricity supply through having a mix of energy generating technologies and a diverse range of fuel sources;
- Maximising energy recovery from waste derived fuels in the form of low carbon (non fossil fuel) electricity and heat that will supply businesses in the local area;
- Providing local authorities with an outlet for processed municipal solid waste in the

form of waste derived fuels;

- Complementing recycling initiatives by accepting waste after these initiatives have been carried out, thereby forming part of an integrated waste management system;
- Positive diversion of waste materials that may otherwise be disposed of to landfill, achieving reductions in greenhouse gas emissions (including methane) that would otherwise be generated from the breakdown of the waste materials associated with landfill;
- Utilising a cooling heat and power network in line with the UK Government's commitment towards developing heating and cooling networks; and
- Forming part of the continued modernisation of the Slough Trading Estate and green energy credentials of the site.

- 19.14 As such, it is considered that the need and requirement for the proposed development has been demonstrated in line with Central Government's objectives to achieve renewable energy targets, with lower greenhouse gas emissions than many existing energy technologies (such as coal and gas).

20.0 Electronic Interference

- 20.1 Paragraph 44 of the NPPF states that *"Local planning authorities should ensure that: ...they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and telecommunications services"*.
- 20.2 Policy EN6 (Interference with Telecommunication Signals) of Slough's Local Plan relates specifically to broadcasting interference due to new structures, stating that *"Where it is anticipated that disruption to television services and other telecommunications services will be a problem either because of: a) the proposed development's height or mass... planning permission will only be granted subject to a condition requiring the developer to take appropriate measures to restore any loss of quality of reception"*.
- 20.3 The introduction of new structures of significant height and bulk into a residential environment can cause disruption to both terrestrial and satellite TV reception. Principles of radiowave propagation from transmitting to receiving antennae (both terrestrial and satellite) are used to study the likely significant effect of the proposed development on TV reception in the area surrounding the site. This is because these signals use frequencies that travel more or less in straight lines and hence can be blocked by the introduction of new buildings.
- 20.4 Within Chapter 15 of the Environmental Statement, URS have assessed the impact of the proposed development by a combination of desk-based calculations and an on-site inspection of domestic aerial installations in the surrounding area (terrestrial and satellite). The highest element of the proposed development considered for the purposes of the assessment is the boiler house, which is 48m above ground level. The existing or proposed stacks will not have an effect for this assessment as they are slender and TV signals will diffract around the edges before meeting up again a few metres away, therefore creating no shadow.
- 20.5 The potential effect on the reception of mobile telephone signals, wireless networks and emergency service communications would be compromised in situations where their transmitting aerials are sited on top of nearby buildings at heights less than those of the proposed development. It has been confirmed that no such aerials

have been found, either from a search of the Ofcom database or during the site visit undertaken as part of the assessment, but SEGRO, has noted that they operate a security pager system throughout the industrial estate. Therefore the operating parameters of this system have been investigated by URS. The only other services deemed to be at risk of degradation are digital terrestrial and satellite TV reception, this is discussed in further detail below.

20.6 The cumulative effects have also been assessed with other proposed developments in the area and it has been concluded that there will be no cumulative effect.

20.7 *Demolition and Construction*

Interference caused by temporary structures, such as cranes and scaffolding, used during demolition and construction works is temporary and unlikely to affect TV and radio signals due to their slender nature and the ability of the signals to diffract around these structures.

To avoid disruption to services carried by communication cables (copper and fibre) to neighbouring properties (such as accidental cutting of cables during demolition and construction phases), the Applicant will obtain information on any cable routes that run across the site from the Service Providers prior to demolition or enabling works. This information can then be used by the Contractor carrying out these works to avoid any potential disruption.

20.8 *Completed and Operational Development*

Chapter 15 of the Environmental Statement identifies that 22 dwellings could potentially have their TV signal adversely affected as a result of the proposed development if they are using terrestrial TV signal, although if they are using cable or satellite TV signals then no dwellings would be at risk.

20.9 *Mitigation*

No specific mitigation was identified for incorporation into the design of the scheme as the proposed 48m tall boiler house would have to be reduced by approximately 8m in height and the tipping hall bunker would have to be reduced in width to that of the boiler house, from 60m to 46m to prevent no loss of reception to local viewers. Due to the specific design parameters of the internal equipment required for the proposed development, a reduction in the massing of the buildings of this magnitude is not feasible and the Applicant has demonstrated the requirement for the proposed development of this scale and mass to ensure that operational functions can be delivered.

The Local Planning Authority must weigh the harm and benefits of the proposal in line with the NPPF when considering the proposed development. It is considered that harm of the proposal can be adequately mitigated. As such the Applicant will ensure that those dwellings with adversely affected terrestrial TV reception, mitigation would include upgrading the existing aerials by increasing their height and/or gain, using signals from the Hannington transmitter which will be received from the southwest, or providing a non-subscription satellite service which is available from either the BBC and ITV ('Freesat') or 'Sky' for a one-off cost. This will be secured by means of a condition.

SEGRO operates a security pager system within the trading estate. In the event

that elements of the proposed development are found to block parts of the service area of the security pager system the Applicant will provide a suitable location (on the roof of one of the buildings) for a repeater transmitter, if necessary. It is expected that this would fully mitigate any effects on this local service.

20.10 The mitigation measures are expected to provide TV reception of at least the same quality as that previously enjoyed by those affected households prior to the implementation of the proposed development, as such this is considered to be acceptable.

21.0 Planning obligations

A Section 106 Agreement will be undertaken, whereby the Applicant commits to specified planning obligations in respect of:

1. Traffic safety improvement measures, namely improved junction safety including carbon reduction measures relating to cycle routes and improved street lighting;
2. New air quality monitoring measures in Slough and Burnham Beeches including committed sum for annual management;
3. Various tree and landscaping schemes across nearby residential areas and the Slough Trading Estate including a committed sum for future maintenance;
4. Use of site operational HGV traffic on Slough transport network, incorporating existing planning permission P/0600/001 dated 09.12.97 and section 36 consent AAH/1/88 dated 29.03.99;
5. Compliance with Euro VI standard for all HGV Waste Derived Fuels vehicle deliveries to the site;
6. Reasonable endeavours to maintain and expand Combined Heat and Power infrastructure network;
7. Concrete cooling towers to be repainted in a colour that meets the Council's renewal requirements;
8. Requirement to review approved traffic arrangements in the event of exceeding the agreed Traffic Movement Ceiling;
9. Variation of Section 106 Legal Agreement associated with P/6000/001 and consideration given to any change arising from 987/19;
10. Provision and review of the Travel Plan;
11. Provision of Construction Environmental Management Plan;
12. Apprenticeship scheme/employment and skill plan sponsored by main Slough Multifuel construction contractor and/or site employment.

22.0 **Process**

In dealing with the application, the Local Planning Authority has worked with the Applicant in a positive and proactive manner. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

23.0 Summary and Conclusion

23.1 The selected design is for a generating capacity of up to 50 megawatts utilising up to 480,000 tonnes of waste derived fuels, there will no hazardous waste.

Overall it is considered that there are no policy grounds to object to the principle of

the proposed development as a Multifuel Combined Heat and Power Generating Station, given that it has always historically been a power station site. The Local Planning Authority has assessed the proposal in line with the waste hierarchy and relevant national policy on energy recovery and considers that the proposal can be appropriately assessed as recovery. The proximity of the site to existing industrial properties within the Trading Estate provides opportunities for the supply of heat and energy from the proposed facility with sustainability benefits.

The environmental impacts of the proposed development have been assessed in the Environmental Statement and in this assessment it is considered that the impacts of the development are not significant and would not result in cumulative impacts that would justify refusal of the application from a land use planning perspective.

A Demolition and Construction Method Statement and Construction Environmental Management Plan will be prepared and approved by the Local Planning prior to the onset of the demolition and construction phase to maintain consideration of environmental effects beyond the planning stage of the proposed development. This will incorporate the commitments made within the Environmental Statement with regard to mitigating against potentially adverse effects throughout the site enabling, demolition and construction phase. Further controls would be in place through other regulations, primarily the Environmental Permitting Regulations.

In terms of potential for amenity impacts the site benefits from an industrial setting and significant separation distance to sensitive receptors. It is considered that subject to the imposition of the proposed mitigation measures and conditions there should be no adverse amenity impacts to justify refusal of this application having regard to the NPPF, the Core Strategy and The Local Plan.

It is considered that the proposed development improves on the visual appearance of the existing site, particularly from the southern view, by removing plant and buildings that have reached the end of their life and replacing these with new cohesively designed and integrated structures. While the building and in particular the stacks would be visible although views of the proposed development would be softened to some extent by existing industrial development and proposed landscaping.

Change will undoubtedly occur and proposed development will certainly not hide in the landscape, but its design will ensure that it becomes a landmark feature that demonstrates the importance that Slough attaches to generating renewable energy, combating climate change and embracing sustainable waste management practices.

- 23.2 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received and letters of objection received from residents living near the site, and all other relevant material considerations.

24.0 PART C: RECOMMENDATION

Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following finalising conditions and completion of a Section 106 Agreement.

PART D: LIST OF CONDITIONS – HEADINGS

1. Time limit in which development must commence
2. Implemented in accordance with approved plans
3. Requirement for details of design
4. Means of access
5. Soil contamination
6. Protection of watercourses
7. Television reception
8. Surface water drainage
9. Air quality monitoring
10. Dust suppression during construction and operation
11. Piling details
12. Vibration
13. Noise monitoring during construction and operation
14. Maximum limits of noise levels
15. Requirement to deposit fuels only within the tipping hall
16. Lorry sheeting
17. No water, effluent or drainage discharged into the public highway
18. No waste transfer operations place on site
19. Odour management
20. Waste hierarchy
21. Details of external lighting
22. Flood risk
23. Protected species within the site
24. Fuel storage bunkers
25. Cycle parking
26. Local liaison group
27. Temporary construction compound
28. Green walling and other on site landscaping
29. Maximum height of buildings and stack
30. Traffic movements during operational development
31. Maximum traffic movement annual limit
32. Framework construction environmental management plan
33. Demolition and Construction Method Statement
34. Carbon filters abatement system/other appropriate technology
35. Notify Defence Geographic Centre

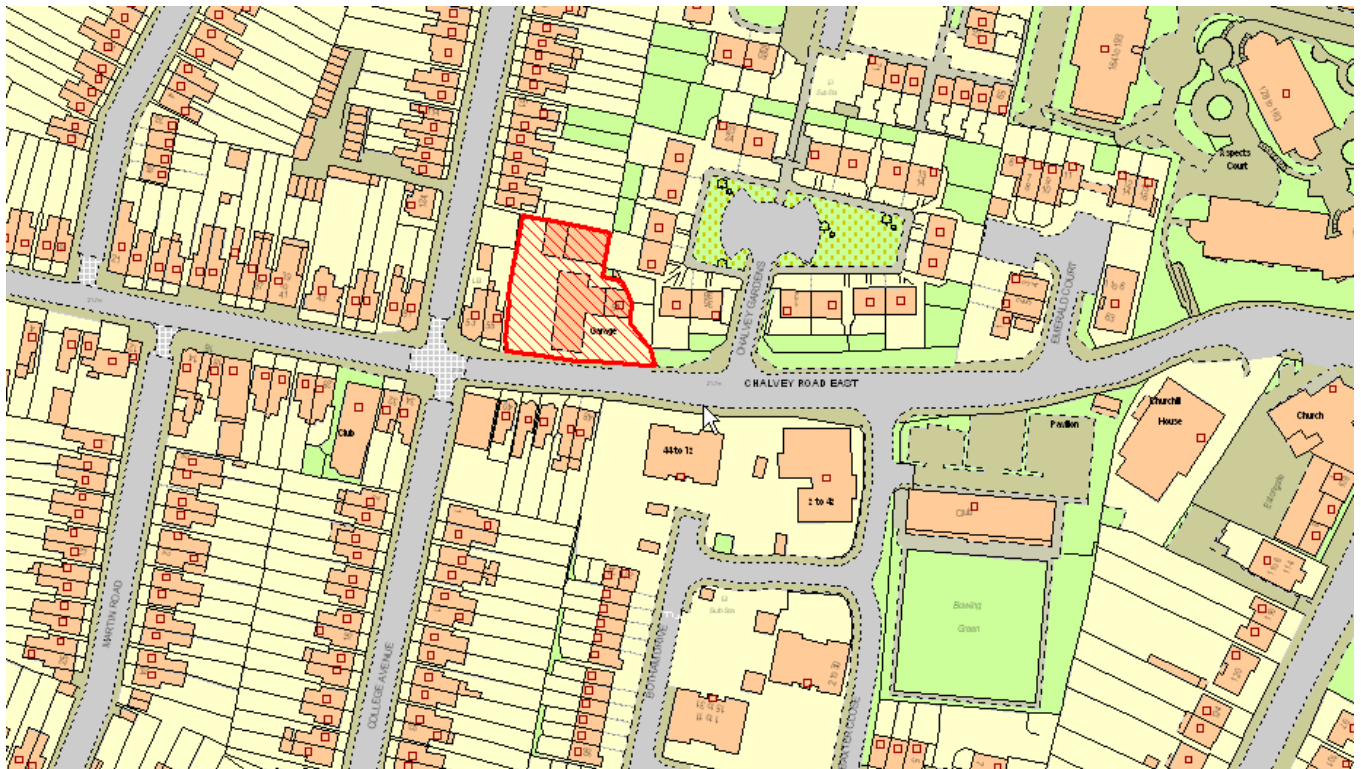
Informatives:

1. Aviation Promulgation.
2. Crane operations.

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Registration Date:	11-Nov-2014	Applic. No:	P/00471/015
Officer:	Mr. J. Dymond	Ward:	Chalvey
		Applic type:	Major
		13 week date:	10 th February 2015
Applicant:	Mr. Lee Ruddy, Patrick Ruddy Homes Ltd		
Agent:			
Location:	57, Chalvey Road East, Slough, SL1 2LP		
Proposal:	DEMOLITION OF THE EXISTING PETROL FILLING STATION INCLUDING FORECOURT, EXISTING RETAIL SHOP, EXISTING MOT STATION WORKSHOP AND REMOVAL OF ALL FUEL STORAGE TANKS AND THE ERECTION OF A NEW 4 STOREY BUILDING PLUS 1 MANSARD LEVEL TO PROVIDE 2 NO. THREE BEDROOM HOUSES AND 24 NO. ONE BEDROOM FLATS WITH PARKING FOR 16 CARS, BIKE STORAGE FOR 24 BIKES.		

Recommendation: Delegate to Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended to:

Delegate a decision to the Acting Planning Manager for the signing of a satisfactory Section 106 Agreement (or unilateral planning obligation) as necessary; to agree revised drawings requested; to consider any further observations from neighbours / consultees; to agree the outstanding matters referred to in the report; and to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the demolition of the existing petrol filling station including forecourt, existing retail shop, existing MOT station workshop and removal of all fuel storage tanks and the erection of a new 4 storey building plus 1 mansard level to provide 2 no. three bedroom houses and 24 no. one bedroom flats with parking for 16 cars, bike storage for 24 bikes.
- 2.2 Pre-application advice has been sought on the proposals.

3.0 Application Site

- 3.1 The application site comprises a disused petrol filling station with an associated repairs and servicing workshop and shop. The site is bounded to the north and east by two storey semi-detached dwellings, and there are two storey flats to the east. To the south of the site is Chalvey Road East, from which the site is accessed.
- 3.2 On the other side of Chalvey Road East directly to the south is a series of detached dwellings, whilst further to the south east are several three storey blocks of flats. It is understood that these blocks were erected in 1996 (P/00830/009) as part of a comprehensive redevelopment of an area designated in the local plan for higher density residential.
- 3.3 Further east along Chalvey Road East, buildings become bulkier and are greater in height, culminating in the development known as Aspects Court. The area around the application site and the built environment to west is predominantly two storey residential.

4.0 Site History

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

P/00471/014 DEMOLITION OF EXISTING PETROL FILLING STATION AND ASSOCIATED STRUCTURES AND THE CONSTRUCTION OF A THREE STOREY BUILDING PLUS ADDITIONAL MANSARD LEVEL TO PROVIDE FOUR NO. THREE-BEDROOM, FIVE NO. TWO-BEDROOM AND TWENTY NINE NO. ONE BEDROOM FLATS, WITH BASEMENT CAR PARK FOR THIRTY EIGHT NO. CARS (OUTLINE)

Refused 20-Jan-2009

For the following reasons:

1. The proposed development would adversely impact on the character of the street scene by reason of its excessive scale, bulk, height and overdevelopment of the site, which would not be in keeping with the prevailing character of the surrounding built environment and contrary to PPS1: Delivering Sustainable Development, PPS 3: Housing and Policies H13 and EN1 of The Adopted Local Plan for Slough (2004) and Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 -2026, Development Plan Document.
2. The proposed development would adversely impact the amenity and privacy of adjoining neighbours by virtue of overshadowing, overlooking and loss of outlook due to the excessive bulk and mass of the proposed structure within close proximity of adjoining dwellings, contrary Planning Policy Statement 1 (PPS 1): Delivering Sustainable Development, Planning Policy Statement 3 (PPS 3): Housing, and Policies EN1 and H13 of The Adopted Local Plan for Slough (2004) and Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 -2026, Development Plan Document.
3. The proposed development fails to provide family housing in terms of the definition outlined in the Core Strategy for a development outside the Town Centre, contrary to PPS3 (Housing) and Core Policy 4 (Type of Housing) of the Slough Local Development Framework, Core Strategy 2006 -2026, Development Plan Document.
4. The proposal fails to provide acceptable amenity space for the type of residential development proposed, resulting in a development that would be detrimental to the residential amenity of future occupiers, especially the three-bedroom units that could be occupied by families with children in not being high quality housing. The proposal is therefore considered contrary to Policy H14 of The Adopted Local Plan for Slough (2004) and PPS3.

P/00471/013 DEMOLITION OF EXISTING PETROL STATION, ASSOCIATED BUILDING, STRUCTURES AND FORECOURT AND ERECTION OF A THREE STOREY BUILDING WITH MANSARD ROOF AND ADDITIONAL RECESSED ROOF TO PROVIDE 8 NO. TWO BEDROOM FLATS AND 30 NO. ONE BEDROOM FLATS ON UPPER FLOORS AND FIVE COMMERCIAL UNITS ON GROUND FLOOR, WITH BASEMENT CAR PARKING FOR 38 NO. CARS AND 38 NO. BICYCLES WITH OFF STREET SERVICING (OUTLINE)

Refused 15-Jan-2008

For the following reasons:

1. The proposed development would adversely impact on the character of the street scene by reason of its excessive bulk and overdevelopment of the site, not in keeping with the prevailing scale of the surrounding built environment and contrary to PPS1: Delivering Sustainable Development, PPS 3: Housing, and Policies H13 and EN1 of The Adopted Local Plan for Slough (2004).
2. The proposed development would adversely impact the amenity and

privacy of adjoining neighbours by virtue of overshadowing, overlooking and loss of outlook due to the excessive bulk and mass of the proposed structure within close proximity of adjoining dwellings, contrary Planning Policy Statement 1 (PPS 1): Delivering Sustainable Development, Planning Policy Statement 3 (PPS 3): Housing, and Policies EN1 and H13 of The Adopted Local Plan for Slough (2004).

3. The proposed development fails to provide a suitable level of Family Housing for development outside the Town Centre, contrary to PPS3 (Housing) and Core policy 4 (Type of Housing) of the Slough Local Development Framework, Core Strategy 2006-2026, Submission Document.

4. The proposed development fails to provide adequate loading and unloading of service vehicles and poor access visibility to the detriment of pedestrian and vehicular traffic safety, contrary to PPG13: Transport and Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, Submission Document.

5. The proposed development provides an unsuitable intensification of commercial development within a residential setting, serving to infringe upon the viability of other designated commercial sites contrary to Policy S1 (Retail Hierarchy) of The Adopted Local Plan for Slough (2004).

6. The proposal fails to provide a suitable level of amenity space for the type of residential development proposed, resulting in a development which would be detrimental to the residential amenity of future occupiers. The proposal is therefore considered contrary to Policy H14 of The Adopted Local Plan for Slough (2004).

P/00471/012 OUTLINE APPLICATION FOR ERECTION OF 5NO. RETAIL UNITS, 8NO. TWO BEDROOM FLATS AND 32NO. ONE BEDROOM

Refused 22-Nov-2005

P/00471/011 INSTALLATION OF ILLUMINATED FASCIA AND POLE SIGNS AND NON ILLUMINATED DIRECTIONAL POSTER AND INFORMATION SIGNS (AMENDED PLANS RECEIVED 19.12.96)

Approved with Conditions 19-Dec-1996

P/00471/010 INSTALLATION OF AN UNDERGROUND SPIRIT STORAGE TANK.

Approved with Conditions 03-Mar-1989

P/00471/009 INSTALLATION OF ILLUMINATED SIGN.

Approved with Conditions 28-Aug-1985

5.0 Neighbour Notification

5.1 36, CHALVEY ROAD EAST, SLOUGH, BERKSHIRE, 53, Chalvey Road East, Slough, SL1 2LP, 31, Chalvey Gardens, Slough, SL1 2LW, 32, Chalvey Gardens, Slough, SL1 2LW, 29, Chalvey Gardens, Slough, SL1 2LW, 30, Chalvey Gardens, Slough, SL1 2LW, 44, Chalvey Road East, Slough, SL1 2LR, 55, Chalvey Road East, Slough, SL1 2LP, 33, Chalvey Gardens, Slough, SL1 2LW, 34, Chalvey Gardens, Slough, SL1 2LW, 40, Chalvey Road East,

Slough, SL1 2LR, 50, Botham Drive, Slough, SL1 2LY, 52, Botham Drive, Slough, SL1 2LY, 54, Botham Drive, Slough, SL1 2LY, 56, Botham Drive, Slough, SL1 2LY, 44, Botham Drive, Slough, SL1 2LY, 46, Botham Drive, Slough, SL1 2LY, 48, Botham Drive, Slough, SL1 2LY, 66, Botham Drive, Slough, SL1 2LY, 68, Botham Drive, Slough, SL1 2LY, 70, Botham Drive, Slough, SL1 2LY, 72, Botham Drive, Slough, SL1 2LY, 58, Botham Drive, Slough, SL1 2LY, 60, Botham Drive, Slough, SL1 2LY, 62, Botham Drive, Slough, SL1 2LY, 64, Botham Drive, Slough, SL1 2LY, 163, The Crescent, Slough, SL1 2LF, 46, Chalvey Road East, Slough, SL1 2LR, 161, The Crescent, Slough, SL1 2LF, 48, Chalvey Road East, Slough, SL1 2LR, 42, Chalvey Road East, Slough, SL1 2LR, 53a, Chalvey Road East, Slough, SL1 2LP

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

5.2 Owner of 32 Chalvey Gardens – Object to the application for the following reason in summary:

5.3 My property backs onto the plot and will be disadvantaged by overshadowing, loss of privacy and noise disturbance.

5.4 A petition has been received which has been signed by some residents living on Chalvey Road East and The Crescent. The petition states the following:

5.5 We would like to draw the above site to your attention and express our concerns of the eye sore. The site has been sat derelict for a number of years and has attracted both squatters and rodents to the area. We have discussed the issue in our local forum and have been made aware by the developers that they wish to make a vast improvement by developing the site. We are in favour of this as we feel it is overdue and we would be very grateful if the Council and Developer could work together to make progress on the situation.

6.0 Consultation

6.1 Transport and Highways

6.2 Comments are as follows, in summary:

- 6.3
- The proposal to use this site for 26 residential units compared to its operation as a petrol station will mean significant reduction in trips to the site;
 - A new access is proposed in the centre of the site and this is acceptable;
 - Vehicle visibility splays of 2.4m x 43m can be achieved in both directions;
 - This site is located outside of the town centre area and therefore the full parking standard within the Slough Local Plan applies. The applicant has been made fully aware of this at the pre-application stage, but taking account of the number of units proposed can only accommodate 16 parking spaces - 0.5 spaces for each flat and 2 spaces each for the 2 bedroom properties;
 - One option was for the developer to agree to fund a car club vehicle for three years providing free membership to the club for residents of the development – it is noted that this has not been proposed as part of the application and it is recommended that the application is refused;
 - Cycle parking has only been provided on the basis of 0.5 spaces per unit which is below the Local Plan standard;
 - The refuse store is located 18m from the back edge of the highway when the maximum drag distance by waste operatives for eurobins is 10m as set out in the SBC Developers Guide. The applicant will need to fund a management company to manoeuvre the bins every time they are collected, but as there is no suitable space to the store the bins for

collection then this is not really a workable solution.

As it stands it is recommended that the application be refused, however the highway objections will only be withdrawn if the applicant agrees to:

- fully fund the car club for a period of three years;
- provides a contribution to enable the car club bay to be provided on-street;
- re-designs the cycle store;
- re-designs the bin store;
- enters into a S278 agreement for the undertaking of the highway works;

Residents should also be excluded from being eligible to apply for a parking permit on any existing or future residents parking schemes.

6.4 The applicant has been made aware of these comments and amendments/further details have been requested.

6.5 Land and Highway Drainage

6.6 Whilst the site is not in a flood zone the Chalvey area is at risk of various types of flooding and the drainage of this development must be designed to contain a 100yr + 30% event within the curtilage, to avoid increasing flood risk in the area.

Where possible infiltration is the preferred means of disposal of water but it is recognised that contamination, on this site, may limit this and attenuation would be acceptable, with a max flow rate of 5l/s, discharging to SW sewer with Thames Waters consent.

The detailed drainage design can be conditioned.

6.7 Environmental Protection

6.8 No comments received.

6.9 Tree Officer

6.10 It is believed there are no existing trees affected by the above application, but the area would benefit from some trees being planted accordingly a good landscaping scheme would be desirable.

6.11 Thames Water

6.12 Comments received and condition recommended regarding impact piling.

6.13 Crime Prevention Design Advisor

6.14 No comments received.

6.15 Environmental Quality

6.16 Conditions regarding contaminated land recommended.

6.17 Asset Management

6.18 A previous review of an appraisal early in the year indicated that the viability on this site would be stretched due to the low values and high remediation costs, however the applicant will need to submit an up to date report.

- 6.19 Housing
- 6.20 Advised at pre-application stage that a commuted sum should be sought and further comments anticipated to be reported on the amendments sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

National Planning Policy Framework and the Planning Practice Guidance

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

Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Housing
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy H14 – Amenity Space
Policy OSC15 – Provision of Facilities in new Residential Developments
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

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 for 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 Proposals Map
Slough Borough Council Developer's Guide Parts 1-4
Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
Guidelines for Flat Conversions (April 1992)

- 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 neighbouring properties;
- 4) Amenity space for residents;
- 5) Parking and highway safety;
- 6) Planning obligations.

8.0 Principle of Development

Loss of existing use

- 8.1 There is considered to be no objection in principle to the loss of a petrol filling station on this site. It is understood that the petrol filling station ceased operating some years ago and since this time, the site has remained vacant.
- 8.2 The applicant submits that the application site currently makes no positive contribution to the social wellbeing and cohesion of the local community. The closure of the petrol filling station and associated retail outlet has resulted in the site appearing dilapidated and this is considered to have an adverse impact on the surrounding area. The applicant submits that the unused condition of the site is likely to undermine community confidence, and could encourage anti-social behaviour and crime.

Proposed use

- 8.3 The principle of the redevelopment of the site to bring it back into an appropriate use and at the same time improve its appearance is considered to be beneficial. The applicant submits that the site as it stands blights the locality and that the development would provide housing. A petition has been received in support of the application on the basis of the improvement to be made to the site.
- 8.4 Regeneration is taking place in Chalvey and the Council has recently implemented improvements to the local road layout.
- 8.5 In October 2013 Cabinet approved the second phase of the Chalvey Regeneration Strategy, which has a specific emphasis on delivering regeneration outputs and outcomes for a select number of key sites. This site forms part of this strategy.
- 8.6 It is understood that viability issues have played a part in preventing the site from being brought forward for development sooner. This aspect of the proposal is further discussed in the 'Planning Obligations' section below.

- 8.7 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a “golden thread running through both plan making and decision taking”. In respect of decision taking this means, inter alia, approving development proposals that accord with the development plan without delay.
- 8.8 Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals, as follows:
- Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
 - Support the transition to a low carbon future in a changing climate, taking full account of flood risk, the reuse of existing resources and the encouragement for using renewable resources
 - Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value
 - Actively manage patterns of growth to make the fullest possible use of Public Transport, walking and cycling, and focus significant development to locations which are or can be made sustainable.
- 8.9 At paragraph 49 in respect of delivering a wide choice of high quality homes it states that housing applications should be considered in the context of the presumption in favour of sustainable development.
- 8.10 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This policy requires that the scale and density of development will be related to the site’s current or proposed accessibility, character and surroundings.
- 8.11 Core Policy 4 of the Core Strategy sets out the Council’s approach to the consideration of proposed housing development within the Borough. This states that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.
- 8.12 Given the location of the site, outside of Slough Town Centre, new residential development should predominantly consist of family housing.
- 8.13 It will be noted from the above planning history that planning permission has been refused for the proposed redevelopment of the site to provide 38 no. flats has been refused in the past. The most recent application, planning application P/00471/014 was for the construction of a three storey building plus additional mansard level to provide 4 no. three bedroom, 5 no. two bedroom and 29 no. one bedroom flats.
- 8.14 That application was refused on 20th January 2009 for a number of reasons, one of which related to the failure to provide family housing.
- 8.15 The application under consideration therefore differs from the previously refused scheme in a number of ways and a mix of flats and dwellings is proposed. Furthermore, the number of flats has been reduced.
- 8.16 The dwellings would appear to comply with the definition of a family house as contained within the Core Strategy. Whilst the development as a whole would not predominantly consist of family housing and the majority of the units would be flats, an element of family housing would

now be provided.

- 8.17 The applicant submits that whilst two storey housing adjoins the application site, there are numerous examples of more intensive developments including those for flats in the locality which indicate the transitional and evolving character of the area. Whilst it appears that these examples pre-date the adoption of the Core Strategy, the following are cited:
- The development of three storey flats with tall pitched roofs constructed on the south side of Chalvey Road East;
 - A four storey residential block has been constructed at 2A, 2B, 2C and 2D The Crescent;
 - An eight/nine storey residential block containing 192 flats has recently been completed at the former South Bucks District Council site (now known as Aspects Court), at the junction of Chalvey Road East and Windsor Road;
 - A 3 storey mixed use development known as Alexandra Plaza has been constructed to the west of the application site on the south side of Chalvey Road West;
- 8.18 In addition to the above completed developments, the applicant also notes that planning consent has been granted in the past for three and four storey, high-density flatted schemes at 10-18 Chalvey Road West and 2-18 Alexandra Road, both of which lie outside the designated Town Centre.
- 8.19 Furthermore, it is noted that on 26th February 2007, planning permission ref P/01201/ 006 was granted for a three and four storey mixed use scheme at the Forester's Arms site on the north side of Chalvey Road West.
- 8.20 It is considered that the principle of the redevelopment of the site to provide housing would be beneficial. The existing condition of the site is considered to have a negative impact on the area and the proposal would improve the appearance of the site. Redevelopment would align with the aims of the Chalvey Regeneration Strategy.
- 8.21 The scheme addresses the previous reason for refusal in that an element of family housing would now be provided. The number of units has also been reduced.
- 8.22 There are examples of developments comprising flats in the vicinity of the site, notably to the south of the site on the opposite side of Chalvey Road East, and to the east. Given that a mix of dwellings and flats is proposed, it could be said that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.
- 8.23 It is concluded that there is justification to allow a departure from Core Policy 1 and 4 of the Core Strategy in this instance due to the circumstances as set out above and that the proposals are in accordance with the National Planning Policy Framework.

9.0 Design and Impact on the Street Scene

- 9.1 Policy EN1 of The Adopted Local Plan for Slough 2004 and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document require that the design of proposed development should be of a high standard of design and should reflect the character and appearance of the surrounding area. Policy EN1 of the Adopted Local Plan for Slough sets out detailed design criteria which development proposals are required to comply with and Core Policy 8 of the Core Strategy states the following:

“High Quality Design:

All development will:

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

b) Respect its location and surroundings;

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

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

- 9.2 The proposed development would comprise a part four storey building comprising flats with accommodation within a mansard roof and a part two storey building comprising semi-detached dwellings with accommodation in the roof space.
- 9.3 The building would be sited to the front of the site, facing Chalvey Road East.
- 9.4 The four storey element would be sited to the east, and the two storey element would be to the west, adjacent to 55 Chalvey Road East.
- 9.5 A car park would be provided to the rear. This car park would be accessed via an undercroft access from Chalvey Road East. Areas of landscaping are proposed around the building and the dwellings would have private rear gardens.
- 9.6 The siting and layout of the proposed building is considered to respect existing development and is considered to be acceptable.
- 9.7 The design of the proposed development incorporates design features found in the locality, such as bay windows, and is considered to read as a comprehensive development and a contemporary addition to the street scene.
- 9.8 Proposed materials would comprise a mixture of brickwork and render, and the roof would be covered in plain concrete tiles. These materials are considered to be inkeeping with the surrounding area.
- 9.9 Whilst the height of the proposed development would be higher than neighbouring development, it is acknowledged that there are examples of developments of three or more storeys in the vicinity of the site. Given the on-going adverse impact on the street scene arising from the existing condition of the site, it is considered that the design and impact on the street scene of the proposal would constitute an enhancement and on this basis would be acceptable.

10.0 Relationship With and Potential Impact on Neighbouring Properties

- 10.1 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. This policy also states that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers.
- 10.2 The applicant has submitted a Sunlight and Daylight Report. The submitted Sunlight and Daylight Report includes a study of the levels of light that will be achieved to 31 and 32 Chalvey Gardens pre and post development to establish how they will be affected by the proposed development.
- 10.3 It is considered that the main areas for consideration in relation to the potential impact on

neighbouring occupiers would be with respect to:

- The potential impact on the occupiers of 31-32 Chalvey Gardens in terms of daylight, sunlight and overshadowing;
- The potential impact on the occupiers of 55 Chalvey Road East.

Impact on the occupiers of 31-32 Chalvey Gardens

- 10.4 31-32 Chalvey Gardens are located to the north east of the site. It appears that these flats are orientated with windows facing east/west. There is an external staircase on the south elevation. Associated outside amenity space is located to the rear, to the west of the flats.
- 10.5 The existing workshop building within the site abuts the rear boundary of 31-32 Chalvey Gardens. The workshop building spans much of this rear boundary. The separation distance between the rear elevation off the workshop building and the rear elevation of 31-32 Chalvey Gardens is 9.4 metres. Internally, the workshop building is understood to comprise a workshop with mezzanine floor for storage and it therefore appears to be of a height equivalent to a two storey building.
- 10.6 An objection has been received from the owner of 32 Chalvey Gardens on the grounds of overshadowing, loss of privacy and noise disturbance.
- 10.7 In assessing these potential impacts, it is considered that regard should be had to the existing situation.
- 10.8 The proposed building would be sited to the south/south west of 31-32 Chalvey Gardens. The rear elevation is stepped and the separation distance between the deepest rear projection and the rear corner of 31-32 Chalvey Gardens would be 10 metres at its closest point.
- 10.9 The separation distance between the stepped element and the rear corner of 31-32 Chalvey Gardens would be 7 metres at its closest point. The opposing elevation immediately opposite the side elevation of 31-32 Chalvey Gardens increases to 13.2 metres.
- 10.10 The siting of the building is such that the southern boundary and the south western corner of 31-32 Chalvey Gardens has the potential to be worst affected as a result of the proposal. Balanced against this however, is the potential improvement in the existing situation resulting from the removal of the existing workshop building which spans nearly the full width of the rear boundary of 31-32 Chalvey Gardens at a distance of 9.4 metres directly opposite the rear wall of the flats.
- 10.11 The applicant has been advised that overshadowing needs to be considered and it is anticipated that an overshadowing assessment will be submitted for consideration to inform the assessment of this aspect of the proposal.
- 10.12 Vertical Sky Component (VSC) calculations have been undertaken to the windows for plots 31 & 32 adjacent to the proposed development to determine to what extent the existing dwellings would be affected by the proposed development in terms of daylight.
- 10.13 The report finds that the ground floor windows adjacent to the proposed development would receive a marginal change and the potential loss of available daylight to the first floor casements falls well within the minimum 0.8x requirement. In addition, it is stated that all windows would exceed the 27% VSC threshold and therefore will still be receiving daylight in accordance with good practice and any change as a result of the proposed development would be minimal and unnoticeable to human eye.

- 10.14 It is submitted that the proposed development is in full compliance with all good practice guidance with regard to maintaining the levels of available daylight to the existing dwellings highlighted at 31 and 32 Chalvey Gardens.
- 10.15 Turning to matters relating to overlooking, there would be windows serving habitable rooms in the rear elevation of the building.
- 10.16 As noted above, the rear elevation is stepped. The portion of the rear elevation opposite the southern boundary with 31-32 Chalvey Gardens would have angled bay windows. The angled bay windows would direct views towards the north west in order to address the potential for direct views over the outside amenity space located to the rear of 31-32 Chalvey Gardens. The windows in the rear of the deepest rear projection would look out over the proposed car park and over the rear gardens of the properties beyond. These properties would benefit from the removal of the existing workshop and it is therefore considered having regard to this on balance that the proposed relationship would likely be acceptable in overlooking terms.
- 10.17 With regard to noise, the impact of construction activity would be mitigated through hours of working and other environmental controls.
- 10.18 Whilst the proposal includes the provision of a rear car park, the existing use of the site is a petrol filling station with associated workshop. When compared to the existing traffic movements and noise associated with activities taking place on the site, it is not considered that the proposed car park would be unacceptable in noise terms.

Impact on the occupiers of 55 Chalvey Road East

- 10.19 The proposed semi-detached dwellings would be sited to the west of the site, adjacent to the boundary with 55 Chalvey Road East.
- 10.20 The proposed dwellings would project 2.2 metres beyond the depth of the neighbouring rear wall of 55 Chalvey Road East. It is considered that the proposal would not likely give rise to unacceptable impacts as a result of overshadowing, overlooking or loss of privacy.

11.0 Amenity Space for Residents

- 11.1 Private rear gardens are proposed for use by the future occupiers of the two dwellings.
- 11.2 The proposed flats would be provided with no amenity space and in such circumstances, it is considered reasonable to seek to secure a contribution in lieu of private amenity space.

12.0 Parking and Highway Safety

- 12.1 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.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

Trip Generation

- 12.3 The proposal to use this site for 26 residential units compared to its operation as a petrol station will mean significant reduction in trips to the site, which will be a benefit of the

development.

Access

12.4 A new access is proposed in the centre of the site and this is considered to be acceptable. It will be provided in the form of a vehicle crossover. The existing bell mouth junctions will be removed and the footway re-instated. These works will need to be undertaken as part of a S278 agreement.

12.5 The access road will be 4.2m wide which is wide enough for 2 vehicles to pass each other.

12.6 Railings should be installed around the landscaped area at the front of the development to prevent vehicle parking on the green area as this would lead to unsafe manoeuvring and be detrimental to the street scene and the appearance of the building.

12.7 Visibility

12.8 Vehicle visibility splays of 2.4m x 43m can be achieved in both directions from the site access that is being provided in the form of a vehicle crossover. Pedestrian visibility splays can also be achieved around the site access.

12.9 Car Parking

12.10 This site is located outside of the town centre area and therefore the full parking standard within the Slough Local Plan applies. The applicant has been made fully aware of this at the pre-application stage, but taking account of the number of units proposed can only accommodate 16 parking spaces - 0.5 spaces for each flat and 2 spaces each for the 2 bedroom properties. Whilst additional parking cannot be achieved the applicant was encouraged to reduce the number of units proposed.

12.11 The applicant has been made fully aware that the local highway authority (LHA) was minded to refuse the application on the shortfall of car parking, but the LHA has had many conversations with the applicant in the last 12 months discussing whether this issue could be overcome. One option was for the developer to agree to fund a car club vehicle for three years providing free membership to the club for residents of the development (members would pay petrol and hire charges). The applicant has been requested to provide further details regarding this mitigation and to set out their commitment to the funding of a car club.

12.12 It has been noted that the two car parking spaces that fall partly under the overhang of the building will be very difficult for the driver to get in and out of the vehicle due to the design of the spaces, so unless this is re-designed it may mean only 15 spaces are actually usable.

12.13 Cycle Parking

12.14 Detailed comments have been provided at the pre-application stage on cycle parking and the applicant was made aware that one space per unit was to be provided and that the cycle parking should be provided in a high quality store in a secure area. Cycle parking has only been provided on the basis of 0.5 spaces per unit which is below the Local Plan standard. The cycle parking is located within the refuse store and therefore in terms of security is a poor design solution. Manoeuvring bins out of the store will potentially lead to the risk of bikes being damaged and will make it difficult to manoeuvre bikes onto the racks; this is considered to be a poor design solution. The applicant has been made aware of these concerns and has been given the opportunity to address cycle parking arrangements.

12.15 Refuse Store

- 12.16 The refuse store is located 18m from the back edge of the highway when the maximum drag distance by waste operatives for eurobins is 10m as set out in the SBC Developers Guide. The applicant will need to fund a management company to manoeuvre the bins every time they are collected, but as there is no suitable space to the store the bins for collection then this is not really a workable solution. The applicant has been made aware of these concerns and has been given the opportunity to address the issues identified with the refuse store.

12.17 Gates

- 12.18 It has been commented that the gates should be set back 6m from the rear edge of the footway so as when a vehicle is waiting to enter the site and the gates to open they are not obstructing pedestrians using the footway.
- 12.19 It is anticipated that amendments will be undertaken and any changes will be reported on the Committee amendments sheet.

13.0 Planning Obligations

- 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.
- 13.2 The development is of a type and size that planning obligations relating to affordable housing and education should be sought.
- 13.3 Core Policy 4 requires that all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. At pre-application stage, the Council's Housing section advised that a commuted sum should be sought and an update is to be received on this application having regard to the housing needs register.
- 13.4 The Developer's Guide also sets out that on schemes of 15 or more dwellings, a financial contribution for each dwelling for education should also be sought. Comments from the Council's Transport and Highways section have also identified the need for planning obligations. It is considered that a contribution in lieu of amenity space should also be sought.
- 13.5 The Planning Practice Guidance states that where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.
- 13.6 The Guidance also states that where an applicant is able to demonstrate to the satisfaction of the local planning authority that the planning obligation would cause the development to be unviable, the local planning authority should be flexible in seeking planning obligations.
- 13.7 The March 2014 report to Cabinet on the Chalvey Regeneration Strategy advised that a revised development appraisal with up-to-date income and expenditure had been submitted (to Asset Management). The report goes on to state that having undertaken a viability assessment, Asset Management were satisfied that the scheme was not viable with a full s106 contribution.
- 13.8 Whilst this is acknowledged, and it is understood that that viability issues have played a part in preventing the site from being brought forward for development sooner, the applicant has

been advised that an up-to-date viability appraisal must be submitted for consideration as part of this planning application if there are issues relating to deliverability, the scale of planning obligations and other costs. If flexibility is to be agreed, mechanisms for capturing additional Section 106 contributions if development values change, such as overage clauses, would be sought. Further consideration is required in relation to viability and planning obligations.

14.0 Process

- 14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. Pre-application advice has been provided and amendments have been undertaken to the proposed development. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

15.0 Summary

- 15.1 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.
- 15.2 Whilst amendments have been sought along with additional information relating to neighbour impact, transport and highways, and viability, it is considered that the principle of the redevelopment of this site would be acceptable.
- 15.3 It is acknowledged that the site as it stands is viewed as having an adverse impact on the area and as such, its redevelopment would be welcomed. Given however that there are outstanding matters as discussed above, it is recommended that a decision is delegated to the Acting Planning Manager.

PART C: RECOMMENDATION

16.0 Recommendation

- 16.1 Delegate a decision to the Acting Planning Manager for the signing of a satisfactory Section 106 Agreement (or unilateral planning obligation) as necessary; to agree revised drawings requested; to consider any further observations from neighbours / consultees; to agree the outstanding matters referred to in the report; and to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART D: LIST OF CONDITIONS - HEADINGS

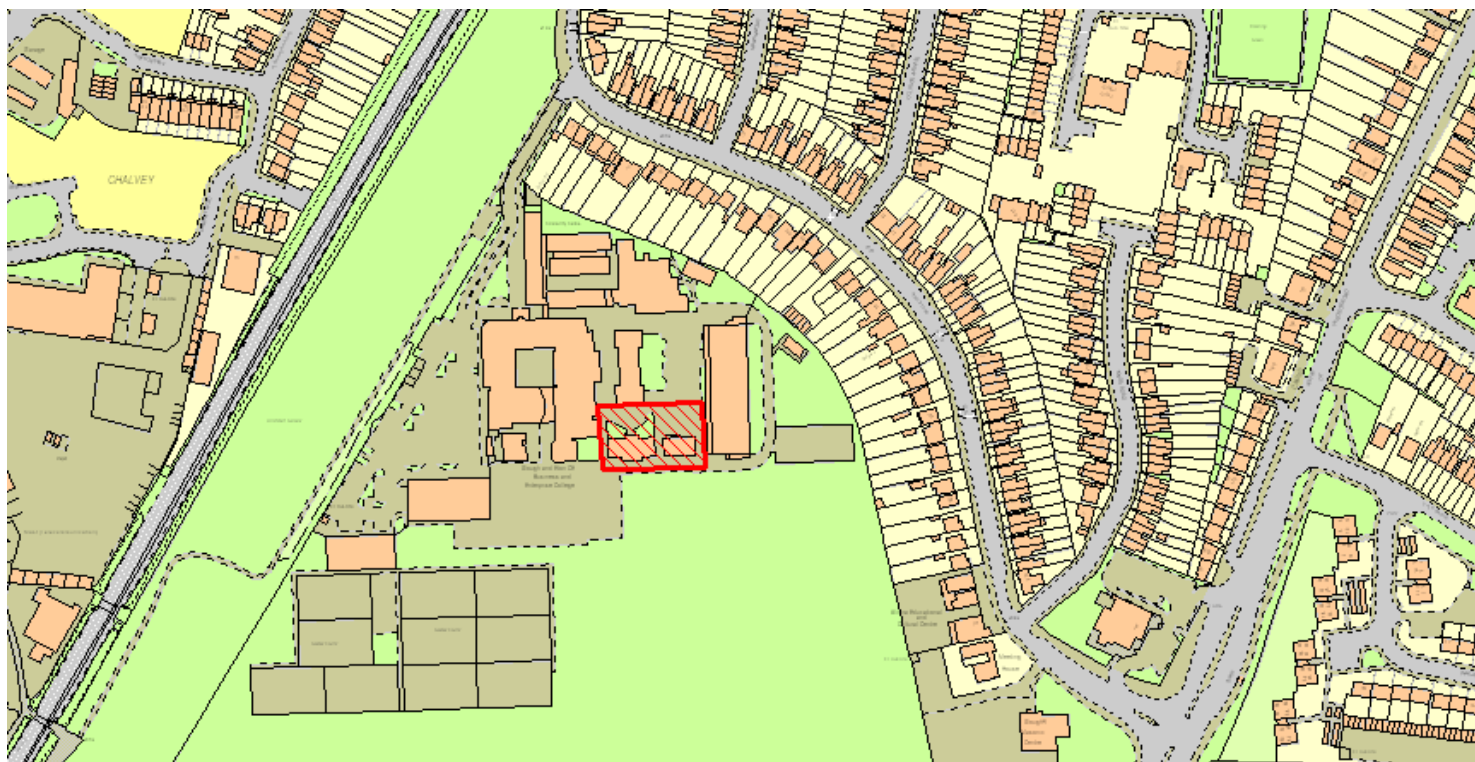
1. Commencement within three years from the date of this permission;
2. Development to be carried out in accordance with approved plans;
3. Submission of materials for approval;
4. Submission of details of surfaces for approval;
5. Submission of details of boundary treatment and gates;
6. Submission of details of cycle parking;
7. Submission of details of bin storage;
8. Removal of permitted development rights for alterations and extensions;
9. Parking, manoeuvring shall be laid out
10. Secured by Design;
11. Details to reduce transmission of noise between residential units;
12. Submission of details of landscaping scheme and tree planting;
13. Submission of details of lighting scheme;
14. Submission of details of drainage;
15. Hours of construction;

16. Submission of Working Method Statement;
17. Submission of measures to control waste during construction;
18. Submission of contaminated land reports;
19. Impact piling;
20. Provision of pedestrian visibility splays;
21. Provision of visibility splays;
22. Provision of new means of access;
23. Removal of redundant access points;
24. No future occupier to be entitled to a car parking permit.

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Registration Date:	31-Oct-2014	Applic. No:	P/02114/022
Officer:	Neetal Rajput	Ward:	
Applicant:	Mr. Chris Fisher, Business Manager, Slough and East Berks		
Agent:	Mr. Ross Melbourne, ADP ADP, Cantay House, Park End Street, Oxford, OX1 1JD		
Location:	SLOUGH AND ETON C E SCHOOL, RAGSTONE ROAD, SLOUGH, BERKS, SL1 2PU		
Proposal:	DEMOLITION OF AN EXISTING SINGLE STOREY BLOCK FOR CONSTRUCTION OF A THREE STOREY BLOCK TO PROVIDE ADDITIONAL TEACHING AND STAFF FACILITIES.		

Recommendation: Delegate to Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following the consideration of any additional comments received from consultees, including highway and transport matters and finalising of conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the construction of a three storey building to provide a new library, teaching and staff facilities, including but not limited to 6 laboratories, IT suites, 4 classrooms, breakout/study area and WCs.
- 2.2 The proposed building would comprise a stand-alone three storey building. The proposed gross internal floor area of the building would be 2124 square metres. As the school has increased its intake of pupil numbers over the years, there is a requirement to expand the existing facilities to meet the demand from pupils to ensure that facilities within the school are not compromised.
- 2.3 This development proposes not to increase car or cycle parking spaces, nor any change to the number of employees or pupils. There is no loss of playing area as a result of this proposal.
- 2.4 The proposed building would be 10.26 metres in height and there are a number of windows and doors proposed for adequate access and natural daylight. At the highest point, the proposed development measures 11.3 metres, this is for the enclosure of plant equipment.

4.0 Application Site

- 4.1 The site is in use as a secondary school with sixth form. The school site is 6 hectares in area and is located to the south of Slough Town Centre. The school site is broadly triangular in shape. The school buildings are located to the north of the site and the school playing fields and Power League facility are situated to the south. The M4 motorway is beyond the southern boundary. To the north and east of the school are the properties of Ragstone Road. The rear gardens of these properties back onto the boundary with the site.
- 4.2 Prior to September 2006, the school catered for pupils aged 11-16 only; however the school subsequently became an 11-19 school with a designated sixth form.
- 4.3 In October 2010, the school sixth form learner number was 138. In October 2011 the sixth form learner number was 177 and the school as confirmed that this number will rise to 260 for both lower and upper years. There current pupil numbers for years 7 to 11 is 900, giving a total pupil number of 1160. This increase in pupil

numbers of the years is understood to have caused considerable pressure on classroom space.

5.0 Site History

5.1 Recent applications relating to the site are as follows:

P/02114/021 ERECTION OF TWO STOREY PITCHED ROOF BUILDING FOR USE AS SCIENCE BLOCK TO PROVIDE 8 NO. SCIENCE LABORATORIES AND ASSOCIATED OFFICES, MEETING ROOMS AND PREPARATION ROOMS FOLLOWING DEMOLITION OF EXISTING SINGLE STOREY BUILDINGS.

Refused; Informatives 10-Apr-2014

P/02114/020 SUBMISSION OF DETAILS PURSUANT TO CONDITIONS NO 03 (SAMPLES OF EXTERNAL MATERIALS), 4 (ACCESS ROAD, PATHWAYS AND COMMUNAL AREAS), 5 (LANDSCAPING AND TREE PLANTING), 6 (BOUNDARY TREATMENT), 7 (TREE PROTECTION), 8 (TRAVEL PLAN), 9 (DRAINAGE WORKS), 10 (SURFACE WATER), 11 (WORKING METHOD STATEMENT), 13 (SITE LIGHTING), 14 (WASTE MEASURES), 15 (CONSTRUCTION MANAGEMENT), 16 (CYCLE STORAGE) 17 (COMMUNITY USE STATEMENT) OF PLANNING PERMISSION P/02114/019 DATED 22/03/2013 FOR CONSTRUCTION OF CLASSROOM BUILDINGS (ONE FOR SIXTH FORM AND OTHER FOR SEN FACILITIES).

Application is currently under determination.

P/02114/019 CONSTRUCTION OF 2 NO. TWO STOREY FLAT ROOFED MODULAR CLASSROOM BUILDINGS (ONE FOR SIXTH FORM AND OTHER FOR SEN FACILITIES).

Approved with Conditions; Informatives 22-Mar-2013

P/02114/018 ERECTION OF AN ACOUSTIC FENCE.

Approved with Conditions; Informatives 01-May-2008

P/02114/017 DEMOLITION AND EXTENSIONS TO EXISTING SCHOOL BUILDINGS AND ERECTION OF NEW TWO STOREY TEACHING BLOCK

Approved with Conditions; Informatives 25-May-2007

P/02114/016 ERECTION OF A TEMPORARY BUILDING FOR CLASSROOM USE

Approved (LPP); Informatives 11-Apr-2006

P/02114/015 ERECTION OF A NEW BUILDING TOTALLING 228 SQ.MTRS FOR USE AS A BUSINESS ENTERPRISE CENTRE

Approved with Conditions; Informatives 07-Jun-2005

- P/02114/014 ERECTION OF A TEMPORARY STYLE BUILDING FOR COMMON ROOM
Approved with Conditions 13-Oct-2003
- P/02114/013 ERECTION OF TEMPORARY BUILDING WITH TWO ROOMS FOR USE AS STUDENT COMMON ROOMS
Approved with Conditions 02-Oct-2002
- P/02114/012 ERECTION OF A TEMPORARY BUILDING TO PROVIDE 2 ADDITIONAL CLASSROOMS
Approved with Conditions; Informatives 13-Jun-2002
- P/02114/011 RETENTION OF 2NO. NON-ILLUMINATED POSTMOUNTED SIGNS AT SITE ENTRANCE AND NO.1 ILLUMINATED FASCIA SIGN (AMENDED PLANS 16.10.00)
Approved with Conditions 25-Oct-2000
- P/02114/010 VARIATION OF CONDITION 2 OF PLANNING PERMISSION P/02114/009 FOR THE APPROVAL OF DETAILED AMENDMENTS TO THE EXTERNAL APPEARANCE OF THE PAVILION BUILDING, SPORTS HALL AND LINK BLOCK
Approved with Conditions; Informatives 04-May-2000
- P/02114/009 PROVISION OF MULTI PURPOSE SPORTS CENTRE TO INCLUDE SPORTS HALL, PAVILLION, 12 NO. MULTI PURPOSE GAMES COURT WITH FLOODLIGHTS AND CAR PARKING. (AMENDED PLANS RECEIVED 02/08/99)
Approved with Conditions; Informatives 09-Nov-1999
- P/02114/008 CELLULAR TELECOMMUNICATIONS SITE COMPRISING OF A 20 METRE POLE & EQUIPMENT CABIN WITHIN A FIXED COMPOUND
Approved with Conditions; Informatives 17-Dec-1998
- P/02114/007 INSTALLATION OF CONTAINER FOR STORAGE
Approved with Conditions 17-Dec-1997
- P/02114/006 CHANGE FLAT ROOFS TO PITCH ROOFS TO PART OF THE BUILDING
Approved with Conditions 08-Jul-1997
- P/02114/005 THREE REPLACEMENT PLUS TWO NEW MODULAR CLASSROOMS WITH OFFICE AND TOILETS
Approved with Conditions 13-Mar-1996

P/02114/004 CONSTRUCTION OF FIRE ACCESS ROAD AND EXTENDED
HARD PLAY SURFACE; ERECTION OF SINGLE STOREY
EXTENSION TO CRAFT DESIGN AND TECHNOLOGY
WORKSHOPS AND MUSIC BLOCK. (B.C.C. REG.3
CONSULTATION)

Approved with Conditions 31-Mar-1993

P/02114/003 ALTERATIONS TO MOTOR VEHICLE MAINTENANCE UNIT.

No Observations 06-Apr-1987

P/02114/002 ERECTION OF TEMPORARY CLASSROOM.

Approved (Limited Period Permission) 16-Aug-1984

6.0 Neighbour Notification

6.1 16, Ragstone Road, Slough, SL1 2PU, 113, Ragstone Road, Slough, SL1 2PR, 36,
Ragstone Road, Slough, SL1 2PX, 59, Ragstone Road, Slough, SL1 2PP, 6,
Ragstone Road, Slough, SL1 2PU, 39, Ragstone Road, Slough, SL1 2PP, 27,
Ragstone Road, Slough, SL1 2PP, 115, Ragstone Road, Slough, SL1 2PR, 67,
Ragstone Road, Slough, SL1 2PP, 79, Ragstone Road, Slough, SL1 2PR, 33,
Ragstone Road, Slough, SL1 2PP, 29, Ragstone Road, Slough, SL1 2PP, 91,
Ragstone Road, Slough, SL1 2PR, 54, Ragstone Road, Slough, SL1 2PX, 81,
Ragstone Road, Slough, SL1 2PR, 72, Ragstone Road, Slough, SL1 2PX, 117,
Ragstone Road, Slough, SL1 2PR, 38, Ragstone Road, Slough, SL1 2PX, 55,
Ragstone Road, Slough, SL1 2PP, 77a, Ragstone Road, Slough, SL1 2PR, 44,
Ragstone Road, Slough, SL1 2PX, 93, Ragstone Road, Slough, SL1 2PR, 56,
Ragstone Road, Slough, SL1 2PX, 47, Ragstone Road, Slough, SL1 2PP, 41,
Ragstone Road, Slough, SL1 2PP, 24, Ragstone Road, Slough, SL1 2PU, 58,
Ragstone Road, Slough, SL1 2PX, 119, Ragstone Road, Slough, SL1 2PR, 18,
Ragstone Road, Slough, SL1 2PU, 14, Ragstone Road, Slough, SL1 2PU, 35,
Ragstone Road, Slough, SL1 2PP, 75, Ragstone Road, Slough, SL1 2PR, 121,
Ragstone Road, Slough, SL1 2PR, 111, Ragstone Road, Slough, SL1 2PR, 32,
Ragstone Road, Slough, SL1 2PX, 125, Ragstone Road, Slough, SL1 2PR, 60,
Ragstone Road, Slough, SL1 2PX, 95, Ragstone Road, Slough, SL1 2PR, 61,
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Ragstone Road, Slough, SL1 2PU, 46, Ragstone Road, Slough, SL1 2PX, 69a,
Ragstone Road, Slough, SL1 2PP, 69, Ragstone Road, Slough, SL1 2PP, 57,
Ragstone Road, Slough, SL1 2PP, 51, Ragstone Road, Slough, SL1 2PP, 64,
Ragstone Road, Slough, SL1 2PX, 127, Ragstone Road, Slough, SL1 2PR, 62,
Ragstone Road, Slough, SL1 2PX, 43, Ragstone Road, Slough, SL1 2PP, 24a,
Ragstone Road, Slough, SL1 2PU, 97, Ragstone Road, Slough, SL1 2PR, 63,
Ragstone Road, Slough, SL1 2PP, 83, Ragstone Road, Slough, SL1 2PR, 129,
Ragstone Road, Slough, SL1 2PR, 48, Ragstone Road, Slough, SL1 2PX, 99,
Ragstone Road, Slough, SL1 2PR, 37, Ragstone Road, Slough, SL1 2PP, 135,
Ragstone Road, Slough, SL1 2PR, 34, Ragstone Road, Slough, SL1 2PX, 131,
Ragstone Road, Slough, SL1 2PR, 101, Ragstone Road, Slough, SL1 2PR, Flat 5,
35, College Avenue, Slough, SL1 2NB, Flat 6, 35, College Avenue, Slough, SL1
2NB, Flat 2, 35, College Avenue, Slough, SL1 2NB, Flat 3, 35, College Avenue,
Slough, SL1 2NB, Flat 4, 35, College Avenue, Slough, SL1 2NB, Flat 1, 35, College
Avenue, Slough, SL1 2NB, 22, Ragstone Road, Slough, SL1 2PU, 71a, Ragstone
Road, Slough, SL1 2PP, 71, Ragstone Road, Slough, SL1 2PP, 74, Ragstone

Road, Slough, SL1 2PX, 85, Ragstone Road, Slough, SL1 2PR, 133, Ragstone Road, Slough, SL1 2PR, 4, Ragstone Road, Slough, SL1 2PU, 105, Ragstone Road, Slough, SL1 2PR, 103, Ragstone Road, Slough, SL1 2PR, 123, Ragstone Road, Slough, SL1 2PR, 31, Ragstone Road, Slough, SL1 2PP, 68, Ragstone Road, Slough, SL1 2PX, 66, Ragstone Road, Slough, SL1 2PX, 107, Ragstone Road, Slough, SL1 2PR, 77, Ragstone Road, Slough, SL1 2PR, 30, Ragstone Road, Slough, SL1 2PU, 87, Ragstone Road, Slough, SL1 2PR, 50, Ragstone Road, Slough, SL1 2PX, 65, Ragstone Road, Slough, SL1 2PP, 53, Ragstone Road, Slough, SL1 2PP, 45, Ragstone Road, Slough, SL1 2PP, 73a, Ragstone Road, Slough, SL1 2PR, 73, Ragstone Road, Slough, SL1 2PR, 20, Ragstone Road, Slough, SL1 2PU, 26, Ragstone Road, Slough, SL1 2PU, 70, Ragstone Road, Slough, SL1 2PX, 14, Ragstone Road, Slough, SL1 2PU, 10, Ragstone Road, Slough, SL1 2PU, 89, Ragstone Road, Slough, SL1 2PR, 52, Ragstone Road, Slough, SL1 2PX, 109, Ragstone Road, Slough, SL1 2PR, 42, Ragstone Road, Slough, SL1 2PX, Doctors Surgery, 40, Ragstone Road, Slough, SL1 2PY, 22a, Ragstone Road, Slough, SL1 2PU

6.2 In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site. The application was advertised in the 28th November 2014 edition of the Slough Express.

6.3 Two letters of objection has been received. The concerns raised in the letters are summarised below:

- Over the past several years, the site; the field adjacent to objector's property has undergone a series of major developments, as a result overshadowing has become an issue, noise nuisance has increased, loss of privacy in private areas and overlooking.
- A three storey block in this location will further increase the above factors.
- Scale of development will result in an oppressive overbearing impact on overlooking houses, in particular the unacceptable loss of privacy and unreasonable overshadowing that will occur.

6.4 Local Planning Authority Response:

It should be noted that part of the objections received relate to a building that has already been constructed, granted consent under planning application reference: P/02114/019. This building provides screening for the building that is being proposed. As such, with the exception of the enclosure for the plant, the proposed building will not be seen by the properties fronting Ragstone Road, therefore there are no concerns relating to overlooking, loss of privacy or overshadowing.

In terms of noise nuisance, the proposed building is located within the confines of the school grounds and is located approximately 70m away from the nearest residential properties, therefore this would not warrant a reason for refusal.

7.0 **Consultation**

7.1 **Environment and Resilience (Neighbourhood Enforcement)**

7.2 No comments received.

7.3 **Asset Management (Education Planning)**

7.4 No comments received.

7.5 Tree Management Officer

7.6 The application proposes the removal of birch tree, this tree is visible from outside the school area and is of some amenity to the users of the school. Though this tree is not of sufficient importance as to warrant re designing the proposed buildings it would be desirable to replace the tree in a nearby location to mitigate its loss.

7.7 Traffic and Road Safety/Highways Development

7.8 Further information requested regarding car parking and cycle parking provision. The applicant has advised that there will be no increase in pupil numbers and therefore there should be no highway impact as a result of the development. The applicant will need to agree a planning condition that restricts the number of pupils on the school role to 1160 including a total of 260 in the sixth form.

The existing Travel Plan will need to be updated and implemented to ensure that it accurately reflects the current site. Conditions recommended.

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

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

National Planning Policy Framework (2012) and the Technical Guidance to the National Planning Policy Framework

Building a strong, competitive economy
Promoting sustainable transport
Requiring good design
Promoting healthy communities
Meeting the challenge of climate change, flooding and coastal change
Conserving and enhancing the natural environment
Conserving and enhancing the historic environment
Facilitating the sustainable use of minerals

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

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN2 – Extensions
Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

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

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

9.0 Principle of Development

9.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site as a secondary school with sixth form for education purposes. A previous planning application P/02214/021 was refused for a similar proposal due to its siting in close proximity to the boundary with the residential properties in Ragstone Road, resulting in overbearing and overshadowing. Following discussions with the Local Planning Authority, the siting of the building was revised and subsequently this application has been submitted.

9.2 The proposal is required to provide facilities for the increasing number of pupils that will be attending Slough and Eton in the coming years although it should be noted that there will be no increase in the number of pupils as part of this application.

9.3 It is stated that the school faces difficulties in terms of the provision of appropriate learning environments and pressure on classroom space.

9.4 The National Planning Policy Framework states at para. 72 that "local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education."

9.5 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.

9.6 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools and colleges.

9.7 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.

9.8 The proposal would support the ongoing and established use of the site as a secondary school to provide further educational facilities and contribute towards

improving skills and employment opportunities. The proposal is required in order that the school can provide additional facilities to meet the demand for increased pupil numbers. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

10.0 Design and Impact on the street scene

- 10.1 Submission of details with regard to the materials has been conditioned and it they would be required to be in keeping with the existing school buildings.
- 10.2 It is considered that the design and appearance of the proposed buildings would be inkeeping with the design and appearance of the recently constructed building, granted consent under planning application P/02114/019.
- 10.3 It is considered that the proposed buildings would be well related to the existing school buildings. It is considered that the proposed buildings would have no adverse impact on the street scene as it is situated within the confines of the school grounds.
- 10.4 The proposed building is not occupying any formal playing field therefore complying with policy OCS2.
- 10.5 The Council's Tree Management Officer has assessed the application and it has been noted that there will be the removal of the birch tree, this tree is visible from outside the school area and is of some amenity to the users of the school. Though this tree is not of sufficient importance as to warrant re designing the proposed building, it would be desirable to replace the tree in a nearby location to mitigate its loss. As such a condition has been attached for the implementation of a landscaping strategy.
- 10.6 The proposal is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy EN1 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

11.0 Potential Impact on Neighbouring Properties

- 11.1 The proposed building would be erected on the site of existing school buildings. It is considered to be well-related to the existing school buildings and would have no potential adverse impact on neighbour amenity.
- 11.2 The proposed building would be completely screened by the newly built three storey building (P/02114/019), located to the east. To the east of this building is the boundary of the school site. The rear gardens of the properties fronting Ragstone Road are situated beyond this boundary. Given the proposed siting of the building, it will not result in any adverse impacts to the amenities of residential occupiers as it will not be seen.
- 11.3 It also should be noted that with the exception of the proposed enclosed plant feature on the roof, the proposed building height of this development does not exceed the height of adjacent building located on the east.

- 11.4 Nevertheless, the separation distance between the eastern elevation of the proposed building and the boundary of the residential properties at its closest point would be approximately 70 metres.
- 11.5 It is considered that reasonable separation distance would be maintained between the side of the proposed building and the neighbouring residential properties. It is not considered that the proposed building would have a detrimental impact on neighbour amenity by reason of overlooking, overdominance or loss of light.
- 11.6 Furthermore, it should be noted that the eastern boundary with the rear gardens of those properties on Ragstone Road is interspersed with trees which would provide visual screening of the proposed development, in terms of the roof feature enclosing plant equipment.
- 11.7 The proposal would thus comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy 8 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

12.0 Transport, Parking/Highway Safety

- 12.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The Council's Transport Consultant has reviewed the application and the recommended condition has been attached with regard to updating the Travel Plan, which will include consideration of limiting the capacity of the school.

13.0 Summary

- 13.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments made by neighbouring residents, and all other relevant material considerations.

PART C: RECOMMENDATION

- 14.0 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following the consideration of any additional comments received from consultees, including highway and transport matters and finalising of conditions.

15.0 PART D: LIST OF CONDITIONS

CONDITIONS:

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

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

- (a) Drawing No. L950, Dated 10/20/2014, Recd On 29/10/2014
- (b) Drawing No. L900 A, Dated 16/06/2014, Recd On 29/10/2014
- (c) Drawing No. L975, Dated 10/20/2014, Recd On 29/10/2014
- (d) Drawing No. L1100 A, Dated 12/07/2013, Recd On 29/10/2014
- (e) Drawing No. L1101 A, Dated 12/07/2013, Recd On 29/10/2014
- (f) Drawing No. L1102 A, Dated 16/06/2014, Recd On 29/10/2014
- (g) Drawing No. L1103, Dated 10/20/2014, Recd On 29/10/2014
- (h) Drawing No. L1175, Dated 10/20/2014, Recd On 29/10/2014
- (i) Drawing No. L1200 A, Dated 02/06/2014, Recd On 29/10/2014
- (j) Drawing No. L1250, Dated 10/23/2014, Recd On 29/10/2014
- (k) Drawing No. L1300, Recd On 29/10/2014

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

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

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

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

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

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

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

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

9. No development shall take place until details in respect of measures to:
 - (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
 - (b) Minimise the pollution potential of unavoidable waste;
 - (c) Dispose of unavoidable waste in an environmentally acceptable manner;
 - (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

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

10. Prior to commencement of the development details of any plant, machinery and equipment shall be submitted and approved by the local planning authority. The approved details shall be completed prior to first occupation of the development and shall be installed and operated as to prevent the transmission of noise into any neighbouring property and retained at all times in the future for this purpose.

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.

11. No development shall commence until a construction management plan which shall include details of how construction traffic will be managed and points of access for construction traffic has been submitted to the Local Planning Authority. Once approved, the submitted details shall be full implemented throughout the full course of the construction phase of the development hereby approved.

REASON To ensure that construction traffic does not interfere with traffic and access to the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

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

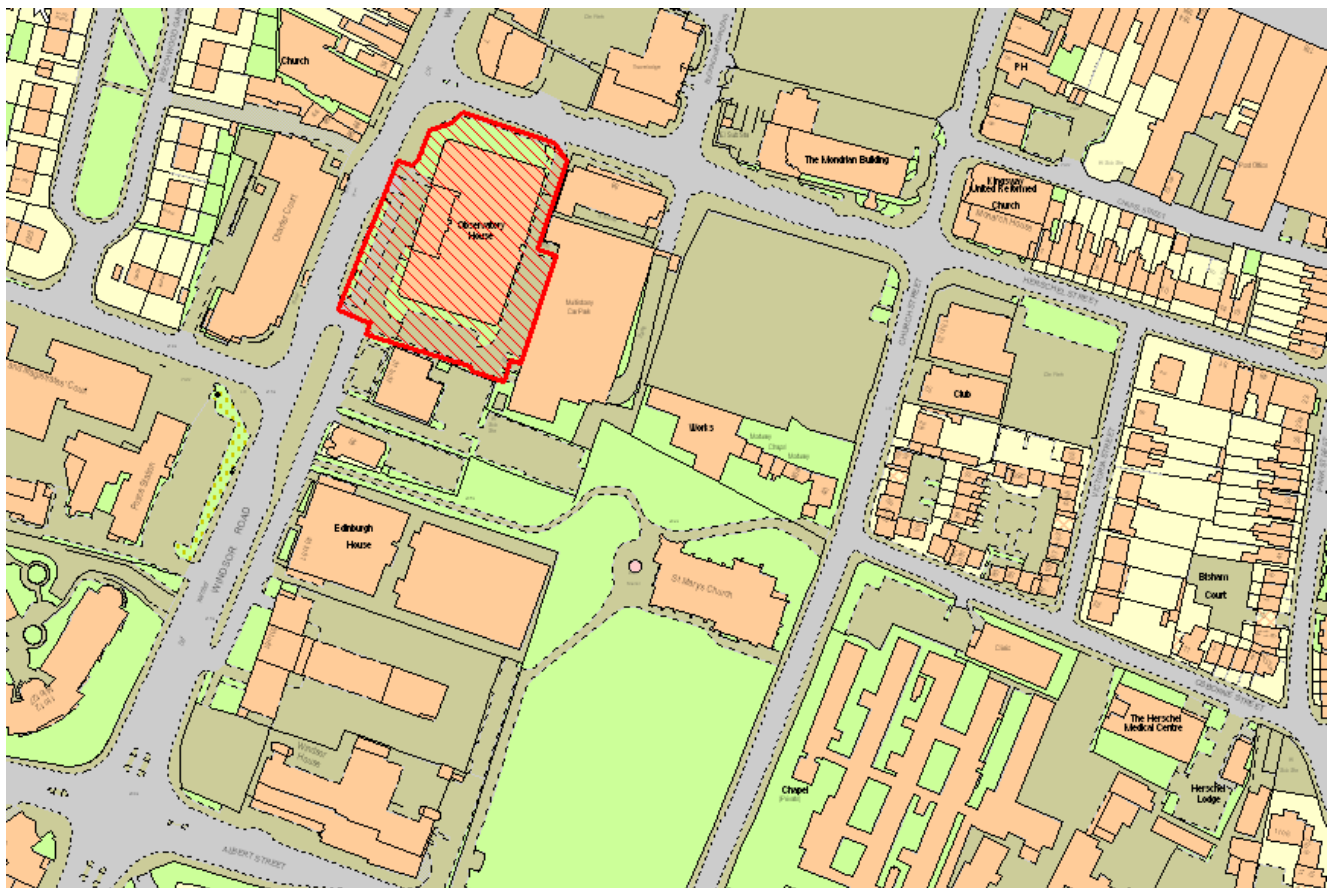
REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Registration Date:	07-Nov-2014	Applic. No:	P/00218/026
Officer:	Ian Hann	Ward:	Upton
Applicant:	Mr. Alexandra Johns Harics, Observatory House (jersey) Ltd		
Agent:	Mr. Barry Kitcherside, Chart Plan (2004) Ltd 65, Stoneleigh Road, Surrey, RH80 OTP		
Location:	Observatory House, Windsor Road, Slough, Berkshire		
Proposal:	RECLADDING AND REFENESTRATION OF EXISTING BUILDING TOGETHER WITH INTERNAL ALTERATIONS TO INCREASE OFFICE FLOOR SPACE BY 1,438sqm.		

Recommendation: Delegate to Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to Acting Planning Manager for the consideration of any outstanding consultation responses, finalising conditions and final determination.
- 1.2 This application is to be decided at Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the remodelling and refurbishment of the existing building to provide an updated high quality contemporary office building for single or multi occupancy and to provide an additional 1,438 sq. metres of office space.
- 2.2 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:
 - Planning Report
 - Design And Access Statement
 - Transport Statement
 - Noise Assessment
 - BREEAM Statement
- 2.3 The plans that have been submitted shows that the footprint and the height of the building will not be increased and the additional floor space will be created through internal alterations, including the removal of the large atrium that runs through all floors on the building.
- 2.4 The main element of the scheme is a complete redesign of the external appearance of the building. This would be achieved by taking the existing 1980's building back to the frame and replacing the cladding with clear glazing and curtain walling while squaring off of the building's chamfered corners, reconfiguration of the entrance and roof together with the incorporation of two new staircases to the side of the building. Plant for the office would be positioned on the roof. The finished appearance is considered by the applicants to result in a building which would be a contemporary, high quality, sustainable, publicly accessible building replacing the existing tired, outdated and visually poor building.
- 2.5 The development would be accessed by the existing access from Windsor Road. A total of 252 car parking spaces would be provided in the neighbouring multi storey car park and around the building, which is a reduction in 9 parking spaces from those currently on the site.
- 2.6 The site would be landscaped as existing with trees and planting to the Windsor Road and Herschel Street frontages and supplemented as required.
- 2.7 The existing Herschel Monument which is located within the site facing onto Herschal Street would not be affected by these proposals.

3.0 Application Site

- 3.1 The site is a rectangular site to the south east of the Windsor Road and Herschel Street junction. The site is currently occupied by a five storey flat roofed office building which is understood is to be vacated in December 2014. The existing building is designed with mostly coloured glazing with a main recessed entrance, sculptured corners and mansard style roof with dormer windows.

- 3.2 The site is adjoined by commercial buildings to the north and west with a former commercial building to the south which has now been converted into residential accommodation and a multi storey car park to the east. The site is located within the Slough Town Centre Area but is not within the Shopping Centre Area, as defined in the proposals map for The Slough Local Development Framework.

4.0 Relevant Site History

- 4.1 Planning permission was granted for the erection of the office building with associated car parking and landscaping in December 1988 (P218/17) and since then the only planning applications have been submissions of details in relation to the permitted scheme and advertisement applications which have been permitted, apart from an application to fix solar film to windows which was approved in March 2009 (P/00218/025).

5.0 Neighbour Notification

- 5.1 31-37, Charter Court, 44,46, 48, Windsor Crown House, Windsor Road

58, Travellodge, Herschel Street

Notice placed on site and published in local press.

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

6.0 Consultation

- 6.1 Transport and Highways

Consulted although no comments received to date. Any comments received will be reported on in the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework and technical guidance notes.

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

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)

- EN5 (Design and Crime Prevention)
- EMP2 (Criteria for Business Developments)
- T2 (Parking Restraint)

7.2 The main planning considerations are therefore considered to be:

- Principle of the redevelopment & land use
- Design and appearance
- Impact on adjoining sites
- Traffic and Highways Implications

8.0 Principle of the redevelopment & land use

8.1 The NPPF states 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.

8.2 Core Policy 5 states that intensive employment generating uses such as offices will be located in the town centre in accordance with the spatial strategy.

8.3 Policy EMP2 (Criteria for Business Developments) states:

“Proposals for business developments will only be permitted if they comply with all of the following criteria:

a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;

b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, over- looking, or overbearing appearance of the new building;

c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;

d) appropriate servicing and lorry parking is provided within the site;

e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;

f) the proposal incorporates an appropriate landscaping scheme;

g) the proposal would not significantly reduce the variety and range of business premises;”

8.4 The principle for the type of redevelopment is considered to be acceptable within the Slough town centre area as there is no change in the use of the site which is an existing office building and is acceptable and compatible with other surrounding uses.

8.5 No objections are raised to the principle of the redesign and increase in floor space of the existing office building in relation to the National Planning Policy Framework, Core Policy 5 or Local Plan Policy EMP2.

9.0 Design and Appearance

9.1 The National Planning Policy Framework states that *“great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

- 9.2 Policy EN1 of the adopted Local Plan states 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 scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.3 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.4 The footprint of the building will remain the same as the current building and will therefore not be out of keeping with the surrounding area within Windsor Road. Likewise the height of the building would be no higher than the existing building and will have no impact upon the character and appearance of the street scene. The plant will be relocated on the roof the building but will be set back from the front of the building and therefore would not be visible from the street. Existing planting would be retained and improved where required on the road frontages to help soften and break up the scale of the development.
- 9.5 The plans show that the building will retain its entrance on the Windsor Road frontage but will be moved to be in line with the front elevation, where it is currently recessed from the front elevation, and will be enhanced with a vertical column that will run down the front of the building to enhance the entrance. Retaining the existing entrance points is considered to be logical and would retain the Windsor Road frontage as being the main frontage.
- 9.6 Full details of the elevations and appearance of the building have been provided. The architectural style proposed for the development uses clean, simple lines and is modern in appearance. This fits in with the surrounding street scene where the buildings have many differing styles and appearances. The building would be finished in clear glazing with some curtain walling and would provide a modern looking office. The side elevations would be further broken up with the side stair case that is being installed and while in a different material this would provide a more interesting façade still in keeping with its surroundings and will have no detrimental impact upon the character of the area. Overall the design and appearance of the development is considered to compliment the other office buildings providing a high quality frontage to Windsor Road and that this would improve the appearance of the site from the existing tired looking building which is currently in situ.
- 9.7 The current design creates a modern box which adopts clean simple lines to achieve a contemporary appearance creating an energy efficient building and one which maximises internal floorspace. It is unfortunate that the detailing on the original building at the upper levels will be lost in favour of a simpler design and a “squaring off” with the resulting building appearing somewhat bulkier, although there is no overall increase in the height of the building, nor increase in the size of the footprint. The building maintains a vertical emphasis but loses the balancing horizontal emphasis at the upper levels which is apparent on the existing building created by the various set backs and use of mansard roofs. The central arch feature over the main entrance is reproduced in a simpler contemporary form.
- 9.8 The existing landscape areas around the site are being retained as is the existing Herschel Statue.
- 9.9 The changes to the design and appearance of the building would not be out of keeping with the

commercial nature of its surroundings and would add further to the gradual regeneration of the main Winsor Road frontage, which is one of the key entrances into Slough town centre. The existing building was constructed in 1980s and no longer meets the requirements of the modern officer occupier, in terms of floorspace, efficiency nor energy conservation and to this extent the modernisation and upgrading of the building is to be welcomed. The remodelled building will have more generous and usable footplates and more efficient floor to ceiling heights. However, as with any development, a successful remodelling and refurbishment will depend upon the quality of the external finishes, but which are shown to be of a high quality.

- 9.10 The design and appearance of the development is considered to be consistent with the relevant policies and government guidance.

10.0 Impact on adjoining sites

- 10.1 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”*.
- 10.2 Core Policy 8 states *“Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”*.
- 10.3 The proposed layout of the site would not have any further impact upon neighbouring properties than the existing building does as it will be the same mass and bulk as the current building. While windows would overlook the neighbouring site this is an existing situation which will not change or be worsened by the current proposals and there would be no impact upon the amenity of this building.
- 10.4 In terms of environmental effects, air conditioning and plant, would be on the roof of the building and a condition can be attached to any permission to require details of such equipment be agreed before its use to ensure that there is no impact upon the neighbouring residential properties in terms of noise and disturbance. A standard lighting condition can be attached to any permission to secure adequate lighting around the site.
- 10.5 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

11.0 Traffic and Highways Implications

- 11.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), requires that: *“All new development should reinforce the principles of the transport strategy as set out in the Council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.*

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.*

There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.”

- 11.2 Policy EMP2 (Criteria for Business Developments) of the Local Plan states that:
"Proposals for business developments will only be permitted if they comply with all of the following criteria:
c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
d) appropriate servicing and lorry parking is provided within the site;
e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site".
- 11.3 It is proposed that the development would provide 221 car parking spaces in the neighbouring multi storey car park and 31 around the building itself which is an overall reduction of 9 parking spaces. To this end, the proposal is consistent with Council's policy of *no overall increase in the number of parking spaces permitted within the town centre commercial redevelopment schemes* (Core Policy 7) while still complying with the Council's adopted parking standards. Furthermore while the floor space will be increased as a result of these proposals the site is in a sustainable location close to the bus and rail station so the marginal loss of parking is considered acceptable in this location.
- 11.4 While there is a road widening line that runs along Windsor Road the land required is already within the highway and therefore does not need to be dedicated.
- 11.5 With the existing access being used it is considered that the proposals will have no adverse impact upon highway safety and will not result in a unacceptable increase in the number of trips (between 13-15 car trips in peak hours) having a negligible impact upon the highway network. The Council's Transport and Highways Engineers are still to confirm that it meets their requirements.

12.0 Summary

- 12.1 On the basis of the information provided it is considered that the proposals would not have a detrimental impact upon the character of the area, neighbouring amenity or highway safety and the application should be delegated to Acting Head of Planning for the consideration of any outstanding consultation responses, finalising conditions and final determination.

PART C: RECOMMENDATION

13.0 Recommendation

Delegate the planning application to Acting Head of Planning for the consideration of any outstanding consultation responses, finalising conditions and final determination.

14.0 PART D: LIST OF CONDITIONS AND INFORMATIVES

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

14.1 CONDITIONS

1 Time limit

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 Approved Plan

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

- (a) Drawing No 050_010 B Dated 05/11/2014 Recd On 07/11/2014
- (b) Drawing No 050_011 B Dated 05/11/2014 Recd On 07/11/2014
- (c) Drawing No 050_012 B Dated 05/11/2014 Recd On 07/11/2014
- (d) Drawing No 050_013 B Dated 05/11/2014 Recd On 07/11/2014
- (e) Drawing No 050_014 B Dated 05/11/2014 Recd On 07/11/2014
- (f) Drawing No 050_015 B Dated 05/11/2014 Recd On 07/11/2014
- (g) Drawing No 050_016 A Dated 20/10/2014 Recd On 28/10/2014
- (h) Drawing No 050_021 B Dated 05/11/2014 Recd On 07/11/2014
- (i) Drawing No 050_022 B Dated 05/11/2014 Recd On 07/11/2014
- (j) Drawing No 050_023 A Dated 05/11/2014 Recd On 07/11/2014
- (k) Drawing No 050_024 B Dated 05/11/2014 Recd On 07/11/2014
- (l) Drawing No 050_025 A Dated 20/10/2014 Recd On 28/10/2014
- (m) Drawing No 050_026 A Dated 20/10/2014 Recd On 28/10/2014 (n) Drawing No 050_027 A Dated 20/10/2014 Recd On 28/10/2014
- (o) Drawing No 050_028 Dated 08/10/2014 Recd On 28/10/2014
- (p) Drawing No 050_051 A Dated 20/10/2014 Recd On 28/10/2014
- (q) Drawing No 050_052 A Dated 20/10/2014 Recd On 28/10/2014
- (r) Drawing No 050_053 A Dated 20/10/2014 Recd On 28/10/2014
- (s) Drawing No 050_054 A Dated 20/10/2014 Recd On 28/10/2014
- (t) Drawing No PL1441.GA100 02 Dated 15/10/2014 Recd On 31/10/2014

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 Local Plan for Slough 2004.

3 Details of external materials

Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005), Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EN1 of the Adopted Local Plan for Slough, 2004.

4 Details of surfaces

Samples of external materials to be used in the construction of the access, parking, circulation, pathways and communal areas of each phase within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before that phase of the development is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the

visual amenity of the locality in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005), Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EN1 of the Adopted Local Plan for Slough, 2004.

5 Maximum floor space and removal of PD rights

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking and re-enacting that Order) the total net internal floor space of the building hereby permitted shall not exceed 9,260 sq. metres and no extension or alteration either external or internal, involving an increase in floor space above the approved 9,260 sqm including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of onsite parking.

6 Removal of PD rights 2

The premises shall be used for Class B1 office use only and for no other purpose and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON : In order protect the employment uses of the area and to comply with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

7 Car parking

The parking spaces and turning area shown on the approved plan shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

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 T3 of The Local Plan for Slough 2004.

8 Cycle parking

No development shall be begun until details of the cycle parking provision of that phase (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 that phase of the development and shall be retained for so long as the development continues to be used for the purposes authorised by this permission.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Planning Policy Guidance 13: Transport (2001), Core Policy 7 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy T8 of the Adopted Local Plan for Slough, 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

9 Details of plant and machinery

The of development hereby permitted shall not commence until details of the external plant (including siting) to be installed at the site for that phase have been submitted to and approved in writing by The Local Planning Authority. The plant shall be installed in accordance with the approved details prior to first occupation of that phase of the development.

REASON To protect 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.

10 Plant and machinery acoustic treatment

All air conditioning, ventilation or other plant and machinery shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with Core Policy 8 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

11 Construction management

Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority. The construction management plan and programme shall include details of the following:

- Details of contractor parking available
- A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

12 Control of environmental effects

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

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

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

13 Hours of demolition and construction

No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays or as otherwise may be agreed in writing by the Local Planning Authority

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

14 Landscaping plan

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

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

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

15 Landscaping management plan

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

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

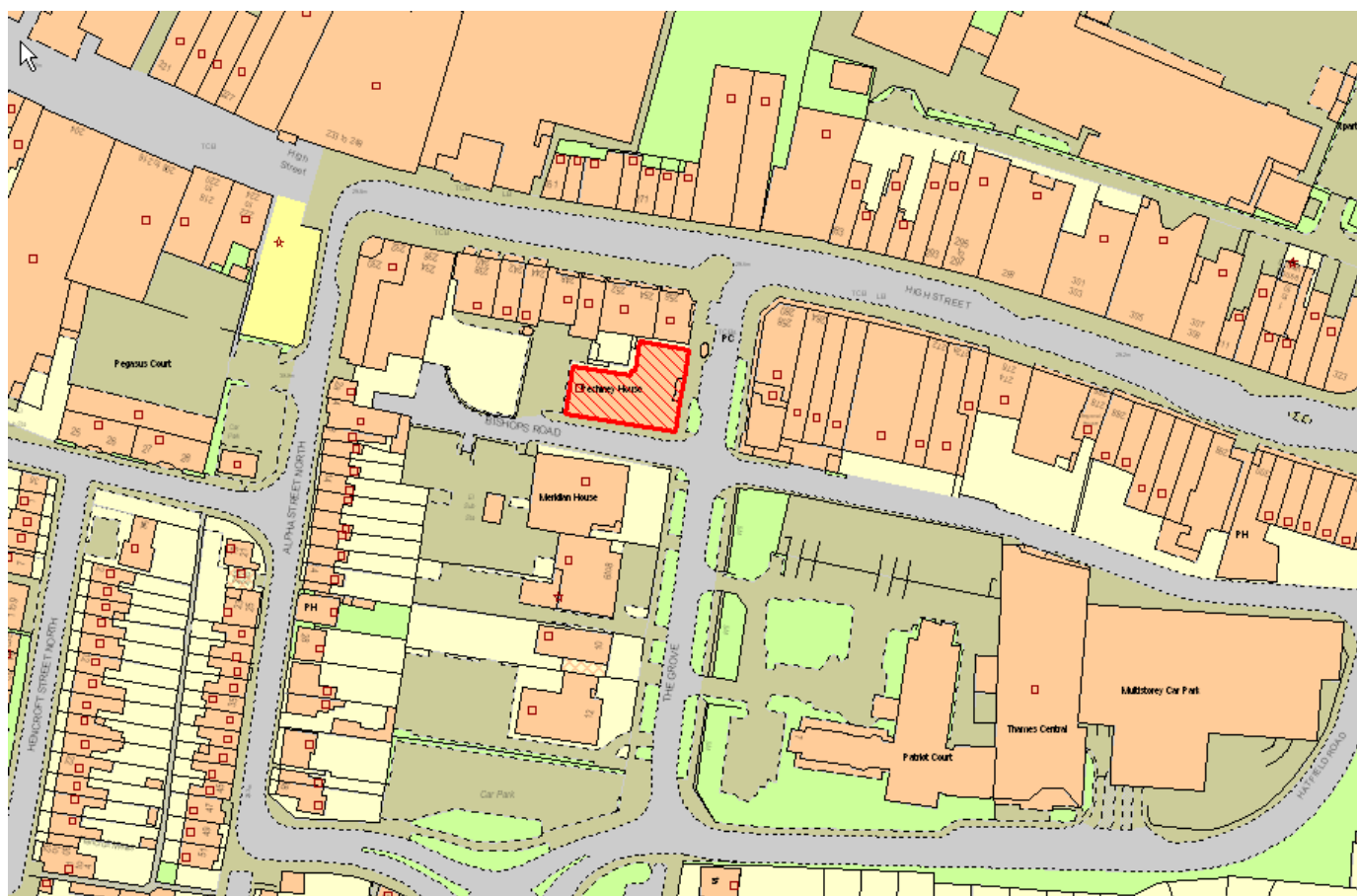
INFORMATIVES

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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:	12-Nov-2014	Applic. No:	P/15599/001
Officer:	Ian Hann	Ward:	Central
		Applic type:	Major
		13 week date:	11 th February 2015
Applicant:	Investec Property Limited		
Agent:	Miss Stefanie Mizen, JLL 30, Warwick Street, London, W1B 5NH		
Location:	Pechiney (uk) Ltd, Pechiney House, The Grove, Slough, SL1 1QF		
Proposal:	ERECTION OF THREE STOREY EXTENSION AND CONVERSION OF BUILDING TO PROVIDE 30 RESIDENTIAL UNITS WITH ASSOCIATED LANDSCAPING AND AMENITY SPACE.		

Recommendation: Delegate to the Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

1.1 Delegate the planning application to Acting Planning Manager for the consideration of any outstanding consultation responses, finalising conditions and the Section 106 Agreement and final determination.

1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

2.1 Planning permission is sought for the extension and refurbishment of the existing building into a residential building. The scheme would comprise:

- erection of a three storey extension and conversion of the extended building to provide a building comprising of 30 no. flats (9 no. one bedroom, 20 no. two bedroom and 1 no. three bedroom flats).
- Changes to the fenestration and fascia of the building with new balconies
- Provision of cycle parking, refuse storage and landscaping.

2.2 The proposed extension to the building would consist of the addition of 3 floors with the third floor having the same footprint as the rest of the building, the fourth floor having a reduced floor print (30m by 15.5m) with roof top amenity space being provided in the northern side of the building and the fifth floor reduced further still (22m by 14.5m) with amenity space being provided on the eastern side. The building would consist of mostly six storeys where the maximum height would be 18.6m with a set down of five storeys facing onto The Grove where the maximum height would be 12.8m. The building has been designed with a flat roof.

2.3 Private amenity space is proposed via balconies and more public amenity space in the northern and eastern corners of the building.

2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto The Grove leading to a lift and stair access providing access between the levels. Access to the bin store would also be from this entrance with entrance to the cycle store from the rear of the building. Two parking spaces would be provided for the development.

2.5 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:

- Planning Statement
- Daylight and Sunlight Assessment
- Sustainability Statement
- Affordable Housing Viability Assessment

2.6 Prior approval was granted in September 2013 for the conversion of the existing building into 18 residential units. As that part of the scheme is already approved this application only looks at the extended element of the building, changes to the appearance of the building and additional flats above the 18 previously allowed.

- 2.7 There is currently an application elsewhere on the Committee agenda for the change of use and development of flats on the neighbouring Bishops Road car park, which used to serve Pechiney House. This is in the same ownership, but since the Bishops Road site has previously received planning permission to be developed for residential use they are treated as separate units.

3.0 Application Site

- 3.1 The site is L shaped and is a maximum of 43m deep and the road frontage is 24m wide and currently has a vacant three storey office building on it with parking to the rear accessed from Bishops Road.
- 3.2 The site is located to the west of the grove close to the junctions with the High Street to the north and Bishops Road to the south.
- 3.3 The site is adjoined by:
- three storey commercial and three storey commercial / office buildings facing onto the high Street to the north;
 - car park to the west;
 - Vacant 5 storey office building opposite The Grove to the east;
 - Bishops Road to the south with office development beyond.
- 3.4 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

- 4.1 Prior approval was granted for the conversion of the existing building into 18 residential units in September 2012 (F/15599/000).

5.0 Neighbour Notification

- 5.1 Merdian House, The Grove
248, 250, 252, 254, 256, 258, 260, 234, 236 High Street

Notice placed on site

Notice published in local press

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

6.0 Consultations

6.1 Highways and Transport

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework (NPPF) and technical guidance notes.

The NPPF states 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, Development Plan Document

- Core Policy 1 (Spatial Strategy)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough

- H9 (Comprehensive Planning)
- H10 (Minimum Density)
- H11 (Change of Use to Residential)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN2 (Extensions)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Traffic/ highway/ parking and servicing
- Contributions

8.0 Principle of the Development

8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site 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.

- 8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.
- 8.3 The building currently has a extant prior approval to be converted into flats in any event which would result in the loss of office accommodation and see the site put to a residential use.
- 8.4 Therefore the site is considered suitable for housing. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

9.0 Design and Appearance/ Impact on Street Scene and Surrounding Area

- 9.1 The National Planning Policy Framework confirms the following:

"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (para 56).

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment" (Para61).

"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" (Para 64).

"Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits." (Para 65).

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale,

massing and architectural style.

- 9.3 Policy EN1 of the adopted Local Plan states 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 scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.8 The proposed extension would result in the building being a part five / part six storey flat roof building fronting The Grove, with the top floor being recessed from the frontage to provide a roof top communal amenity space.
- 9.9 The buildings facing the High Street and the office building at Meridian House are both three storey office buildings. Meridian House has office accommodation in the roof space with dormers. The proposed extended building would therefore be slightly taller than both adjoining buildings. However with a step up from the High Street the proposed building would not look overly large or bulky from the High Street with the bulk set behind the building facing the High Street. Additionally with the site being based between the Grove and Bishops Road on a somewhat isolated site the additional mass and bulk would not have a detrimental impact upon the street scene or the appearance of the area. The fact that the first floor is recessed away from the front elevation of the building will also ensure that the mass and bulk of the building will not have a detrimental impact upon the character or appearance of the street scene.
- 9.10 The proposed building would be on the east side of The Grove and would appear to be in a similar design to the proposed scheme at Bishops Road to give some sense of a linked and conjoined design approach to both of the sites thereby helping to provide a joined up design approach to the area. directly adjacent to residential properties on Alpha Street North.
- 9.11 The appearance of the redesigned element of the building is in a modern style using clean lines. A mixture of cladding (primarily brick and cedar) is proposed to match the Bishops Road Site, together with the changes in fenestration to break up the mass of the building. Most of the apartments would have their own balcony and these would have glass balustrades again providing interest to the facade of the building. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.
- 9.12 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 Impact on Residential Amenities

- 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 development within the existing residential areas should 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 The northern boundary of the development site is in close proximity to the rear of the properties that face onto the High Street but they have no rear facing windows that could be impacted upon as a result of these proposals. The site to the north west which faces the High Street has rear facing windows, some of which may be used for residential uses, but due to the presence of an existing building, with only the extension to this building being considered under this application, and the 15m separation distance would not have any detrimental impact. Like wise the proposals would not have any impact upon the vacant office building to the east on the opposite side of The Grove, for which permission has been granted for the conversion into residential units due to the separation distance of 18m.
- 10.5 The proposals could be considered to be visually prominent, although it is considered unlikely that a refusal of the proposal on this ground alone would be sustained at appeal, particularly as:
- this is a town centre site where the Council policy is for high density housing,
 - There is an existing building on the site and it is only the extension to that building which is being considered,
 - given the separation distances being achieved between the proposed building and the rear of the Alpha Street properties (22m),
- 10.6 The proposed flats would maintain a separation distance of approximately 12m from the side of the vacant car park site at Bishops Road, which could be brought forward for development and such a separation distance would allow this site to still be developed if careful consideration is given to its layout and ensure that the development potential of the site is not sterilised.
- 10.7 The proposal has been checked against the BRE guidance for impacts on sunlight and daylight access. The results show that the proposed scheme would have an impact on daylight for 1 window in the neighbouring property although impact is minimal at 20.8% compared to the acceptable limit of 20% and sunlight access for three windows which are not main habitable room windows. It is considered given the limited number of impacts in terms of daylight and sunlight a refusal on the grounds of significant loss of daylight and sunlight is considered unlikely to be sustained at appeal.

10.8 For the reasons set out above, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties on Alpha Street North and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

11.0 **Living Conditions for Future Occupants**

11.1 **The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:**

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;⁶*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure and*
- *widening the choice of high quality homes.” (Para 9).*

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).

11.2 Core Policy 8 states *“All development will: a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable; b) Respect its location and surroundings; c) Provide appropriate public space, amenity space and landscaping as an integral part of the design....*

Internal Living Space – room sizes and layout

11.3 The proposal has been assessed against the Council’s Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes to which the rooms comply therefore ensuring appropriately sized rooms for future amenity.

11.4 In terms of layout, the units would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels. The units have been stacked so as to be compatible with one another. All of the units would have kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living rooms. The rooms that would be in close proximity to the neighbouring wall of the building facing the High Street would be secondary windows and appropriate levels of light and appropriate outlook would still get to these units. As such, this is considered acceptable. All of the living rooms and most of the primary

bedrooms would have direct access onto private external balconies.

Amenity Space

- 11.5 The proposal is for a mix of one, two and three bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that most of the units would have their own private balcony and that a common private amenity space would be provided.
- 11.7 The proposal would fall below the level of amenity space normally sought for one, two and three bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
- 11.8 It is considered that with the provision of private balconies and some communal space this would constitute an acceptable level of provision for this town centre site.

12.0 Traffic and Highways Issues

- 12.1 The NPPF states that :

"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.*

- 12.2 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.

12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

12.4 Under the proposal the site would have two car parking spaces while the current site has no car parking spaces. The Local Plan states that nil parking would be acceptable in a town centre location and as such the provision of two parking spaces would be in accordance with the approved parking standards and is considered to be acceptable for such a sustainable location.

12.5 Secure cycle parking provision is required at a ratio of slightly more than 1 secure space per flat (34 spaces). Whilst a cycle store has been shown at ground floor level it does not detail how many spaces would be provided and this can be dealt with by way of a condition.

12.6 The proposal is considered to comply with Core Policy 7 and will have no detrimental impact on highway safety.

13.0 Contributions

13.1 In this case, although the applicant has applied for planning permission for 30 units, 18 of them are being created by a change of use. The other part of the permission is for the creation of 12 new flats as a result of the building being extended. If they were applied for separately these 12 units would be below our threshold whereby contributions would normally be sought for affordable housing, education or open space.

13.2 As a result given the fact that it could go ahead without any requirements to make sec 106 contributions it is considered that a relaxation to planning policy can be made in this case and no affordable housing sought from the scheme.

14.0 Summary

14.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

15.0 PART C: RECOMMENDATION

15.1 Delegate the planning application to Acting Planning Manager for the consideration of any outstanding consultation responses, finalising conditions and the Section 106 Agreement and final determination.

PART D: LIST OF CONDITIONS AND INFORMATIVES

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:

Drawing No. 032/001/110 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/111 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/112 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/113 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/114 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/115 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/200, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/201, dated Jan 2014, received 12/11/2014

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 Local Plan for Slough 2004.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implement in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

4. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the type, density, position and planting heights of new trees and shrubs along the rear boundary. All new trees along the western boundary shall be semi-matures.

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

REASON To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area.

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

REASON To ensure the long term retention of landscaping within the development.

6. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

7. No part of the development shall commence until details of the secure cycle store have been agreed in writing by the Local Planning Authority and shall be constructed in accordance with the approved details and maintained thereafter.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

8. No part of the development shall be occupied until the details of the controlled entry to the residential scheme have been submitted to and approved in writing by the Local Planning Authority. The controlled entry shall be implemented in accordance with the approved details and maintained thereafter.

REASON To ensure the security of the future occupants of the development.

9. No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site.

10. Vehicle wheel cleaning facilities shall be provided and used at the site

exit for the duration of the demolition and construction period in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site.

REASON In the interests of amenity of nearby residents and highway safety.

11. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

12. For the duration of demolition and construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

13. For the period of demolition and construction, works which are audible at the site boundary shall only be carried out between the hours of 8.00 and 18.00 Monday to Friday, on Saturdays between the hours of 8.00 and 13.00 and at no time on Sundays or Bank Holidays.

REASON To safeguard the amenities of neighbouring occupiers.

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

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

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

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

The development shall be carried out in accordance with the

approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area.

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

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

REASON In the interests of the amenities of the area.

17. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours 0800 to 1800 hours Mondays - Fridays, 0800 - 1300 hours on Saturdays and at no time on Sundays and Bank/ Public Holidays.

REASON In the interests of the amenities of the area.

18. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

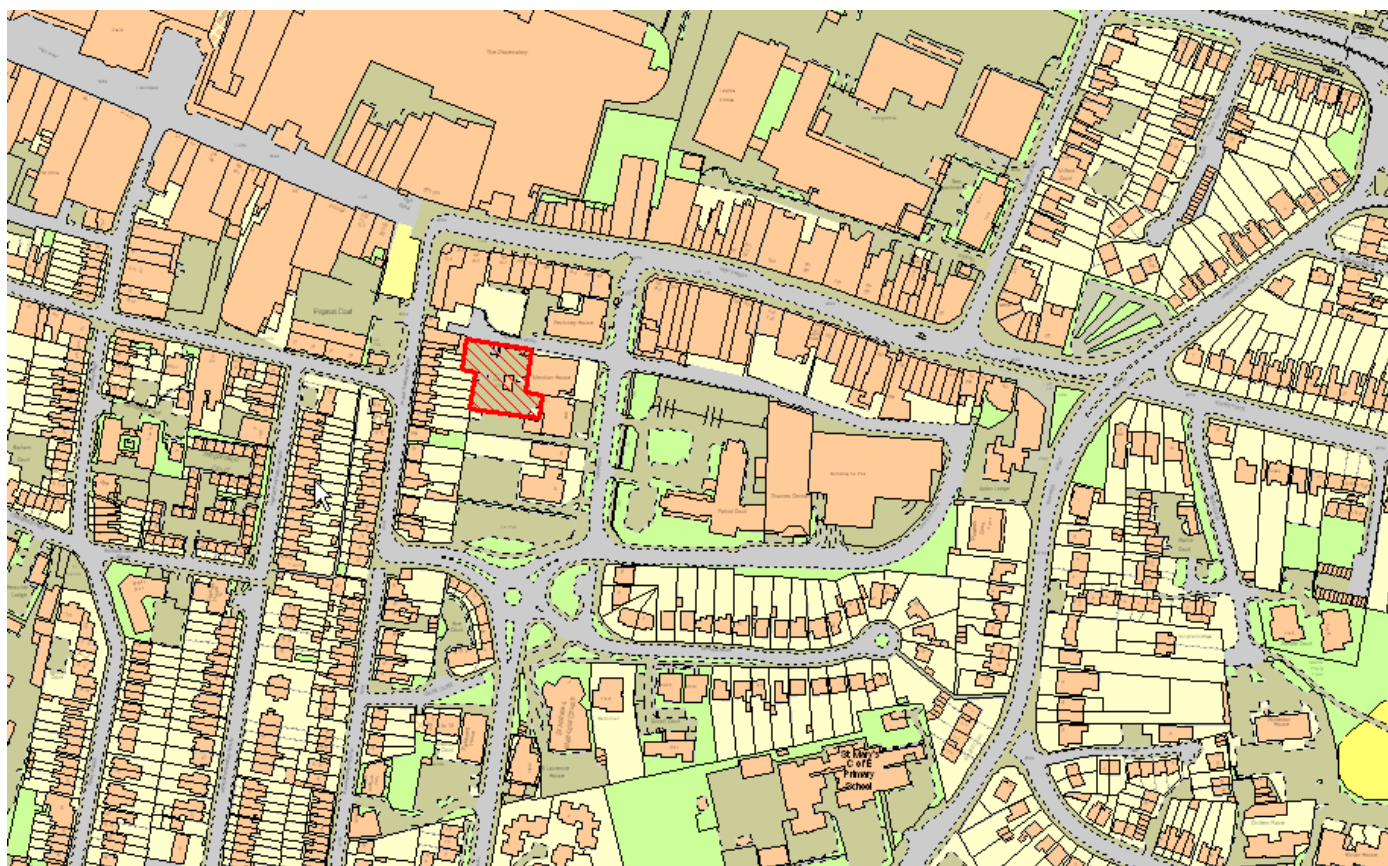
REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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.

Registration Date:	12-Nov-2014	Applic. No:	P/00522/020
Officer:	Ian Hann	Ward:	Central
		Application type:	Major
		13 week date:	11 th February 2015
Applicant:	Investec Property Limited		
Agent:	Miss Stefanie Mizen, JLL 30, Warwick Street, London, W1B 5NH		
Location:	Bishops Road Car Park, The Grove, Slough, SL1 1QP		
Proposal:	ERECTION OF 5 STOREY BUILDING COMPRISING 19 RESIDENTIAL UNITS WITH ASSOCIATED LANDSCAPING AND AMENITY SPACE.		

Recommendation: Delegated to the Acting Head of Planning



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to Acting Head of Planning for the consideration of any outstanding consultation responses and negotiations on scheme viability and Section 106 contributions. In the event that the scheme viability and Section 106 contributions can not be agreed that the Acting Head of Planning is authorised to refuse planning permission.
- 1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the change of use of the existing car park serving Pechiney House to a residential scheme. The scheme would comprise:
- demolition and replacement of existing electric sub-station;
 - erection of a five storey building to comprise 19 no. flats (5 no. one bedroom 13 no. two bedroom and 1 no. three bedroom flats).
 - new access, cycle parking, refuse storage and landscaping.
- 2.2 The proposed building would consist of one block and would measure 25m deep by 22.5m (approx) wide. The building would consist of mostly five stories with a set down of three storeys at the western side, and would have a maximum height of 15.2m and has been designed with a flat roof.
- 2.3 The proposed building would be set away 4m from the northern boundary, 4 m from the southern boundary, 3m from the western boundary and 2m from the eastern boundary. Private amenity space is proposed via balconies and more public amenity space in the north west and south east corners of the site.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Bishops Road leading to a lift and stair access providing access between the levels. Access to the cycle and bin store would also be from this entrance. No parking would be provided for the development.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:
- Planning Statement
 - Daylight and Sunlight Assessment
 - Sustainability Statement
 - Affordable Housing Viability Assessment
- 2.6 There is currently an application elsewhere on the Committee agenda for the extension and conversion of the neighbouring building at Pechiney House, which the Bishops Road car park used to serve and is in the same ownership but since the Bishops Road site has previously received planning permission to be developed for residential use are treated as separate units.

3.0 Application Site

- 3.1 The site is rectangular in shape with a small dog-leg in the northwest corner and another in the southeast corner of the site. The site is 34m deep and the road frontage is 35m wide.
- 3.2 The site was used as a car park for the nearby Pechiney House, which is located on the north

side of Bishops Road. There is an electrical substation building located roughly in the middle of the site. This would be relocated within the site as part of the scheme. Vehicle access to the site is currently via a barrier access located in the middle of the site frontage.

- 3.3 The site is adjoined by:
- three storey commercial/ office buildings (Meridian House and 6-8 The Grove) to the east;
 - the rear car park serving no. 6 - 8 The Grove to the south;
 - the rear gardens of two storey residential properties (12 to 20 Alpha Street North) and two storey commercial properties (4 to 10 Alpha Street) to the west; and
 - Bishops Road to the north.
- 3.4 Directly opposite to the site on the opposite side of Bishops Road is another car park. The frontage of that site is curved and projects slightly further to the south than the rest of the street. The site opposite forms part of a larger site known as Bishops Court, 238-244, High Street for which planning permission was granted on 03-Jan-2006 for CONVERSION OF UPPER FLOOR OFFICE ACCOMMODATION FROM OFFICES (B1) TO RESIDENTIAL (C3) AND CONSTRUCTION OF A FIVE STOREY BLOCK OF FLATS TO PROVIDE 28 NO TWO-BEDROOM AND 9 NO ONE-BEDROOM FLATS, WITH 15 CAR PARKING SPACES. The five storey block of flats would be built right up to the boundary of the site with Bishops Road, and would site directly to the north of the proposal site. A minimum separation distance of 11.6m is proposed between the front of the approved five storey block of flats and the proposed block of flats.
- 3.5 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

- 4.1 Relevant applications for this site include:

P/00522/005 – ERECTION OF RETAIL STORE & OFFICE BLOCK WITH CAR PARKING AT LAND SOUTH SIDE OF BISHOPS ROAD. Approved with conditions on 19-Jun-1985.

P/00522/006 – ERECTION OF RETAIL STORE & OFFICES WITH CAR PARKING. (AMENDED PLANS DATED 29TH AUGUST 1985). Approved with conditions on 30-Sep-1985.

P/00522/017 – ERECTION OF A PREFABRICATED STORAGE UNIT. Approved (Limited Period Permission) on 26-Jan-1990.

P/00552/018 – CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO. DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING. Approved with conditions on 22-Dec-2008

P/00552/019 – APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE AN EXTANT PLANNING PERMISSION FOR CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO.

DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING AS APPROVED UNDER PLANNING PERMISSION P/00522/018 DATED 22ND DECEMBER 2008. Approved with conditions on 09-Sep-2011. This permission has not been implemented and has now expired. The current application is similar to the previous proposals in all respects and was previously approved by planning committee. The main differences relate to the submission of a site viability appraisal in relation to affordable housing contribution and the publication of the National Planning Policy Framework which strengthens the position of supporting sustainable development.

5.0 Neighbour Notification

5.1 P C Solutions, Pechiney House, The Grove
 Pechiney (UK) Ltd, Pechiney House, The Grove
 Dart Resources Group, Mda House, The Grove
 Assets, Mda House, The Grove
 M D A Computer Group Plc, Mda House, The Grove
 Natwest, Natwest House, The Grove
 3 D F X INTERACTIVE INC, 3dfx House 2-4, The Grove
 4 The Grove
 Fidelio Software, 6-8, The Grove
 The Samaritans, 10, The Grove
 Computer Systems For Business Ltd, 12, The Grove
 D T M Europe Ltd, 12, The Grove
 Amazon Co Uk Ltd, 1-9, The Grove

230 (Bar Verve), 230a, 230b, 232, 232a, 234, 236, 238 (Barlows Tractor International Ltd, Bishops Court), 240 (Alliance & Leicester Plc)

242, 244, 246, 248 (Manpower Plc, Beaufort House), 250, 252, 254, 256 (Orchard & Shipman), 258, 258-260 (Natwest, Natwest House), 302-308 (British Credit Trust, New Salisbury House) High Street

2 (Mabs Florist), 2a (J & E Mayne & Co Ltd), 4-6 (Crisps Electrical Ltd), 8-10 (Peter Stuart), 12, 14, 16, 18, 20, 22, 24, 26 (Alpha Arms) Alpha Street North

Kings Stables, 3/4, Osbourne Mews, Windsor, Berks, SL4 3DE

Notice placed on site

Notice published in local press

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

6.0 Consultations

6.1 Highways and Transport

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet. With regards to the previously approved scheme it was considered that there were no material traffic, road safety or highway implications and there were no objections to the proposals from a transport and highway perspective.

6.2 Archaeological advisor

This proposed development is of moderate scale. As the site lies within the northern extent of the

Taplow Gravels, it has the potential to produce prehistoric remains. However little archaeological investigation has taken place in the vicinity and it is therefore difficult to assess the levels of survival of any archaeological deposits that might be present. Given the level of impact of the proposals, the archaeological implications of the proposed development should be taken into consideration.

As the level of truncation of current and previous developments is unknown at this stage, Berkshire Archaeology would recommend a flexible programme of work to fit in with the assessment programme of the development. The results of geo-technical pits and boreholes, for example, can be used to inform a decision as to whether the level of impact is such that archaeological work, such as exploratory field evaluation, is appropriate or not. The following condition is recommended should permission be granted:

Condition:

No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority. Reason:

The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and record and advance understanding of any heritage assets that may be harmed or lost by the development.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework (NPPF) and technical guidance notes.

The NPPF states 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, Development Plan Document

- Core Policy 1 (Spatial Strategy)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough

- H9 (Comprehensive Planning)
- H10 (Minimum Density)
- H11 (Change of Use to Residential)

- H13 (Backland/ Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Traffic/ highway/ parking and servicing
- Contributions

8.0 Principle of the Development

- 8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site 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.
- 8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.
- 8.3 Although these proposals would see the loss of a parking area this loss is considered to be acceptable considering the fact that the building which the car park serves has prior approval to be converted into residential accommodation for which parking is not required under the adopted parking standards nor can it be made a requirement under the prior approval regulations. The loss of parking would also comply with policy with regards to there being no increase in parking within the Town Centre.
- 8.4 Therefore the site is considered suitable for housing. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

9.0 Design and Appearance/ Impact on Street Scene and Surrounding Area

- 9.1 The National Planning Policy Framework confirms the following:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment”

(Para61).

“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” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.3 Policy EN1 of the adopted Local Plan states 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 scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.4 Bishops Road is a short cul-de-sac that runs parallel to the south side of High Street, Slough. The road is essentially a service road which provides access to the rear of nos. 230 – 256 High Street, Slough including some parking for those properties and Pechiney House which is situated on the north corner of Bishops Road and The Grove. The subject site is on the south side of Bishops Road and is used currently as a car park.
- 9.5 The site is adjoined to the east by the blank flank wall of a three storey office Meridian House and then part of the back wall of the L-shaped office building at no. 6-8 The Grove. There are a number of windows in the rear elevation of no. 6-8 The Grove. Pechiney House and Meridian House both have their main elevations facing towards The Grove.
- 9.6 The site is adjoined to the south by the projecting rear wing of the office building at no. 6-8 The Grove and the car park that serves no. 6-8. A close boarded wooden fence, approximately 1.6m high, exists along the southern boundary with the neighbouring car park.
- 9.7 The site is adjoined to the west by the rear gardens of the two storey terraced residential properties (12 to 20 Alpha Street North) and two storey terraced commercial properties (4 to 10 Alpha Street). A brick wall, approximately 2m high exists along the rear boundary with the residential properties (nos. 14-20). No. 4 Alpha Street North has a single storey rear extension that covers the whole of the rear of that site. Nos. 8 and 10 Alpha Street North have single storey outbuildings built adjacent to their rear boundaries. The rear wall of the residential property at no. 12 is approximately 2.5m high.
- 9.8 The proposed building has been designed as a five storey flat roof building fronting Bishops Road and the blank flank wall of Meridian House, stepping down to three storeys facing the rear boundaries of nos. 14 & 16 Alpha Street North.
- 9.9 Meridian House and the office building at no. 6-8 The Grove are both three storey office buildings with hipped roofs. Meridian House has office accommodation in the roof space with dormers.

The proposed five storey building with podium would therefore be slightly taller than both adjoining office buildings to the east although not significantly so and will not have a detrimental impact upon the character or appearance of the street scene. Likewise the building will not be overbearing or dominant on The Grove street scene.

- 9.10 The proposed building would be on the south side of Bishops Road and directly adjacent to residential properties on Alpha Street North. The building has been designed to step down along the western side boundary and would not appear noticeably taller than the two storey commercial and residential buildings on Alpha Street North. The main issue would be in terms of the impact on the living conditions of the adjoining residential properties. This is discussed further below.
- 9.11 The building has been designed in a modern style using clean lines. A mixture of cladding (primarily brick and cedar) is proposed to match Pechiney House together with the changes in fenestration to break up the mass of the building. Each of the apartments would have their own balcony and these would have glass balustrades. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.
- 9.12 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 Impact on Residential Amenities

- 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 development within the existing residential areas should 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 The west boundary of the development site adjoins the rear gardens of residential properties on Alpha Street North (nos. 12 – 20). The proposed development on this side would be three stories at a height of 9m. A brick boundary wall of approximately 2m high runs along this boundary.
- 10.5 The proposals could be considered to be visually prominent, although it is considered unlikely that a refusal of the proposal on this ground alone would be sustained at appeal, particularly as:
- this is a town centre site where the Council policy is for high density housing,
 - given the separation distances being achieved between the proposed building and the rear of the Alpha Street properties (22m),

- 10.6 The proposed flats would maintain a separation distance of approximately 22m from the rear main walls of those dwellings, which is considered reasonable.
- 10.7 The proposal has been checked against the BRE guidance for impacts on sunlight and daylight access. The results show that the proposed scheme would have an impact on daylight for 1 window in the neighbouring property although impact is minimal at 20.8% compared to the acceptable limit of 20% and sunlight access for three windows which are not main habitable room windows. It is considered given the limited number of impacts in terms of daylight and sunlight a refusal on the grounds of significant loss of daylight and sunlight is considered unlikely to be sustained at appeal.
- 10.8 For the reasons set out above, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties on Alpha Street North and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

11.0 Living Conditions for Future Occupants

11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;*⁶
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure and*
- *widening the choice of high quality homes.” (Para 9).*

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).

- 11.2 Core Policy 8 states *“All development will: a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable; b) Respect its location and surroundings; c) Provide appropriate public space, amenity space and landscaping as an integral part of the design....*

Internal Living Space – room sizes and layout

- 11.3 The proposal has been assessed against the Council’s Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes. Four of the bedrooms would fall below the required standards with two 0.64 sqm below the standard with the other two 0.53 sqm below the standard. Therefore most of the rooms comply with the minimum room standards and it would not be reasonable to refuse the application based on the minimal shortfall of the size of four bedrooms. Therefore the room sizes of the flats are considered to be acceptable.
- 11.4 In terms of layout, the units would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels. The units have been stacked

so as to be compatible with one another. All of the units would have kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living rooms. As such, this is considered acceptable. All of the living rooms and most of the primary bedrooms would have direct access onto private external balconies.

Amenity Space

- 11.5 The proposal is for a mix of one, two and three bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that each of the units would have their own private balcony and that a common private amenity space would be provided.
- 11.7 The proposal would fall below the level of amenity space normally sought for one, two and three bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
It is considered that as each of the units would have their own private balcony and as additional communal space is proposed this would constitute an acceptable level of provision for this town centre site.

12.0 Traffic and Highways Issues

- 12.1 The NPPF states that :

“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.*

- 12.2 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.

- 12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 12.4 The site has a total of 41 parking spaces on it at present. Under the proposal these spaces would be lost and there would be no on-site parking provision is being proposed for the residential units. This complies with the Local Plan where nil parking is considered acceptable within a town centre site. Furthermore planning permission has previously been granted for the change of use of the site from a car park into residential use and therefore the principle of loss of parking on this site has already been accepted.
- 12.5 Secure cycle parking provision is required at a ratio of 1 secure space per flat (i.e. 19 spaces). Whilst a cycle store has been shown at ground floor level it does not detail how many spaces would be provided and this can be dealt with by way of a condition.
- 12.6 The proposal is considered to comply to Core Policy 7 and will have no detrimental impact on highway safety.

13.0 Contributions

- 13.1 The proposal is just over the 15 unit threshold and therefore provision for affordable housing is required. The viability statement that has been submitted states that no sums would be available for these contributions and this is currently being considered with the Council's Asset Management advisors with further negotiations ongoing to secure a commuted sum for affordable housing on site. The statement that has been submitted covers both this and the adjacent Pechiney House site as they are both in the same ownership, which is not an uncommon practice when development viability is considered and progress will be reported on the Committee Amendment Sheet. In the event that this matter remains outstanding at the time of the Committee, Members agreement is sought that the application be delegated back to the Acting Planning Manager either for refusal or for further discussions.

14.0 Summary

- 14.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

15.0 PART C: RECOMMENDATION

- 15.1 Delegate the planning application to Acting Head of Planning for the consideration of any outstanding consultation responses and negotiations on scheme viability and Section 106 contributions. In the event that the scheme viability and Section 106 contributions can not be agreed that the Acting Head of Planning is authorised to refuse planning permission.

PART D: LIST OF CONDITIONS AND INFORMATIVES

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:

Drawing No. 032/002/100, dated Oct 2014, received 08/10/2014
Drawing No. 032/002/110 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/111 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/112 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/113 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/114 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/200 A, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/201, dated Jan 2014, received 12/11/2014

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 Local Plan for Slough 2004.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

4. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the type, density, position and planting heights of new trees and shrubs along the rear boundary. All new trees along the western boundary shall be semi-matures.

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

REASON To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area.

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

REASON To ensure the long term retention of landscaping within the development.

6. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

7. No part of the development shall commence until details of the secure cycle store have been agreed in writing by the Local Planning Authority and shall be constructed in accordance with the approved details and maintained thereafter.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

8. No part of the development shall be occupied until the details of the controlled entry to the residential scheme have been submitted to and approved in writing by the Local Planning Authority. The controlled entry shall be implemented in accordance with the approved details and maintained thereafter.

REASON To ensure the security of the future occupants of the development.

9. No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site.

10. No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

REASON The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and ensure preservation 'by record' of any surviving remains.

11. Vehicle wheel cleaning facilities shall be provided and used at the site exit for the duration of the demolition and construction period in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site.

REASON In the interests of amenity of nearby residents and highway safety.

12. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

13. For the duration of demolition and construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

14. For the period of demolition and construction, works which are audible at the site boundary shall only be carried out between the hours of 8.00 and 18.00 Monday to Friday, on Saturdays between the hours of 8.00 and 13.00 and at no time on Sundays or Bank Holidays.

REASON To safeguard the amenities of neighbouring occupiers.

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

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

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

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

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

REASON In the interests of the amenities of the area.

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

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

REASON In the interests of the amenities of the area.

18. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours 0800 to 1800 hours Mondays - Fridays, 0800 - 1300 hours on Saturdays and at no time on Sundays and Bank/ Public Holidays.

REASON In the interests of the amenities of the area.

19. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

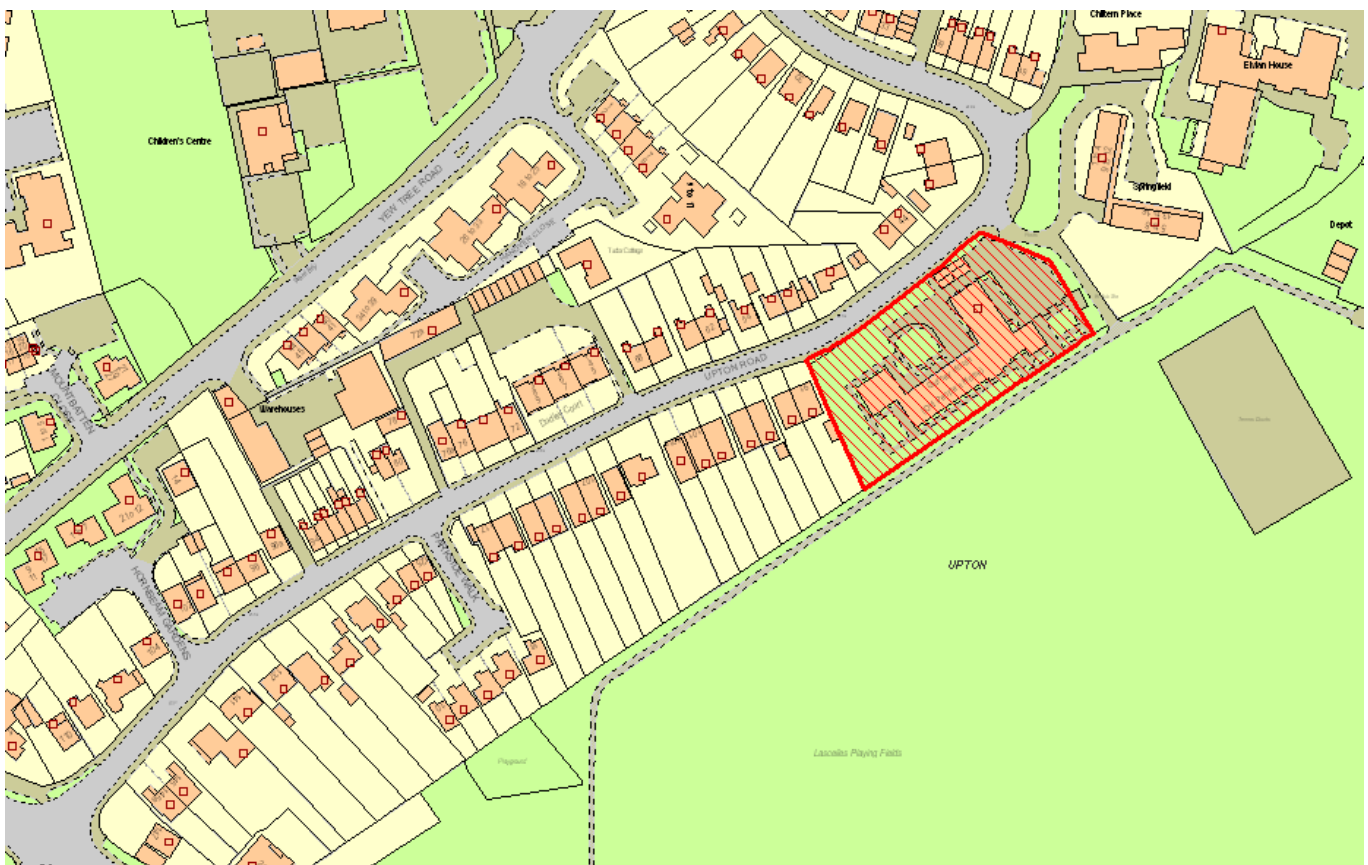
INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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:	14-Nov-2014	Applic. No:	S/00698/001
Officer:	Mr. Albertini	Ward:	Upton
Applicant:	Slough Borough Council		
Agent:	Mr. Robert Jenkinson, Micheal Dyson Associates Ltd West House, Meltham Road, Honley, Holmfirth, HD9 6LB		
Location:	Gurney House, Upton Road, Slough, SL1 2AE		
Proposal:	CONSTRUCTION OF 10 NEW BUILD HOUSES WITH ASSOCIATED ACCESS ROAD, PARKING AREAS, GARDENS AND OTHER EXTERNAL LANDSCAPED AREAS.		
		Applic type:	Full Planning
		13 week date:	6 th February 2015

Recommendation: Approve with conditions



1.0 SUMMARY OF RECOMMENDATION

Approve with conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The scheme comprises 10 four bedroom semi detached houses. Within the row of homes the end pairs will be two storey and the remainder two and a half storey. One pair will have integral garages and the rear elevation will appear as 3 storey.
- 2.2 The existing access next to Springfield will be closed. A new access will be formed in the middle of the site. The row of homes will be set out on a slight curve facing but set back from Upton Road with car parking on the frontage.
- 2.3 The new access will involve demolition of part of the old brick wall along the frontage. Each dwelling will have 2 garage or frontage parking spaces. There will be 6 additional spaces on the frontage.
- 2.4 10 trees are shown as to be lost including 2 on the north east boundary alongside the park entrance part of which is shown as to be incorporated into the development site. The other 8 trees on the frontage and at the rear will be retained. There will be space for new trees and shrubs on the frontage and rear boundary next to the park. Gardens lengths vary between 13 and 20 metres.
- 2.5 Gable end buildings with 3 variations of roof/eaves height and either dormer windows or gable features on the front elevations. Materials will be brick, render and tiles and the frontage will be a mixture of tarmac and block paving. Existing rear and side boundary brick walls retained.
- 2.6 The application is by the Council but there is no proposal to build the homes as Council homes for rent.
- 2.7 The applicant has submitted a tree report, soil study and ecological assessment.

3.0 Application Site

- 3.1 The 0.39 hectare site is vacant and is within walking distance of the town centre. Gurney House was a Council elderly persons care home until cleared last year. Upton Road is a quiet residential street and cul de sac with low density mainly detached or semi detached homes set back from the road with plenty of space for trees and shrubs in the gardens front and back. Most buildings in the street are two storey and date from before the war.
- 3.2 To the east is Lascelles Park. To the south west is the flank of 2 and half storey semi detached home with some flank windows. Opposite to the north west are semi detached or detached homes. To the north east is a path access from Upton Rd to Lascelles Park and beyond Springfield, a Council owned elderly persons home. The site sits slightly above Upton Road at the south end.
- 3.3 There are several trees on or overhanging the site. Most are near the boundaries. They range from small fruit trees to 12 metre high Ash. The site includes part of the landscaped

- 3.4 The application site has been amended to include about half the width of the existing landscaped strip that runs along side the path into Lascelles Park. On part of the boundary is an electricity sub station that projects into the landscape strip.

4.0 Site History

- 4.1 None relevant.

5.0 Neighbour Notification

- 5.1 Upton Road 4- - 54 ev; 39-49, 91-95 odd
Springfield 1-16 inclusive.

- 5.2 Notice in local paper.

- 5.3 One letter received from neighbour to north. Considers 10 homes too many; further congestion on Upton Road because of street parking; Pensioners live adjacent who need peace and quiet. Concerned about noise and dust during construction.

6.0 Consultation

6.1 Traffic /Highways

Full comments to be on amendment sheet. No objection in principle. Request existing access closed up and verge created. Narrow footway on frontage but prepared to accept as widening will involve demolition of old brick wall. Parking below standard acceptable as the site is near to the town centre.

6.2 Environmental Protection

No objection

6.3 Tree Officer

The application proposes the removal of a number of poor quality trees and some better value trees. This removes any significant long term conflict with the trees within and adjacent to the site and the proposed dwellings. The loss of these trees will be noticeable but can be mitigated by new tree planting which will enhance the site and adjacent areas in particular the view from Lascelles Park and the adjacent foot path to the Park. Request conditions to control replacement planting and construction works around retained trees.

6.4 Parks Section (re overlap with Park access land)

In return for the development site encroaching upon the Park access land it is requested that enhancements are made to the Park access to make it more attractive and safer. In particular it is quite dark with poor line of sight from road to Park with hiding places due to the wall arrangement. So creating an even boundary line, cutting back some vegetation, removal of nib of wall next to path, surface improvements and better lighting are requested.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The site is not an allocated site in the Local Plan but the principle of residential development of the site, in particular family homes, is acceptable and complies with Core Policy 3 and 4 re type and distribution of housing. The density of the site is below the Core Strategy policy 4 minimum of 37 dwellings per hectare. However the Strategy does allow for exceptions, which for this case are applicable namely it is a small site and the

character of the area is low density.

8.0 Transport and Access

- 8.1 The development is not expected to generate more traffic than the former use of the site. The access in the centre of the site is safer than using the existing access which is on a bend and shared with Springfield and pedestrian access to the Park.
- 8.2 For 4 bedroom homes the Council's parking guidelines seek 3 spaces per home. The proposal has 2.5 spaces per home. This is acceptable for a site near the town centre.
- 8.3 Any further assessment details will be on the meeting amendment sheet. The proposal is likely to comply with Core Policy 7 re transport and highway matters.

9.0 Design and Layout Matters

- 9.1 The scheme layout ties in with the character of the area being set back from the road, semi detached buildings, space left for planting and a reasonable size of garden. The variation of elevational treatments and height is appropriate for the street it having a mixture of building styles. Architectural detailing is simple and does not reflect many features from other building in the street which are mostly pre war. The setting out of the row on a slight curve creates a distinctive feature which is supported.
- 9.2 The loss of some trees is acceptable because of their limited value, scope for replacements and retention of many. The view of the new homes from the Park, to the rear, can be softened by existing trees and new small trees in rear gardens.
- 9.3 Retention of most of the existing brick boundary wall will maintain security and limit the degree of change for neighbours and the park. The north east wall will go as part of the site expansion onto the park access. Although this narrows the access land slightly it is acceptable if the Park entrance is enhanced in terms of appearance and safety as described in the comments of the Parks Section above. Details of replacement will be covered by condition.
- 9.4 In relation to the adjoining home 91 Upton Road the nearest new home will sit back beyond the rear building line between 7 and 10 metres but this will not have a significant affect on the amenity of the existing residents because the new building will be set away from it by 7 metres clear of a 45 degree line drawn from the corner of the existing home.
- 9.5 The ecology survey has identified an ivy clad tree and recommends it be surveyed again for possible bat roosts before development commences. It also says the potential for bats to use the site is low.
- 9.6 Overall the proposal complies with Core Strategy policy 9 and Local Plan policy EN1 and EN3 regarding design and landscaping. Similarly Core Policy 12 Community Safety.
- 9.7 To help limit disturbance to nearby residents during construction conditions are proposed to cover construction site management and working hours.

10.0 PART C: RECOMMENDATION

Recommendation

Approve with conditions

PART D: LIST OF CONDITIONS.

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved plans

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

01- (90) -7685 Rev B (Location Plan) received 19th Dec 14
 02- (90) -7685 Rev B (Existing Site Plan). received 19th Dec 14
 06-(90)-7685 - Rev E - (Proposed Site layout)
 21-(90)-7685 Rev A -(plans and elevations type A)
 22-(90)-7685 - Rev A (plans and elevations type B)
 23-(90) -7685 Rev A - (Plans and elevations type C)

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of materials

Details of external materials and samples of bricks and tiles to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the development commences on site and the development shall be carried out in accordance with the details approved.

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

4. Landscaping, boundary treatment and park access scheme

No development shall commence on site until a detailed landscaping, tree planting and boundary treatment scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs and details of boundary treatment. The scheme shall include details of enhancements to the access to Lascelles Park adjacent to the north east site boundary of the site on Council land - removal of nib of wall, new planting, tree branch removal, path surface enhancements and lighting.

No dwelling shall be occupied until the boundary treatment and path and wall works have been carried out as approved. The approved soft landscaping scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if

any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

5. Tree Protection

No construction work nor hardstanding removal works shall commence until a detailed arboricultural method statement has been submitted to and been approved in writing by the Local Planning Authority. The statement will be in accordance with British Standard 5837:2005 Trees in Relation to Construction and shall contain details of proposed (1) pruning or removal of trees, (2) specification and location of tree and ground protection and (3) details of construction design and processes for hard surfaces within root protection areas. The statement should also contain details of arboricultural supervision and frequency of inspection along with a reporting process to the Tree Officer. All works are to be carried out in strict accordance with the approved details.

REASON To preserve and enhance the visual amenities of the locality in accordance with policy EN3 of the Local Plan 2004 and policy 9 of the Core Strategy 2006-2026.

6. Plot 1 house shall not be occupied until the first floor flank window has been glazed with obscure glazing. The obscure glazing shall be maintained thereafter.

REASON In the interest of privacy of the residents of the adjacent home.

7. New access

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

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

8. Alterations to existing highway. No development shall commence until details of the alterations to the existing points of access between the application site and the highway have been submitted to and approved in writing by the Local Planning Authority and the access alterations shall be implemented in accordance with the details approved prior to occupation of the development.

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

9. Surface Water Drainage

Development shall not commence until details of surface water drainage have been submitted to and approved in writing by the local planning authority. The details shall

include provision for water to be drained on site and not to a main sewer. The details shall include provision for roof water down pipes to be linked to water butts (or similar storage) with a capacity of at least 200 litres such that each house has one butt. No house shall be occupied until the approved details have been implemented.

REASON In the interest of flood prevention and sustainable development (reduction of water consumption) in accordance with Core Policy 8 of the Core Strategy 2006-2026.

10. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period. These details shall thereafter be implemented as approved before the development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users.

11. Hours of construction

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

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

12. Internal access roads

Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

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

13. Removal of Permitted Development rights - outbuildings

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 25 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining garden space.

14. Removal of Permitted Development rights - extensions

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order amending or revoking and re-

enacting that Order), Schedule 2, Part 1, Class A no building shall be enlarged more than 5 cubic metres without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular the protection of garden space.

15. Garage use for parking only

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

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities and visual amenities of the area in accordance with Policy 7 of the adopted Core Strategy 2006-2026.

INFORMATIVE(S):

1. Highway Matters. Multiple water meters will not be permitted in the public highway. Surface water from the site must not drain onto the public highway. The applicant will need to enter into a Section 278 Agreement to carry out works for the new access into the site within the public highway. Notwithstanding the position of the red line application site boundary the overlap of the site with adopted public highway on the frontage (south west corner) any work proposed on this area or the tree needs prior permission from the Highway Authority. For postal numbering/naming of new homes/occupiers please apply to the Council's Local Land Charges Section on 01753 875039 or email 0350SN&N@slough.gov.uk

SLOUGH BOROUGH COUNCIL**REPORT TO: PLANNING COMMITTEE****DATE: 8th January 2015****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.

WARD(S)	ALL	
Ref	Appeal	Decision
P/12307/001	2, Staunton Road, Slough, SL2 1NT ERECTION OF A TWO STOREY SIDE EXTENSION, PART TWO STOREY, PART SINGLE STOREY REAR EXTENSION WITH PITCHED ROOFS AND FRONT CANOPY.	Appeal Dismissed 2nd December 2014
Y/15709/001	31, Essex Avenue, Slough, SL2 1DP THE ERECTION OF A SINGLE STOREY REAR EXTENSION, WHICH WOULD EXTEND BEYOND THE REAR WALL OF THE ORIGINAL HOUSE BY 6.0M, WITH A MAXIMUM HEIGHT OF 3.0M, AND EAVES HEIGHT OF 2.8M. As the Council had already permitted a 4.9m single storey rear extension for a disabled family member, the Inspector considered an additional 1.1m would not cause adverse harm to the living conditions of the neighbouring properties and allowed the appeal stating that the completion should be notified to the Planning Inspectorate and not the Local Planning Authority which is the standard procedure for these cases.	Appeal Granted 15th December 2014

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MEMBERS' ATTENDANCE RECORD 2014/15
PLANNING COMMITTEE

COUNCILLOR	19/06/14	24/07/14	03/09/14	16/10/14	27/11/14	08/01/15	17/02/15	01/04/15	29/04/15
Ajaib	P	P	P	P	P				
Bains	P	P	P	P	Ap				
Dar	P	P	P	P	P				
M. Holledge	P	P	P	P	P				
Plenty	P	P	P	P	P				
Rasib	P	P	P	P	Ap				
Sidhu	P	P*	P	P	Ap				
Smith	P	P	P	P	P				
Swindlehurst	P	P*	Ap	P*	P*				

P = Present for whole meeting
Ap = Apologies given

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

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