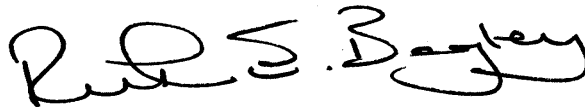


Date of issue: Monday, 9 February 2015

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), Ajaib, Bains, M Holledge, Plenty, Rasib, Sidhu, Smith and Swindlehurst)
DATE AND TIME:	TUESDAY, 17TH FEBRUARY, 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

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
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 - To Note | 1 - 2 | |
| 4. | Minutes of the Last Meeting held on 8th January, 2015 | 3 - 6 | |
| 5. | Human Rights Act Statement - To Note | 7 - 8 | |

PLANNING APPLICATIONS

- | | | | |
|----|---|---------|----------------------|
| 6. | P/06674/010 - 30 Rambler Lane, Slough, SL3 7RR | 9 - 22 | Upton |
| | Officer Recommendation: Approve with conditions | | |
| 7. | P/11490/003 - Poyle 14, Newlands Drive, SL3 0DX | 23 - 46 | Colnbrook with Poyle |
| | Officer Recommendation: Delegate to the Acting Planning Manager | | |
| 8. | P/03896/003 - Former Arbour Vale School, Stoke Road, Slough, Berkshire | 47 - 62 | Elliman |
| | Officer Recommendation: Delegate to the Acting Planning Manager | | |
| 9. | S/00587/005 - Former Arbour Vale School Site & St Josephs Playing Field, Stoke Road | 63 - 78 | Elliman |
| | Officer Recommendation: Delegate to the Acting Planning Manager | | |

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
10.	P/16006/000 - Wexham Nursery & Land off Forest Close, Wexham Road <i>Officer Recommendation:</i> Delegate to the Acting Planning Manager	79 - 96	Wexham Lea
11.	P/06622/075 - Wexham Park Hospital, Wexham Street, Wexham, Slough, SL2 4HL <i>Officer Recommendation:</i> Delegate to the Acting Planning Manager	97 - 124	Wexham Lea
12.	P/00906/030 - 43-61 Windsor Road, Slough, SL1 2EE <i>Officer Recommendation:</i> Delegate to the Acting Planning Manager	125 - 156	Central
13.	P/05343/001 - 7 Quaves Road, Slough, SL3 7NX <i>Officer Recommendation:</i> Approval with conditions	157 - 162	Upton
MISCELLANEOUS REPORTS			
14.	Review of the Local Plan for Slough	163 - 166	All
MATTERS FOR INFORMATION			
15.	Members Attendance Record	167 - 168	
16.	Date of Next Meeting 1 st April, 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, 8th January, 2015.

Present:- Councillors Dar (Chair), Ajaib (Vice-Chair), Bains, M Holledge, Plenty, Rasib, Sidhu, Smith (until 8.50 pm) and Swindlehurst

Also present under Rule 30:- Councillors Hussain and Sharif

PART I

69. Apologies for Absence

None.

70. Declarations of Interest

Councillor Ajaib declared an interest in respect of Agenda items 11, P/15599/001 - Pechiney (UK) Ltd, Pechiney House, The Grove, Slough, and Agenda item 12, P/00522/020 - Bishops Road Car Park, The Grove, Slough, in that the applications were within his Ward.

Councillor Bains declared an interest in respect of Agenda item 13, S/00698/001, Gurney House, Upton Road, Slough, in that the application was within his ward.

Councillor Swindlehurst declared an interest in respect of Agenda item 8, P/00471/015, 57, Chalvey Road East, Slough, in that as the Commissioner for Neighbourhoods and Renewal he took part in a discussion regarding the regeneration of the site, when the Chalvey Regeneration Strategy was brought to the Cabinet meeting on 15th September 2014. Councillor Swindlehurst confirmed that he had had no input into the matter since then, had an open mind, and would take part in the discussion and vote on the item.

71. Guidance on Predetermination/Predisposition

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

72. Minutes of the Last Meeting held on 27th November, 2014

Resolved – That the minutes of the meeting of the Planning Committee held on 27th November, 2014 be approved as a correct record.

73. Human Rights Act Statement

The Human Rights Act statement was noted.

74. Planning Applications

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

Planning Committee - 08.01.15

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 – A registered Objector, and the Applicant's Agent addressed the Committee.

Application P/00522/020: Bishops Road Car Park, The Grove, Slough, a Ward Member addressed the Committee.

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.

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

Application	Decision
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.	Decision delegated 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.

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

Application	Decision
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	Delegated to the Acting Planning Manager for formal determination following finalising conditions and completion of a Section 106 Agreement.

Planning Committee - 08.01.15

stack (up to 85 metres height); plant, associated development and alterations to site access.	
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77. P/00471/015 - 57, Chalvey Road East, Slough, SL1 2LP

Application	Decision
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.	Delegated 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.

78. P/02114/022 - Slough & Eton School, SL1 2PU

Application	Decision
Demolition of an existing single storey block for construction of a three storey block to provide additional teaching and staff facilities.	Approved, subject to conditions.

79. P/00218/026 - Observatory House, Windsor Road, Slough, Berkshire

Application	Decision
Recladding and refenestration of existing building together with internal alterations to increase office floor space by 1,438sqm.	Delegated to the Acting Planning Manager for resolution of transport / highway issues, completion of a Section 106 Agreement, finalising conditions, and final determination.

80. P/15599/001 - Pechiney (UK) Ltd, Pechiney House, The Grove, Slough, SL1 1QF

Application	Decision
Erection of three storey extension and conversion of building to provide 30 residential units with associated landscaping and amenity space.	Delegated to the Acting Planning Manager for the resolution of outstanding highway matters, finalising conditions and final determination

(Councillor Smith left the meeting at 8.50pm)

Planning Committee - 08.01.15

81. P/00522/020 - Bishops Road Car Park, The Grove, Slough, SL1 1QP

Application	Decision
Erection of 5 storey building comprising 19 residential units with associated landscaping and amenity space.	Delegated to the Acting Planning Manager for the resolution of outstanding highway issues, further negotiations on scheme viability and Section 106 contributions, finalising conditions, completion of a Section 106 agreement and final determination. In the event that scheme viability and section 106 contributions cannot be agreed that the Acting Planning Manager is authorised to refuse planning permission.

82. S/00698/001 - Gurney House, Upton Road, Slough, SL1 2AE

Application	Decision
Construction of 10 new build houses with associated access road, parking areas, gardens and other external landscaped areas.	Approved with conditions.

83. Planning Appeal Decisions

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

84. Members Attendance Record

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

85. Date of Next Meeting

The date of the next meeting was confirmed as Tuesday 17th February 2015.

Chair

(Note: The Meeting opened at 6.30pm and closed at 9.30pm)

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

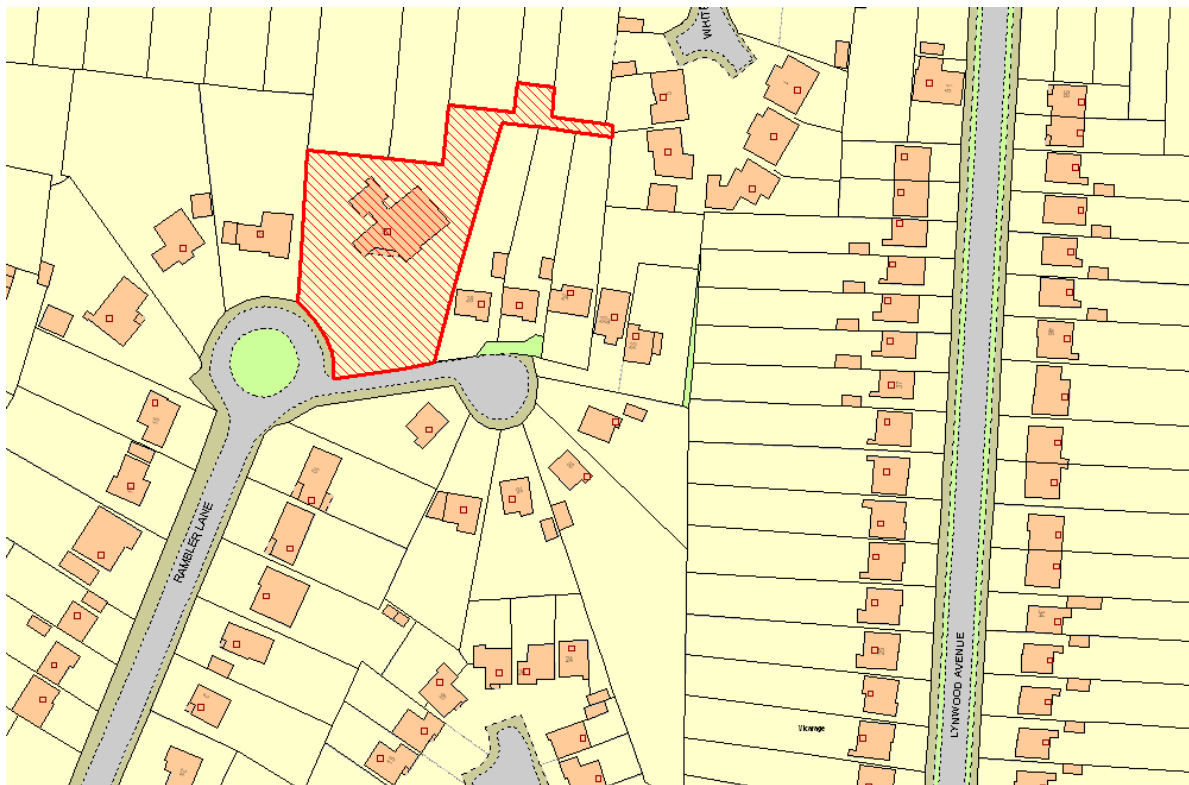
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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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1	Registration Date: 10-Nov-2014	Applic. No: P/06674/010
Officer: Francis Saayeng	Ward: Upton	Applic type: 13 week date:
Applicant: Mr. Salim Dhalla, Langley Haven Care Home		
Location: 30, Rambler Lane, Slough, SL3 7RR		
Proposal: CONSTRUCTION OF SINGLE STOREY SIDE AND REAR EXTENSIONS.		

Recommendation: APPROVE, WITH CONDITIONS



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 The proposal complies with the Council adopted planning policies and guidelines and therefore is considered acceptable and is recommended for approval, subject to conditions.
- 1.2 This application is of a type which is normally determined in terms of the Scheme of Delegation; however, the application has been called in by Ward Councillor Chahal for determination by Planning Committee.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Planning permission is sought for the construction of single storey side and rear extensions to an existing care home to provide 11 additional bedrooms (10 at ground floor, 1 at first floor and no change at second floor) and an increase the existing day room and parking spaces.
- 2.2 The single storey side extension measures 11m wide, 11.6m deep, and 3m in height, with a flat roof. The single storey rear measures 12.3m deep, 16m wide and 3.1m in height, with a flat roof. The existing day room is extended and would be 10 m wide, 10m deep and 3.2m in height with a mansard roof.
- 2.3 The proposal also includes a modest two storey front extension, measuring 5m in width by 5m in depth and replicates the existing front gable in terms of design and materials.

3.0 **Application Site**

- 3.1 The site is occupied by 30 Ramblers Lane; a two storey detached Care home on the north end of the cul – de – sac round about. To the west of the Care home is 21 Ramblers Lane , to the north is Nos 42,44,46,48,50, 52 and 54 Langley Lane, to the east is No 28 Ramblers Lane and to the south are 10 and 12 Ramblers Lane. The care home has a wide front and side gardens and a short rear garden, although this is to be enlarged through the acquisition of part of the rear garden belonging to 46 Langley Road. The western front side of the property is gravelled and used for staff and visitors parking. The rear garden is partly tarmac and gravelled for the use of the care home for the elderly. There is an existing vehicular crossover serving the care home.

4.0 **Site History**

- 4.1 P/06674/009 – Erection of two storey rear, single storey side and two storey front extensions. Withdrawn by applicant on 08 -Sep-2014.

P/06674/008 – Erection of single storey side extension to provide additional communal floor space. Approved with conditions on 25 -Nov-2004.

P/06674/007 - The Whispers Retirement Home, 30, Rambler Lane, Slough, SL3 7RR – Change of use of roof space to provide 5 no additional bedrooms. Approved with conditions on 16-Nov-2004.

P/06674/006 - The Whispers Retirement Home, 30, Rambler Lane, Slough, SL3 7RR - Conversion of roof area for additional four bedrooms, installation of velux windows and raising height of external staircase. Approval with conditions on 01-Sep-2003.

P/06674/005 – The Whispers, 30, Rambler Lane, Slough, Berks. Approved with conditions on 23-Jan-1997.

P/06674/004 – The Whispers, 30, Rambler Lane - Erection of a two storey rear extension to residential home for the elderly to provide additional ten bedrooms external staircase and parking layout (As Amended 26.04.91).

P/06674/003 – Change of use of two rooms from warden accommodation to two additional guest rooms for the elderly. Approved with conditions on 29 -May-1990.

P/06674/002 – Installation of fire escape stair at rear and four dormer extensions in floor space to convert in to a two bedroom wardens Flat. Withdrawn on 27-Mar-1990.

P/06674/001 – Installation of a lift and internal alterations. Approved with conditions on 28-Nov-1986.

P/06674/000 – Change of use from residential to residential home for the elderly. Approved with conditions on 19-Nov-1984

4.2

The most relevant application in relation to the current proposal is P/06674/009, which was withdrawn following concerns raised by officers. The main reasons cited were that, the proposed two storey elements of the scheme would increase the potential for overlooking of neighbouring properties and the development would have appeared overly dominant and overbearing.

Following withdrawal of the first planning application, planning officers visited the site and undertook a thorough site assessment which included a full viewing of the existing home on each of its three levels and gained a better understanding of the storage issues and the need for the facility to be upgraded to meet modern day requirements. As part of the site visit officers were in a position to advice on the preferred locations for any extensions having regard to those parts of the site which would have least impact. Planning officers then met with the owners and their agent to discuss possible options for extensions to the existing home.

The owners were advised that no element of two storey extension would be acceptable and that any extension must be confined to single storey only. The areas identified were to the rear and side of the building, such areas having minimal impact on the street scene and least impact on the amenity of neighbouring occupiers. The owners were advised that any rear extension would need to be set off the boundary by a minimum of 5 metres from the boundary with no. 28 Rambler Lane, that the extension was to be constructed with a flat roof, to reduce any potential impact and that a close boarded fence was to be constructed around the site to be supplemented by the planting of a laurel hedge to further protect privacy.

On the basis of these discussions the owners of the home resubmitted a fresh planning application, which is currently the subject for decision and which for the most part reflects the discussions held. The only exception perhaps being an additional proposal to extend the existing day room, to cater for the additional residents.

5.0

Neighbour Notification

Neighbouring dwellings at numbers 4, Whitehouse Way, Slough, SL3 7XA, 5, Whitehouse Way, Slough, SL3 7XA, 50, Langley Road, Slough, SL3 7AD, 48, Langley Road, Slough, SL3 7AD, 22a, Rambler Lane, Slough, SL3 7RR, 24, Rambler Lane, Slough, SL3 7RR, Langley Nursing Home, 44, Langley Road, Slough, SL3 7AD, 10, Rambler Lane, Slough, SL3 7RR, 26, Rambler Lane, Slough, SL3 7RR, 46, Langley Road, Slough, SL3 7AD, 21, Rambler Lane, Slough, SL3 7RR, 28, Rambler Lane, Slough, SL3 7RR, 52, Langley Road, Slough, SL3 7AD, 54, Langley Road, Slough, SL3 7AD were notified of the planning application.

Officers have held meetings with the neighbouring occupiers on two separate occasions to discuss their concerns.

- Six letters of objections and a petition letter containing 72 signatures have been received.

The main objections raised are summarised below:

- The proposals will result in additional traffic including service and emergency vehicles, leading to increased disturbance, congestion and danger to pedestrians and particularly children.

Response: With respect to the concerns about visitors' car parking, the owners advise that unlike hospitals where visiting times are restricted, visitors can visit at any time and therefore such visits are spread out throughout the week.

With respect to delivery vehicles, the owners advise that laundry is dealt with on site and the only additional deliveries would be food, but that this would mean larger loads rather than additional deliveries.

A concern was expressed that large service vehicles have to reverse into the site causing danger to pedestrians. Officers are not aware that there have been any accidents as a result of such manoeuvres. Further, the frequency of such deliveries is unlikely to increase.

- The Care Home is a business and profit should not be put above the problems being caused by a business expanding in an otherwise quiet and select residential area, which detracts from the residential amenity of the cul de sac.

Response: The owners advise that for the home to be viable it requires modernisation and an increase in bedrooms to meet an ongoing need. Whilst it maybe a business it is also a use which needs to be located within the community and not isolated but being close to facilities and services. Notwithstanding the proposed single storey extensions to the side and rear of the property and which for the most part would not be visible from the street, the building would still have the appearance of a large residential building and to this end would not detract from the residential character of the street.

- Concerns have been raised about screaming and shouting from dementia patients, which can be very disturbing particularly for children playing in neighbouring gardens.

Response: This is a difficult issue to evaluate and quantify. Recently, complaints have been received by the Council's Neighbourhood Enforcement team and which have been investigated, but have since advised that it would not amount to a statutory nuisance.

The owners have advised that the home only supports dementia clients, which are in the early stages of the illness and that when the illness progresses, they need to be moved to more specialist care.

Certainly at the time of the planning officers' visit, which lasted about an hour, no issues of shouting, calling out or screaming were noted. However, it is fully acknowledged that this may be more of an issue at night time or during the summer months, when windows are open. As such this type of noise which is not continuous is very difficult to evaluate from a noise nuisance perspective. It would also be very difficult to justify a refusal of planning permission on the basis of noise and disturbance alone.

- Tree loss. Neighbours have advised that a number of trees have already been lost and that other will need to be felled to facilitate the proposed development

Response: There is no tree preservation order in force on the site and the development proposal will not involve any significant tree loss.

- Devaluing effect on property prices

Response: This is not a material planning consideration

- Add to problems of surface water drainage

Response: The site is not within an area which is prone to surface water flooding.

A letter was received from Fiona McTaggart MP on behalf of local residents, raising a number the issues as outlined above and to which a written response was sent on 18th December 2014.

6.0 Consultation

6.1 Transport and Highways

This is an application to increase an existing care home by 11 rooms. It currently has 23 rooms and this will increase to 34 rooms. The number of full time equivalent staff will increase from 19 to 24 and these staff operate over a 24 hour period i.e. they are not all at the site at one time.

Under the Slough Local Plan parking standards for C2 Nursing Home use 1 parking space per 4 beds are required and therefore 9 spaces would be necessary. According to application form 13 parking spaces are being proposed, which is an increase of 3 spaces over the existing 10 spaces. No plans have been submitted showing the layout of the parking, but I understand from the case officer that this has been requested. Subject to the plan being satisfactory in terms of dimensions of spaces/aisle widths and the number of bays (i.e. minimum 9) then from a parking perspective I would raise no highway objection.

The applicant states that they currently provide 10 cycle parking spaces and will provide a further 5 spaces, although from the submitted documents there is no evidence that any exist. Further information is required to substantiate this claim. A total of 8 spaces are required to be provided under the Local Plan Standards. A cycle parking condition should be incorporated onto the application.

The siting of the bin store does obstruct the pedestrian visibility splays on the west side of the access and this should be addressed as part of the proposed development such that a pedestrian visibility splay of 2.4m x 2.4m is provided from the back edge of the footway. This should be covered by way of condition, although the splay should be marked on the car park layout drawing.

The increase in number of trips to the site is likely to be small and therefore again no highway objection is raised.

The Transport and Highway Engineer had a site meeting with the applicant for the parking layout. An amended drawing was submitted following this site meeting.

The engineer was re-consulted on the amended plan which shows a revised parking layout and siting for the bin and cycle stores. On the basis of the revised plan the highway engineers have withdrawn their initial objection.

6.2 **Neighbourhood Protection Team:**

The Neighbourhood Environmental Protection Services Team was consulted on 3rd December 2014 following the objection and complaint on noise nuisance disturbance letters received against the proposed development.

The following comments of no objection was received from the Environmental Health Officer stating that:

- “I am unable to conclude that the increase of bedrooms will result in a significant increase in noise disturbance to other residential properties in Rambler Lane that will amount to a statutory noise nuisance.
- As requested, I have given consideration to the issues raised in your email and our telephone conversation on the 8th December 2014 namely noise from crying, screaming and shouting at night, clients and staff general activities, use of garden during the summer, collective noise from the communal lounge and vehicles coming and going from the address.
- The Environmental Protection Act 1990 is the legislation used to assess noise disturbance to determine if the noise is or is likely to be a statutory noise nuisance. This means that the noise must be unreasonable in nature and more than an irritant. It must prevent you from enjoying the use of your property when monitored from within a habitable room in your property. This will typically include the lounge or bedrooms depending upon the times of disturbance. The frequency of disturbance, duration of the episodes and the intrusiveness of the noise is assessed when determining nuisance.
- I am unable to object to the planning application under the grounds of noise nuisance. The business is already in operation and therefore many of the processes that create noise such as client and staff activities, use of communal lounge, vehicles coming and going etc are all part of the business / home. The increase in bedrooms may not necessarily create a noticeable increase in noise and any increase is unlikely to be a statutory noise nuisance.
- I visited Langley Haven Care Home on the 15th December 2014 to discuss the noise issues with the site Manager and to discuss the likelihood of residents with dementia being inappropriately vocal. I am of the opinion that on the occasion that crying, screaming or shouting is heard, this will not be a regular occurrence and although this may be disturbing and distressing to you, it is unlikely to amount to a statutory noise nuisance.

- I note your comments in relation to the hospital transport collecting and returning residents for medical appointments. The Manager has advised that this occurs approximately 3 times a month and is during day time. Again this is a reasonable activity associated with the care home.
- You have advised that during the winter months you are rarely disturbed by the noise from residents because you have your windows and doors shut and do not use your garden. I do not feel that you are likely to be suffering with statutory noise nuisance during the summer months because I do not think that the noise generated by the residents at the care home when in the garden will be unreasonable.
- I trust that the above clarifies my position on issues raised.”

6.3

Community and Adult Social Care

You need to be aware that the Regulator (Care Quality Commission) changed Registration criteria approx 18 months ago. Under current Registration requirements there are no longer any separate categories for Residential Care and Residential Dementia. Therefore homes only previously registered for residential care can accept residents with a diagnosis of dementia. CQC and SBC have to be assured that staffing levels, training, and care provided is appropriate to care for people with Dementia.

PART B: PLANNING APPRAISAL

7.0

Policy Background

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 7 (Transport)
- Core Policy 8(Sustainability & the Environment)

Adopted Local Plan for Slough (Saved Policies)

- H22 (Elderly Persons Care Homes)
- EN1 (Standard of Design);
- EN2 (Extensions);
- T2 (Parking).

The application is considered in relation to:

- National Planning Policy Framework;
- Core Policy 8 of the Local Development Framework Core Strategy 2006-2026 (December 2008);
- Saved Policies H14, H15, H22, EN1, EN2 and T2 of the Adopted Local Plan for Slough 2004;
- Slough Local Development Framework, Residential Extensions Guideline, Supplementary Planning Document, 2010.

7.1 The main planning considerations are therefore considered to be:

- Principle of the development
- Design and appearance
- Impact on adjoining Residential Occupiers
- Traffic and Highways Implications
- Amenity Space

8.0 **Principle of the development & Use of the care home**

8.1 The proposal property already benefits from planning permission for an elderly persons care home granted in 1984 and was operating as such for a number of years. Care homes all fall with Class C2 of the Town and Country Planning Use Classes Order and as such the transition from elderly persons care home to care home for dementia patients can occur without the need for specific planning permission. In addition it should also be noted that under current Registration requirements there is no longer any separate categories for Residential Care and Residential Dementia. Therefore homes only previously registered for residential care can accept residents with a diagnosis of dementia.

8.2 The National Planning Policy Framework (NPPF) states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. 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 buildings, the surrounding area and the way it functions.

8.3 The principle of development to extend the existing care home to allow 11 new bedrooms, by adding a single storey side and rear extensions to enhance the quality of the care home would comply with the NPPF and Policy H22). The proposal is therefore considered to be acceptable in principle insofar as the proposal would make efficient use of the site to provide much needed registered beds to the local communities. The proposal can therefore be supported subject to the acceptance of issues such as the scale and design of the extensions and the resultant impact on the amenities of the neighbouring properties, as well as parking provision. The proposal would comply with Core Policy 8 and Policy H22.

8.4 The proposal involves the re-use of existing rear and side garden and land acquired from the adjoining neighbour to accommodate the proposed extensions. It is considered that the amended proposal is an improvement from the two storey rear extension considered during the previous application. The proposed extension to provide a beneficial community facility to the local community is needed and is considered acceptable. The scale, design and height reflect the design of the existing building and the general suburban nature of the area. It is a sustainable location close to public transport route (Bus Route on London Road) facilities and local shops and services. The proposal therefore complies with the principles Core Policy 1 of the Local Development Framework, Core Strategy Development Plan Document.

9.0 **Design and Appearance**

9.1 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.

9.2 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 Policy EN2 states that, proposals for extensions to existing buildings should be compatible with the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original structure. Extensions should not result in the significant loss of sunlight or create overshadowing as a result of their construction.

9.4 In relation to the above planning policies, the proposed extensions are assessed in terms of their impact on the character and appearance of the original building, the street scene and the general surrounding area.

9.5 The proposed two storey front extension is a modest extension providing a single bedroom on each of the ground and first floors. The extension is designed as a front facing gable with fenestration and decorative wood cladding which is compatible with the existing front projecting gable. Its introduction does not upset the symmetry of the existing house, nor does the design detract from the character and appearance of the host property. The proposed side extension is design with a front extension, but with a false front pitch roof such that it ties in with the design and appearance of the rest of the front elevation of the property. The remainder of the side and rear extensions are proposed with flat roofs, which whilst not compatible with the roof design on the remainder of the property, will have a reduced impact on neighbouring residential amenity. It is also of note that with the exception of the extension to the communal day room, the extensions would not be visible from within the public realm. The extension to the communal day room would be finished in a low hipped and pitched roof with flat top. The proposed extensions are designed and sited in such a way so as not to detract from the existing building's appearance as a large detached residential dwelling.

9.6 No objections are raised in relation to design or street scene impact in relation to the National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework Core Policy Development Plan Document not Policies EN1 and EN2 of the Adopted Local Plan for Slough

10.0 **Impact on Neighbours and Streetscene**

10.1 The National Planning Policy Framework states that:

Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

Policy H22 of the adopted local plan requires that: there will not be an adverse impact on neighbouring residential properties

Core Policy 8 of the Slough Local Development Framework Core Strategy states that: all development should respect its location and surroundings.

Policy EN1 of the adopted Local Plan states: development proposals are required to reflect a high standard of design and must be compatible with and/or improve their

surroundings in terms of.....relationship to nearby properties.

- 10.2 The following potential impacts are identified:
- Impact of the proposed extensions on residential amenity
 - Impact by way of noise and disturbance
- 10.3 Whilst the size of the extensions being proposed would not normally be acceptable in a traditional domestic context, it is considered that there are a number of site considerations which are relevant which together with the siting of the extensions, which make the proposals acceptable in planning terms. The properties most affected by the proposals are nos. 21 and 32 Ramblers Lane.
- 10.4 No 28 Rambler Lane has been extended to its rear with a single storey 6 metre deep rear extension. This mitigates against any potential visual impact arising from the extension to the existing communal day room on the south eastern side. The proposed rear extension whilst quite deep is set off from the boundary with no. 32 Ramblers Lane by 5 metres. It will be made a requirement by condition that a 1.8m high close boarded fence be erected along the common boundary between the two properties to be supplemented by the planting of a laurel hedge. This coupled with the fact that the extension will be single storey and flat roof only will mitigate against any potential impacts.
- 10.5 Removal of any first floor extensions means that there would no direct overlooking or loss of privacy arising from the proposed extensions. The existing mature boundary hedge with no 21 Ramblers Lane to the north west would mitigate against the impact of the proposed extension. The extension at its nearest point would be set of the boundary with no. 21 Ramblers Lane by 2 metres, increasing to 6 metres at its furthest point.
- 10.6 The rear extension would be set off the boundary from the rear gardens of houses in Langley Road by between 5m and 9m, such that there would be no significant impacts.
- 10.7 Whilst habitable room windows are proposed within the flank walls of the proposed extensions, given the fact that the extensions are single storey coupled with the set off from the neighbouring boundaries and the proposals for substantial boundary screening, there would no direct overlooking or loss of privacy
- 10.8 The other potential impact relates to noise and disturbance. The main issue identified relates to screaming and shouting from some of the dementia patients residing at the property, which has been discussed under the neighbour consultation section. Without the benefit of evidence to support the concerns about shouting and screaming no objections are being raised on grounds of impact in relation to neighbouring amenity in relation to the National Planning Policy Framework, nor Core Policy 8 of the Slough Local Development Framework Core Strategy and Policy EN1 of the adopted Local Plan.
- 11.0 **Transport and Highways.**
- 11.1 Core Policy 7 of the Slough Local Development Framework Core Strategy requires that all new developments reinforce the principles of the integrated transport strategy. Policy H22 requires that there is adequate car parking provided on site. Policy T2 of the adopted Local Plan requires that residential parking will be required to provide a level of parking appropriate to its location and which will overcome road safety problems, protect the amenities of adjacent residents and not result in an adverse visual impact to n the environment.

- 11.2 In terms of location the property occupies a reasonably sustainable location. Parking is provide in accordance with the Council's approved parking standards of 1 space per 4 no. beds. The highway engineers are satisfied that the existing servicing arrangements are satisfactory.
- 11.3 No objections are raised on grounds of highway safety or parking in relation to Core Policy 7 of the neither Local Development Framework Core Strategy nor Policies H22 and T2 of the Adopted Local Plan.
- 12.0 Amenity Space
- 12.1 Policy 22 of the adopted local Plan requires that adequate rear amenity space is provided.
- 12.2 Rear amenity space to the rear of the building is limited with an area of approximately 150 sq m. However, there is no specific guidance on the provision of amenity space provision for Care Homes and each case has to be determined on its own particular merits. Whilst provision is modest it is considered to be adequate to serve the needs of the residents.
- 12.3 No objections are raised on grounds of amenity space provision in relation to Policy H22 of the adopted local Plan.

13.0 **PART C: RECOMMENDATION**

- 13.1 Approve, subject to conditions

15.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

List of Conditions and Reasons :

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. Site Plan (Ordinance Survey), Dated. 13/03/2014, Recd On. 10/11/2014

(b) Drawing No. Sheet 4 of 5 Sheets (Proposed Ground Floor and First Floor Plan), Dated. November 2014, Recd On. 10/11/2014

(c) Drawing No. Sheet 2 of 5 Sheet (Proposed Elevations), Dated November 2014, Recd On 10/11/2014

(d) Drawing No. Sheet 5 of 5 Sheet (Proposed Roof Plan and Block Plan), Dated. November 2014, Recd On. 10/11/2014

(d) Drawing No. Sheet 3 of 5 Sheets (Existing Roof Plan), Dated March 2014, Recd On 10/11/2014.

(e) Drawing No. Revised JAN 22015, (Proposed Parking Arrangement), Dated Dec 2014, Recd On 16/01/2015.

(f) Drawing No. Sheet 1 of 5 Sheets (Existing Elevations), Dated March 2014, Recd On March 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. Internal Layout

The internal layout of the building hereby granted permission shall be laid out in accordance with the approved plans and shall not be amended at any time in the future.

REASON To minimise the impact of the development on adjacent occupiers in accordance with Policy H 15 of The Adopted Local Plan for Slough 2004.

4. Details of external materials

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

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

5. Time Scale for parking Provision

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 Adopted Local Plan for Slough 2004.

6. Bin Storage

No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON: In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

7. No Additional Windows

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

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

8. Boundary Treatment

No development shall commence on site until details of the proposed boundary

treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

9. Landscaping Scheme

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.

10. Visibility Splay

No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

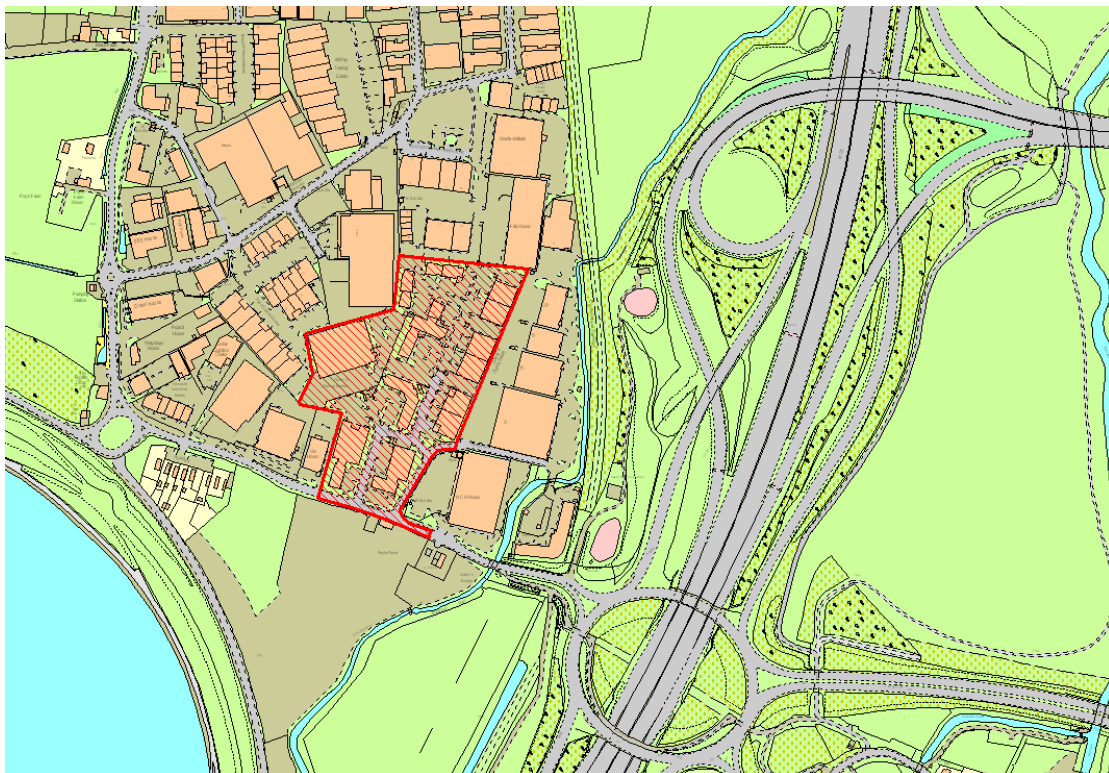
INFORMATIVES:

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 and requesting for 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.
2. This notice (letter/acknowledgement etc.) DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether an application is required.

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Registration Date:	17-Dec-2014	Applic. No:	P/11490/003
Officer:	Neetal Rajput	Ward:	Colnbrook with Poyle
Applicant:	Airport Property GP		
Agent:	Mrs. Renu Prashar Prinjha, Barton Willmore Regent House, Prince's Gate, 4, Homer Road, Solihull, West Midlands, B91 3QQ		
Location:	Poyle 14, Newlands Drive, Poyle, Slough, SL3 0DX		
Proposal:	DEMOLITION OF EXISTING BUILDINGS ON SITE AND REDEVELOPMENT OF A 8,758SQM CLASS B8 DISTRIBUTION WAREHOUSE TOGETHER WITH 6,059SQM OF B1(a) ANCILLARY OFFICE SPACE (INCLUDING MEZZANINE), HGV PARKING, EMPLOYEE AND CUSTOMER CAR PARKING AND ANCILLARY WORKS.		

Recommendation: Delegated to the Acting Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following resolving highway and transport matters, to agree revised drawings requested and consider any further observations from neighbours / consultees, finalising conditions and completion of a Section 106 Agreement.
- 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 redevelopment of the application site to provide 8,758 sqm of distribution warehouse (B8 use) and 6,059 sqm of ancillary office space (B1(a) use), including a mezzanine together with associated landscaping, HGV parking, employee and customer car parking following the demolition of the existing buildings.
- 2.2 The application site will be pre-let to DHL International (UK) Limited for a period of 25 years, an international company which specialises in logistics to house their Headquarters.
- 2.3 The plans that have been submitted show a proposed building that will have a footprint of approximately 65m by 202m and with a height of approximately 24.5m fronting Horton Road and set down to 15m at the rear.
- 2.4 The plans show that the building will be designed to house five storey of ancillary offices fronting Horton Road which will screen the warehouse and distribution facility located behind this façade. There will be an area within the roof for screened plant equipment, which will be set back by 7.6m from the front of the building.
- 2.5 There will be a Click and Collect facility available to the public and commercial customers locally. The hours of operation will be 24 hours, 365 day.
- 2.6 All vehicles accessing the site will enter via Horton Road. Customers, visitors and employees will egress via this junction. Operational vehicles will exit the site via the existing access point at Calder Way. The existing Horton Road priority T-junctions with Newland Drive and Calder Way will be improved to incorporate a ghost island right turn facility.
- 2.7 A multi-storey car park is also proposed as part of the application, pedestrian access from the car park will be provided by a high level bridge into the main building. The provision of parking is as follows:
- 76 no. HGV loading bays;
 - 60 no. van parking bays;
 - 554 no. staff car parking spaces (including 8 disabled spaces);
 - 20 no. visitors parking spaces;
 - 11 no. car parking spaces for customer collection; and
 - 28 secured cycle spaces.

The existing provision on site is for 470 car parking spaces and 37 HGV parking spaces.

2.8 Following discussions with the Highways and Transport Department, amended plans have been requested. An updated on these plans will be provided on the Amendment Sheet.

2.9 Prior to the submission of this and the previous planning applications and on the basis of the pre-application submission, the Applicant's sought a screening opinion as to whether or not an Environmental Impact Assessment was required under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. An Assessment was carried out with the conclusion reached that an EIA was not required.

The potential impacts were identified as:

- Traffic Impact;
- Impact on sewers;
- Wraysbury Reservoir Site of Special Scientific Interest (SSSI); and
- South West London Water Bodies Special Protection Area (SPA) and Ramsar Site

It was concluded that conditions could be used to tackle the main issues identified including a landscaping strategy; conditions/legal agreements for any off site highway works identified and conditions relating to flood protection if required.

Additional information on potential contamination, noise and air quality was identified as a requirement.

3.0 **Application Site**

3.1 The site is located within the Poyle Trading Estate and is bounded by Horton Road to the south, with the rest of the estate to the north, west and east. Poyle industrial estate contains a mix of light industrial, general industrial and warehousing uses.

3.2 The site has an area of approximately 4.65 hectares and falls within an Existing Business Area as identified in the adopted Local Plan, March 2004. The site is elongated and irregular in shape and slopes from the north to the south with an approximate level difference of 2m.

3.3 In total there are 17 units which will demolished, 4 of which are currently vacant. The units are of varying size and design. There is a manned security gatehouse and CCTV in operation.

3.4 To the south is Green Belt land in the neighbouring authority of Spelthorne. The site is also within close proximity to Poyle Park which operates as a travellers site. The site is also in close proximity to Wraysbury Reservoir Site of Special Scientific Interest (SSSI), South West London Water Bodies Special Protection Area (SPA), and Ramsar Site.

3.5 The site is predominantly in flood risk zone 1, with a small section in flood zone 2 and 3 along Horton Road and Newlands Drive and situated within 250m of a landfill site.

3.6 The site is 0.25 miles from the M25, junction 14 which is designated as an Air Quality Management Area. In addition, the site is proximity 0.5 miles from Heathrow Airport Terminal 5 and M4 junction 5.

3.7 It should also be noted that the site does fall within the catchment of the Heathrow Hub proposal, which has been submitted to Airports Commission for consideration.

4.0 **Relevant Site History**

- 4.1
- P/11490/002 - Application for prior notification of demolition of existing building No's. 1-17.
Prior Approval: Permission Granted/Inf: 8 December 2014
 - W/83/657: Phase 1, Units 1-6 - Erection of industrial units totalling 10,429 sq.m. (comprising 8,045.3 sq.m. industry and 2,383.6 sq.m. of ancillary offices) together with 238 parking spaces.
Approved, subject to conditions: 14 December 1983
 - W/86/376: Phase II, Units 7 – 17 - Construction of estate roads and erection of 8 class III and IV industrial units totalling 7,782 sq.m. with car parking for 189 vehicles and 14 lorry spaces.
Approved, subject to conditions: 30 July 1986

There have been various applications submitted with regard to variation of conditions and change of use from use from B1(c) and B2 with ancillary offices to B1(a), B1(b), B1(c) and B2 to many of the units within the boundary of the application site.

5.0 **Neighbour Notification**

5.1 All the industrial estates surrounding the red line have been consulted in addition to Poyle Park. For a full list, please refer to the application file.

5.2 One objection has been received on 14/01/2015, stating the following:

“We operate a business in David Road on the Poyle Trading Estate and we are experiencing severe traffic issues on a daily basis on Horton Road leading to the roundabout over the M25 at junction 14 and this problem needs to be addressed before any further development is allowed on Horton Road.

Traffic that is using the M25 northbound during the evening rush hour is using the off ramp at J14, coming up to the roundabout and then taking the ramp back onto the motorway. This is to save time due to the congestion on the M25.

This in itself would not cause a problem except that because there is no yellow box on the traffic light controlled junction between Horton Road and the roundabout the northbound traffic blocks all the traffic emerging onto the roundabout from Horton Road.

This can be seen every evening between 4.30pm and 6.30pm, and at it's worst around 5.00pm – 5.30pm.

Yellow box grid with enforcement camera (as seen on many London traffic junctions) would alleviate the problem.

As it stands when we leave our premises in David Road and head to the motorway we often find it takes 40 – 60 minutes and sometimes longer to get to the roundabout due to the above problem.”

This objection has been taken into consideration as part of the planning process, the Council's Highways and Transport Department have requested a number of improvements to alleviate traffic problems during peak hours, details of which will be provided on the Amendment Sheet.

5.3 **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 9th January 2015 edition of the Slough Express.

5.4 **Internal Consultation**

5.5 Traffic and Road Safety/Highways Development

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

5.6 Environmental Quality Manager

No objection raised, conditions have been recommended.

5.7 Land Contamination

The Council's Land Contamination Officer has assessed the Geo-Environmental Investigation and Assessment, Revision A, 10 September 2014, Ref. CS-073681-GEA-14-127-R, prepared by Capita.

Conditions have been recommended.

5.8 Tree Management Officer

The site is a small industrial area comprising of access roads, car parking and several medium size industrial units. The area was sympathetically landscaped with shrubs and trees probably planted at the time of the development of the industrial area as a whole or as individual units were introduced.

At the time of my visit nearly all the trees had been felled and only a few young mature trees had been left adjacent to the Horton Road boundary. Demolition of the buildings was also in progress. Now there is no on site screening of the site from adjacent properties other than that afforded by the trees on the Horton Road. To mitigate this tree loss I would recommend that any future development of the site includes a substantial amount of tree planting.

The proposed development leaves little space available to introduce soft landscaping. However the applicant has proposed landscaping for the available areas which will give an element of green to these areas. The proposal uses larger trees and utilises the car park wall to introduce climbing plants, but the overall effect will not replace the amenity of the original landscaping design. The proposed landscaping adjacent to the Horton road will require the removal of the remaining trees in this area. I would agree that none of these trees is of sufficient individual merit to warrant designing the new scheme around.

Summary:

This application will introduce a very large building, multi storey car park and extensive hard surfacing. With this layout on this site it will not be possible to mitigate the loss of the previous landscaping. The application does propose some intensive landscaping where space allows and this is of a good quality, this is however minimal compared with the size of the site. If there is no possibility to use other areas of the site for soft landscaping, this proposal is not as desirable in landscape terms as the previous design which afforded more green amenity; I therefore would not support the application.

5.9 Neighbourhood Protection / Environmental Health

There are no objections to the development but the scale of project would require a Construction Management Plan.

5.10 Drainage

The drainage design for the site is outlined in the Flood Risk Assessment and drainage strategy.

The strategy is for infiltration, via petrol interceptors, using cellular units under the yard, with exceedance (>30yr) stored on the surface in the loading areas.

Flood storage issues on the southern end of the site are mitigated by the proposed landscaping.

Means of escape and access issues are effectively confined to public highway and will be mitigated by proposed Section 278 junction works on Horton Road.

6.0 External Consultation

6.1 Berkshire Archaeology

Refer to Section 15.0 of this report.

6.2 Consultation has taken place with the following relevant external bodies, although no comments received to date. If comments are received these will be reported on the Amendment Sheet.

- Environment Agency
- Thames Water
- BAA Safeguarding
- Spelthorne Borough Council
- London Borough of Hillingdon
- Royal Borough of Windsor & Maidenhead
- Highways Agency
- Natural England
- Colnbrook with Poyle Parish Council

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

National Guidance

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

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, Adopted December 2008

- 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 9 (Natural & Built Environment)
- Core Policy 10 (Infrastructure)

The Local Plan for Slough, Adopted March 2004

- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EMP2 (Criteria for Business Developments)
- EMP9 (Lakeside Road Estate, Galleymead Road and the Poyle Estate)
- EN24 (Protection of Watercourses)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)

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.

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

- Principle of the redevelopment & land use;
- Design and appearance;
- Impact on adjoining sites;
- Traffic and Highways Implications;
- Flood Risk;
- Landscaping & Ecology;
- Energy & Sustainability;

- Archaeology;
- Air Quality; and
- Noise and Vibration.

8.0 **Assessment**

8.1 *Principle of the redevelopment & land use*

8.2 The National Planning Policy Framework (NPPF) states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. It further goes to state that “The government is committed to securing economic growth in order to create jobs and prosperity.....Planning should operate to encourage and not act as an impediment to sustainable growth...support existing business sectors”.

8.3 The Spatial Vision of the Slough Local Development Framework, Core Strategy 2006-2026, includes the following strategic objectives:

- “Make the best use of existing buildings, previously developed land and existing and proposed infrastructure.
- To ensure that the existing business areas continue to provide sufficient employment-generating uses in order to maintain a sustainable, buoyant and diverse economy.
- To encourage investment and regeneration of employment areas.”

The proposal would be consistent with all of these objectives.

8.4 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;”

The proposal is consistent with the above policy as it provides an increase in floor space as a distribution warehouse facility with ancillary offices, this will increase the flexibility of the use of this site and therefore enhance the offer of industrial facilities within the Poyle Estate. It is considered that this proposal would contribute to the long term improvement of the Estate and act as a catalyst for investment for other sites within the Industrial Estate to come forward for redevelopment.

8.5 The proposal to redevelop from 17 small/medium sized units to 1 large multi-use industrial unit within the existing Poyle Estate Business Area is supported in principle by Policy EMP9 (Poyle Estate) of the Local Plan, which states “B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Lakeside Road estate, Galleymead Road and the Poyle Estate. Additional independent B1(a) office floor space will not be permitted in this location”.

The principle of redeveloping the site for warehouse, distribution and ancillary offices is considered to be acceptable within an existing Business Area where the nature of use proposed is acceptable and compatible with other surrounding uses.

8.6 *Need*

8.7 The existing warehousing facility and headquarters located at Orbital Park (within London Borough of Hillingdon) is to be closed down and staff are to be re-located to the proposed development at Poyle 14. This proposed facility will be used in addition to the existing DHL facilities located at Heathrow Airport and Lakeside. There is a need to grow the business and this proposed distribution warehouse facility will incorporate the very latest technology in sorting and distribution, meeting the operational requirements for DHL.

8.8 The proposed facility will provide a long term strategic UK hub for DHL. The site will operate in the following ways:

- Parcels arriving at Heathrow (imported via aviation) will be sent to the Poyle Hub site and consolidated with other parcels. These will then trunk (via HGV) to one of a number of service centres (depots) in the South of the UK. Once at that service centre, they will be sorted onto a delivery route, and then delivered by DHL locally in smaller vehicles.
- Conversely, parcels are also collected from a UK customer, and then the process works in reverse by local DHL vans taking parcels to service centres. The service centre then consolidates and trunks to Poyle hub, Poyle hub then sorts, loads in aircraft containers, which are then despatched to Heathrow for export.
- There is also a hub to hub transfer, linking the Poyle site with other hubs such as the one at East Midlands Airport.

8.9 This facility will also include a parcel drop off and collection service for members of the public. Access to this will be from the Horton Road, and customers will be directed to the appropriate car park. However it is envisaged that the facility will mostly be used by commercial customers rather than domestic.

8.10 The Applicant is aware of the proposed Heathrow Hub proposals for a new runway, which if they were to go ahead then would seek to build a runway over the site. Nevertheless, the Applicant still seeks to proceed forward with this site and DHL has taken this into account as part of their business strategy at Board Level when agreeing to use this site for the relocation. DHL are fully committed to this site as it is ideally located to the airport to feed into their Heathrow facility as well as being in very close proximity to the M25.

8.11 *Employment*

8.12 The proposal will create up to 867 new jobs, this is supported in principle by Policy CP5 (Employment) of the Core Strategy which seeks that “The location, scale and intensity of new employment development must reinforce the spatial strategy and transport strategy. Intensive employment generating uses such as B1(a) offices be located in the town centre in accordance with the spatial strategy”; and “Major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road”.

- 8.13 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 be acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.
- 8.14 No objections are raised to the principle of constructing a Class B8 distribution warehouse with ancillary offices (B1a) on the application site in relation to the National Planning Policy Framework, Core Policy 5 and Local Plan Policies EMP2 and EMP9.
- 8.15 In light of recent changes to permitted development rights, a condition is recommended to ensure that the building shall only be used for warehouse, distribution and ancillary offices in the interests of ensuring that there may be no loss of the defined Existing Business Area to non-employment generating uses in the future.

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.” 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.

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.

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.

- 9.2 The footprint of the building is considerable and it would occupy the largest floor area when compared to other neighbouring industrial buildings within the vicinity of the estate. However, when assessing the design, the operational and functional requirements, including the deliverability of the proposed development must be taken into consideration.

This proposal meets the needs and requirements for DHL, in addition given the drop in height from 24.5m at the front to 15m which will occupy the majority of the footprint, there are considered to be no adverse impacts as a result of the proposed footprint. In addition, the proposed building has been designed to provide efficiency and flexibility to accommodate the needs of DHL. The height of the building would be marginally higher than the adjacent industrial premises and it should be noted the Travelodge within close proximity to the application site measures 20m in height. As such, the proposal would be

in keeping with other industrial properties and the site is considered to be a large enough site to support a building of larger bulk and mass. The development would be set back a minimum of 35 metres from the Horton Road frontage where the proposed trees will help to soften and break up the scale of the development.

- 9.3 The plans show that the building will be designed to house five storey of ancillary offices fronting Horton Road which will screen the warehouse and distribution facility located behind this façade. There will be an area within the roof for screened plant equipment, which will be set back by 7.6m from the front of the building. The layout is considered to be logical and would maximise efficiency. The offices will also be served with windows that will form the elevation of the building and therefore break up the façade of the building facing onto Horton Road.
- 9.4 The building would be finished in metal cladding and windows in the southern elevation facing onto Horton Road that will serve the offices. There will be a number of high level windows to serve the distribution warehouse facility on the northern and western elevation in ensure adequate levels of natural light for employees.
- 9.5 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. The design represents a high quality finish and bespoke to the requirements for DHL. The building would be finished in metallic silver cladding, this would be in keeping with the industrial nature of the area and other buildings within the industrial area have similar appearances. The elevation facing onto Horton Road will be broken up with windows that will provide a more interesting façade onto Horton Road, in keeping with its surroundings and have no detrimental impact upon the character of the area. Overall the design and appearance of the development is considered to be in keeping with other modern industrial buildings found elsewhere within the area with the offices providing a high quality frontage to Horton Road and that this would improve the appearance of the site.
- 9.6 It is proposed to have landscaping around the frontage facing onto Horton Road that will be seen from the public road, it is considered that this greenery will take away the harshness of the proposed bulk and mass of the building and that it will not have any detrimental impact upon the character of the area.
- 9.7 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”.

Core Policy 8 states “Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

- 10.2 The warehouse and distribution facility would be eastern and western facing which are bound by neighbouring occupiers that are similar in nature in terms of land use activity. Therefore, it is not considered that the proposed development would have an adverse impact on the working conditions of the surrounding sites, in terms of noise or overlooking. As such, the proposal is considered to be in accordance with Policy EMP2 of the Local Plan.

Furthermore, the proposed layout of the site would bring the development more centrally

within the site boundary than the existing buildings which are to be demolished, as such this will seek to ensure that there is limited impact that will be effected by the proposals.

The nearest residential occupiers are located within Poyle Park, situated at a distance of 100m from the application site. This is considered to be sufficient distance to alleviate issues in regard to intensification use of the application site.

10.3 In terms of lighting, the External Lighting Assessment indicates that the external lighting shall be designed to comply with legislation on light pollution and Heathrow approach restrictions. A condition with regard to the location of lighting has been attached to secure adequate lighting around the site.

10.4 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."

The supporting text to Policy EMP9 (Poyle Estate) notes that "on the Poyle Estate, provision for parking and servicing arrangements is limited, and in many cases does not meet current standards, resulting in congestion on the estate. Redevolutions will be expected to improve vehicular access and overcome road safety problems." It acknowledges that there is very limited public transport provision, and therefore access to this area is mainly by car for the workforce and visitors, and goes on to say "The Borough Council will continue to encourage the location of B8 distribution/storage and freight activity within these three areas, and B1(b) research and development, B1(c) light industrial activity, and B2 general industrial would also be acceptable. As parking provision will be in accordance with Appendix 2, an increase in current parking provision may be required to overcome localised operational or road safety problems."

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”.

- 11.2 Core Policy 7 of the Core Strategy states that there should be no increase in car parking numbers permitted within commercial redevelopment schemes. It has been acknowledged that the proposed level of parking exceeds the existing provision, however it has been demonstrated that in order to accommodate shift change over periods for employees, a small increase in parking is required. As such, this will ensure that Horton Road, the main access route to Poyle Trading Estate is not obstructed by vehicles entering and leaving the site.

The Council's Transport and Highways Team are to provide their comments on the Amendment Sheet.

12.0 **Flood Risk**

- 12.1 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.

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.

- 12.2 The majority of the site is located within Flood Zone 1 according to the existing Environment Agency Flood Zones Map. A small region in the south of the site is within Flood Zone 2 and Flood Zone 3. The Flood Risk Assessment demonstrates that model outputs show that the majority of the site is at low actual risk from fluvial flooding, with the exception of the region in the south of the site which is at medium and high actual risk from fluvial flooding. The site is also at low actual risk from tidal flooding. There is a medium risk from surface water flooding and a high risk from groundwater flooding and residual risk from reservoir flooding.

- 12.3 The proposals have considered flood risk at all stages throughout the development of the final layout and reflects the flood risk constraints and the need to manage, and where possible reduce, flood risk in compliance with the guidance in NPPF. The supporting Flood Risk Assessment demonstrates how the flood risk to the site can be managed. The proposal will not increase the risk of flooding to others and as a result is considered to be acceptable.

13.0 **Landscaping & Ecology**

- 13.1 There are a number of existing trees of low to moderate quality spread across the site which will be removed as part of the development. Replacement planting is proposed along the western boundary abutting the proposed car park and to the entrance of the site. The landscaping at the front of the site will soften the proposed building and limit the impact to the Green Belt, south to the site.

The landscaping has been designed to provide an entrance which improves the environment along Horton Road and also discourages the possible nesting of birds as required by BAA. The proposed landscaping scheme has been conditioned.

Given the limited opportunity to provide landscaping within the grounds of the site due to operational requirements, the car park does include green walls. This will ensure to add an element of greenery to the site and the principle of the car park planter irrigation system is as follows:

1. A dedicated water supply will be provided. This will be served by harvested rainwater or in times of low rainfall mains water.
2. The water supply will serve an irrigation pump and filter unit.
3. An irrigation pipework distribution system will be installed to serve each planter.
4. Each planter / container will be provided with drip units.
5. The irrigation pump will maintain pressure in the pipework system to allow the timed / automatic drip units to supply water to the planter / container.
6. The quantity of water provided will be determined by the needs of the specific plant species.

The Council's Tree Management comments have been taken into consideration, it has been noted that none of the existing trees on site are of sufficient individual merit to warrant designing a scheme around. The Applicant has proposed landscaping for the available areas, using larger trees and utilises the car park wall to introduce climbing plants along with landscaping at the front of the site. This is considered to be in accordance with EN3 of the Local Plan.

- 13.2 An Ecological Assessment of the site has also been undertaken and submitted in support of the application which sets out that the site has limited ecological value, is isolated from surrounding environmental designations therefore not attractive to species and not supporting the environment for them. The site contains no water bodies, natural habitats or significant opportunities for protected species.

No response has been received from Natural England to date, should this be received, it will be included on the Amendment Sheet.

14.0 **Energy and Sustainability**

- 14.1 Core Policy 8 requires that developments must be designed and constructed in a sustainable manner to help reduce carbon emissions, pollution, flooding and limit depletion of natural resources, etc.
- 14.2 The proposed development will provide a more energy efficient building and be more sustainable than the existing units on site. The building will achieve a BREEAM 'Excellent' rating which has been conditioned, this is in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, December 2008.
- 14.3 It has also been stated that there will be considerable building efficiency. The Energy Strategy submitted confirms the use renewable and low carbon technology – photovoltaics, solar thermal water heating and air source heat pumps are to be considered. The plans show the indicative location of photovoltaics at roof level. The Developer's Guide states that major developments must include renewable or low carbon energy equivalent to 10% of the developments carbon emissions, this has been conditioned accordingly.

15.0 **Archaeology**

- 15.1 It is considered that there are potential archaeological implications with the proposed development. This is a site of reasonable scale (4.65 ha) and is located on the floodplain and gravel terraces between the River Colne and Colne Brook, which are tributaries of the River Thames. The richness and significance of the buried archaeological heritage of this landscape has been demonstrated by large scale excavations in the vicinity of Poyle. Excavations in the early 2000s in advance of the construction of Terminal 5, Heathrow, revealed an extraordinary palimpsest of archaeological remains over an area in excess of 70 hectares.

It is clear that the application site has undergone successive redevelopment, which may have caused widespread impacts on any buried archaeological remains. However a review of the Geo-environmental Investigation and Assessment Report (Capita, September 2014) indicates that there are areas within the site with apparently shallow deposits of 'made ground' above alluvium, suggesting that some areas of the site are less disturbed than others.

On this basis, it is recommended that, should this proposal be permitted, it is subject to a condition requiring a programme of archaeological work. This is in accordance with national and local plan policy.

The following condition is proposed:

No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority.

Berkshire Archaeology recommends that in the first instance a rapid impact assessment is undertaken that draws together cartographic evidence, geotechnical data and the results of archaeological investigations nearby in order to establish the extent of past impacts and if any areas survive where buried remains may survive. The results of the assessment can be used to determine if any archaeological fieldwork is merited and, if so, what the scope of that work might be.

The Agent has confirmed to undertaken a desk top study as recommended.

16.0 **Air Quality**

- 16.1 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).

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.

- 16.2 The site sits outside the Air Quality Management Area but very close to it and traffic to and from the development will travel through the AQMA (located within LB of Hillingdon),

as such an Air Quality Assessment has been submitted. The assessment assesses the air quality impact on sensitive receptors, including Poyle Park.

16.3 A Lorry Routing Agreement will be included within the Section 106 which will ensure that all HGVs entering and exiting the site are from Junction 14 of the M25. In addition, the Air Quality Assessment states that the proposed development will use newer vehicles than the general vehicle fleet, with all vehicles being Euro 5 or 6 compliant. The Air Quality Assessment has concluded that the development will have an insignificant effect on air quality. No objections have been raised by the Council's Environmental Quality Manager but conditions have been recommended.

16.4 The Travel Plan is to include Electrical Vehicle charging point infrastructure for staff to use, at least 10 Electrical Vehicle points to be installed within the development car park with dedicated parking bays, in accordance with Core Policy 8 of the Core Strategy.

17.0 **Noise and Vibration**

17.1 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.

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.

17.2 The demolition and construction emissions from plant and dust can be dealt with adequately within the Construction Management Plan via a condition, which will include mitigation measures to control emissions.

18.0 **Heads of Terms**

18.1 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.

18.2 The following measures are proposed:

- Fund the full cost of a road narrowing scheme on Poyle Road / Bath Road (circa £75,000);
- Contribution of £50,000 to provide a cycle route between the M25 J14 underpass and Colnbrook High Street;
- Contribution of £25,000 to fund 2 new bus stops with shelter, real time passenger information screens and associated maintenance costs;
- Training and Employment programme, including monitoring;
- Lorry Routing Agreement;
- Enter into Section 278 Agreement for modifications to the accesses and implementation of the highway works;
- Travel Plan which includes the operation of minibus services to nearby railway stations and securing the electrical charging points with dedicated bays, Travel Plan Monitoring fee of £6,000.

18.3 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The need for relevant obligations will be reviewed in light of any further comments received and any updates will be provided on the Committee Amendments Sheet.

19.0 **Summary**

19.1 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 or neighbouring amenity and the application should be approved subject to conditions.

20.0 **PART C: RECOMMENDATION**

20.1 **Recommendation**

Having considered the relevant policies and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following resolving highway and transport matters, to agree revised drawings requested and consider any further observations from neighbours / consultees, finalising conditions and completion of a Section 106 Agreement.

21.0 **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.

22.1 **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:

(Awaiting amended plans)

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 Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 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 within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before 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 Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

5. Maximum floor space

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 gross internal floor space of the building hereby permitted shall not exceed 14,817sqm (comprising warehouse, offices ground to fourth floor, mezzanines south, north and control room) (excluding the walkways over and plant area shown on drawing PL-102 A, the multi storey car park shown on drawing PL-110 and the bridge shown on drawing PL-103 A) and no extension or alteration either external or internal, including the provision of an increase in floor space of the 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. Limit on ancillary office space

Ancillary office space shall not cover more than 6,059sqm total gross internal floor space and only used in-conjunction with the B8 warehouse and distribution facility hereby approved without the prior consent of the Local Planning Authority.

REASON To control the amount of office development on the site in the interests of sustainability and to accord with Core Policy 5 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EMP9 of the Adopted Local Plan for Slough, 2004.

7. Removal of Permitted Development

Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the building shall only be

used for purposes falling within Classes B8 and B1(a) of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In the interests of ensuring that there is no loss of the defined Existing Business Areas to non-employment generating uses in accordance with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

8. Renewable and low carbon energy

At least a 10% reduction in regulated energy carbon emissions from the new build area of the development shall be secured from renewable and low carbon technologies, in accordance with submitted Energy Strategy, prepared by Watkins Payne, dated September 2014. The approved details shall be implemented in accordance with the Energy Strategy and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

9. BREEAM 'Excellent' Rating

Evidence confirming that the development achieves a BREEAM New Construction rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the form of a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months following the first occupation of the development.

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

10. No sub-division or change in layout

The proposed layout hereby approved shall not be altered or sub-divided without the prior approval of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site and to accord with Core Policy 5 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

11. Refuse

Prior to the first occupation of the development hereby approved, details of refuse storage, refuse collection and recycling facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and made available for use prior to the development hereby approved first being brought into use.

REASON To ensure that adequate onsite servicing can take place and in accordance with

Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

12. Means of access

Prior to first occupation of the development hereby approved, the new means of access shown on Drawing No. (TBC) shall be sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

13. Cycle parking

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

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy.

14. Entry barrier

Prior to installation, details of access gates, roller shutters doors or other vehicle entry barriers or control systems shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be retained at all times in the future for this purpose.

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

15. Pedestrian Visibility Splays

Prior to first occupation of the development hereby approved, the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) shall be provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

16. Loading and unloading

Prior to first occupation of the development hereby approved, the scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

17. Visibility Splays

Prior to first occupation of the development hereby approved, visibility splays shall be provided on both sides of the access between a point 4.5 metres along the centre line of the access measured from the edge of the carriageway and a point 90 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

18. Flood risk

The development permitted shall only be carried out in accordance with the approved Flood Risk Assessment by Capita, dated September 2014.

REASON To reduce the risk of flooding to the proposed development and future occupants in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. Drainage

The development permitted shall only be carried out in accordance with the approved Drawings No's. 001 – P01, Dated Aug 2014, Recd 27/01/2015 and 002 – P00, Dated Aug 2014, Recd 04/12/2014.

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

20. Boundary treatment

Prior to first occupation of the development hereby approved, details of the proposed boundary treatment including position, external appearance, height and materials shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the details approved prior to the first occupation of the development and retained thereafter.

REASON In the interests of the visual amenity of the area and accordance with Policies EN1 and EN3 of the Adopted Local Plan for Slough, 2004.

21. Details of plant and machinery

During operation, the cumulative plant noise emission rating level shall not exceed 45Db during the daytime (7:00-23:00) and shall not exceed 40dBA during the nighttime (23:00-7:00), calculated 1m from the nearest residential façade at Poyle Park. The plant and machinery equipment shall be installed in accordance with the approved details prior to first occupation 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.

22. Landscaping

The landscaping shall be carried out in accordance with Drawing No. (TBC)

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 shown on the approved landscaping drawings.

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.

23. External Lighting

Prior to the first occupation of the development details of the type and location of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

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

24. Updated Risk Assessment

Development works shall not commence until an updated risk assessment has been submitted to and approved in writing by the Local Planning Authority, following the completion of the proposed remediation as per the Provectus Remediation Method Statement for Poyle 14 Industrial Estate, Jupiter House, 6 Horton Road (Report Number 100913/RMS/001, Issue 1, January 2015). The updated assessment shall, as a minimum, review the Conceptual Site Model and assessment submitted as part of the planning application (Capita, Poyle 14, Jupiter House and 6 Horton Road, geo-environmental Investigation and Assessment, Revision A, 10 September 2014) and response to planning comments (Capita, Letter Ref. CS073681-PE-15-012-L, 26 January 2015). The updated risk assessment shall, as a minimum, include verification and monitoring data obtained upon completion of remediation.

REASON To ensure that the type, nature and extent of residual contamination, and the risks to receptors are adequately characterised and assessed, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008.

25. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the assessment (Capita, Poyle 14, Jupiter House and 6 Horton Road, geo-environmental Investigation and Assessment, Revision A, 10 September 2014) and

Remediation Method Statement (Provectus Remedial Method Statement for Poyle 14 Industrial Estate, Jupiter House, 6 Horton Road (Report Number 100913/RMS/001, Issue 1, January 2015), as well as pursuant to the Updated Risk Assessment condition shall be occupied until a full validation report for the purposes of receptors protection from risks associated with land contamination has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Updated Risk Assessment condition. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and the environment, and in accordance with Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008.

26. Updated Drainage Strategy

Before any surface or foul water drainage infrastructure is installed as part of the proposed development, details of all on and off-site works to be constructed shall be submitted to and approved by the Local Planning Authority. These shall, as a minimum, include proposals and measures to mitigate unacceptable effects on the water environment taking into account the site conditions and any residual contamination upon completion of the remediation works, and ensure that any storm water flows are properly attenuated before discharge to any public sewer or controlled waters receptor.

REASON To ensure that environmental standards, including mitigation of pollution risks to controlled waters, are met.

27. Construction Management Plan

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:

- (a) the parking of site operatives' and visitors' vehicles;
- (b) loading and unloading of plant and materials;
- (c) management of construction traffic and access/haul routes and controlled hours of delivery including:
 - 1) any alterations to existing points of access between the application site and the highway shall be formed, laid out and constructed in accordance with specifications and with sightlines be submitted in further detail to be approved by the Local Planning Authority before the scheme commenced on site
 - 2) specification of haul route(s) and of any temporary signage to be provided to identify the route and promote its safe use
 - 3) identification of the times when major items of plant and equipment are to be transported to and from the site
 - 4) identification of the routing strategy and procedures for the notification and conveyance of an abnormal or indivisible load authorised by the Highways Agency pursuant to the Road Vehicles (Authorisation of Special Types)(General) Order 2003

- 5) wheel washing facilities and arrangements for removal of mud from public highway;
- 6) proposals for communicating information with its terms, subject to any variation which has prior written approval of the Local Planning Authority in conjunction with the Highways Agency.
- (d) storage of plant and materials to be used;
- (e) a scheme for recycling /disposal of waste from demolition and construction works;
- (f) Before the site works and construction of the development commences, details of all temporary external lighting shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out in accordance with the approved details.
- (g) Noise and Vibration Management and Monitoring Plan that covers all demolition and construction activity during construction phase. Noise monitoring locations and noise limits are required to be agreed with the Local Planning Authority prior to the construction phase to safeguard adjacent neighbouring properties from significance annoyances in accordance with British Standard: 6472-1 and 5228.
- (h) Dust Management and Monitoring Plan that covers all demolition and construction activity during construction phase. Dust monitoring locations and dust limits are required to be agreed with the Local Planning Authority prior to the construction phase.
- (i) Spillage Plan to be submitted to the Local Planning Authority that will cover all construction and demolition activities to protect the environment from pollution. The commencement of site construction works shall not take place until a scheme detailing the method to be used for pile driving has been submitted to and approved by the Local Planning Authority.

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

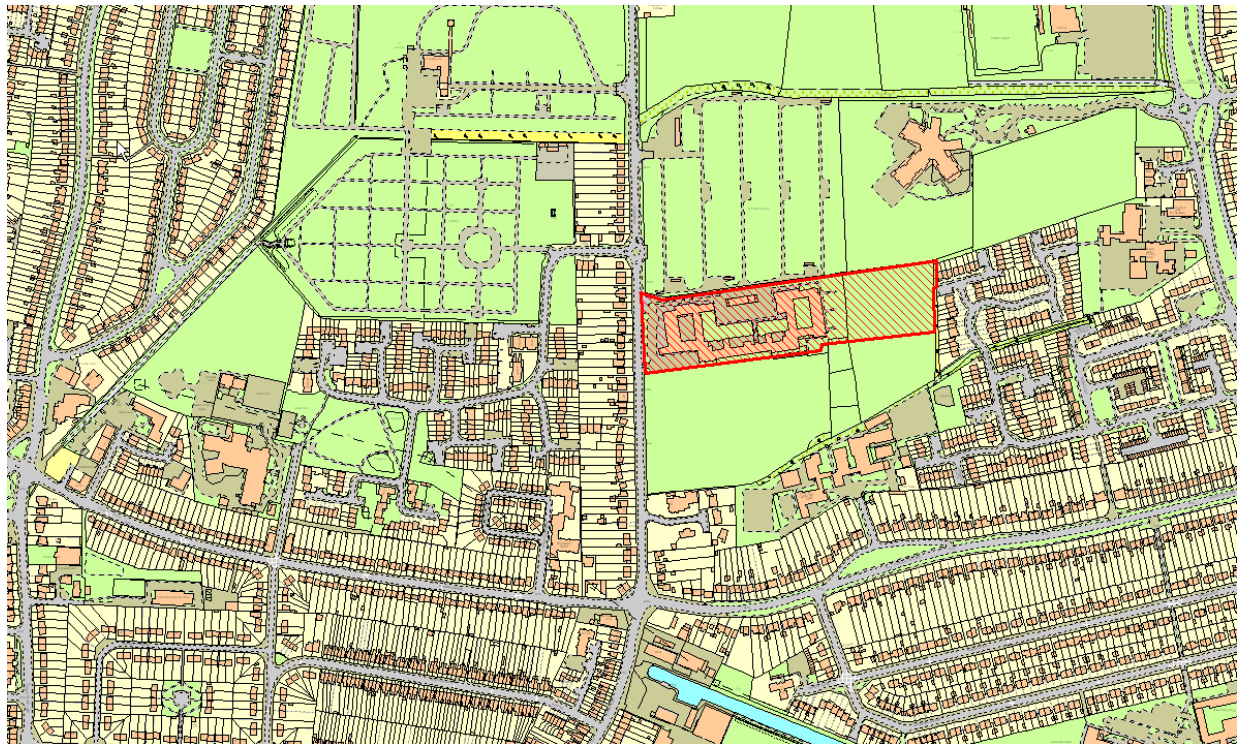
REASON So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

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.

Registration Date:	25-Nov-2014	Applic. No:	P/03896/003
Officer:	Mr. Albertini	Ward:	Elliman
Applicant:	McAvoy Group Limited		
Agent:	Mr. Tim Byrne, Jones Lang LaSalle 30, Warwick Street, London, W1B 5NH		
Location:	Former Arbour Vale School, Stoke Road, Slough, Berkshire		
Proposal:	APPLICATION FOR FULL PLANNING PERMISSION FOR THE DEMOLITION OF THE EXISTING BUILDING AND ERECTION OF A NON-RESIDENTIAL INSTITUTION (USE CLASS D1) FOR USE AS A SECONDARY SCHOOL INCORPORATING BUILDING AND ERECTION OF A THREE STOREY ACADEMIC BUILDING, ANCILLARY SPORTS HALL AND FACILITIES, AND PLAYING FIELDS TOGETHER WITH NEW CAR PARKING AREAS AND LANDSCAPING.		

Recommendation: Delegate to the Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

Delegate to the Acting Planning Manager, subject to completion of a satisfactory Section 106 planning obligation, submission of additional information /revisions, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for Communities and Local Government.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposal comprises demolition of the existing building and construction of a mainly three storey secondary school with ancillary parking and games areas. The total floorspace will be 8718 sqm (gross internal area).
- 2.2 At the rear of the building will be a 4 court sports hall. Next to this will be two small multi use games areas and at the east end of the site a 100 x 64 m MUGA. All the games area will be lit and the big one will have six 18 metre high floodlights.
- 2.3 The relatively narrow building is orientated west – east. Along the north side is parking and outdoor teaching, eating and social space. On the south side is an entrance plaza and parking stretching down to the sports hall. The main entrance is on the south side and a coach bay at west end of the building.
- 2.4 The main vehicular access off Stoke Road will be shared with the proposed new stadium development and is located where one of the West Wing access points is now. The second West Wing access at the north end of the site will be narrowed and be used as entry point for coaches and staff.
- 2.5 108 car parking spaces will be provided plus 57 covered cycle stands. The school will be able to make use of the adjacent stadium car park at opening and closing times. The proposed school car park can be available as an overflow stadium car park.
- 2.6 An existing hard surfaced track along the north boundary will be extended and used as a foot and cycle link from Stoke Road to Moray Drive to encourage non car modes of travel. It could link to Khalsa Primary School also.
- 2.7 The main access will include a ghosted right turn facility on Stoke Road. This will involve the loss of some mature trees but the remainder of the Stoke Road frontage trees will remain.
- 2.8 Off site works will include a combination of measures associated with the proposed stadium development comprising a zebra crossing on Stoke Road adjacent to the site; improvement of the existing Public Right of Way link between Stoke Poges Lane and Stoke Road. The two nearest bus stops on Stoke Road will be upgraded; and parking restrictions will be implemented on part of Stoke Road.
- 2.9 A travel plan is also proposed to encourage use of non car modes of travel.
- 2.10 To reduce carbon emissions from the buildings at least 10% of the projected energy demand will be from renewable technologies. At this stage, it is anticipated that the energy solution for the development may include ground-source heat pump, biomass, combined heat and power and solar PV panels. It will also be built to BREEAM very good standard.

- 2.11 The main building will be 12.7 metres high with a lower height sports hall behind. 12.7 m is higher than the existing two storey building but lower than the 3 storey tower which is about 15 metres high.
- 2.12 The materials for the elevations have been selected to create a distinct identity for the school. A limited palette of materials are proposed comprising wood polyethylene composite panels, render and coloured glazing to emphasise particular elements. Redwood colour timber will be used for much of the elevations and charcoal coloured timber for the top storey. The south side will have a two storey height brise soleil with full height projecting feature to mark the entrance.
- 2.13 The proposal has been designed by the same architect as the stadium proposal next door and a master plan ensures respective layouts are coordinated and the architecture of each, although different, is complementary.
- 2.14 The Academy school will when fully occupied provide places for 1,140 pupils aged 11 – 19 with 150 members of staff. The school opened in temporary accommodation at Lynch Hill Primary School in September 2014. The new school is expected to take 240 pupils initially. The school day will run from 8.15 to 6 pm but not all classes will take place over this range of hours.
- 2.15 It is intended that the sports and community facilities would be open until 10 pm Monday to Friday and until 6pm Saturday and 4 pm Sunday.
- 2.16 The school is being proposed by Lynch Hill Enterprise Academy which is linked to Lynch Hill School Primary Academy. It is a Free School and will be delivered by the Government's Education Funding Agency. The Agency have engaged McAvoy Group Ltd, the applicant, to construct the development. The School will be non-selective focussing on science, technology and maths and working closely with local businesses.
- 2.17 Limited space at the primary school means the Enterprise Academy searched for a new permanent site. 40 sites were looked at. They were unsuccessful in getting permission for their chosen site at Farnham Lane, within South Bucks District Council area. The Arbour Vale site was identified as having the most potential to accommodate the school it being still education land and allocated for community use.
- 2.18 Supporting information submitted includes :
- Planning Statement
 - Design and Access Statement
 - Transport Assessment
 - Arboricultural Statement ;
 - Ecology Report
 - Flood Risk Assessment
 - Landscape and Visual Impact Assessment
 - Acoustic Report
 - Preliminary Geoenvironmental Assessment
 - Archaeology Assessment
 - Lighting Report

3.0 **Application Site**

- 3.1 The 2.87 hectare site comprises the West Wing arts centre at the west end of the site.

This is 2 storey with a large three storey tower. In the middle is rough hardstanding where the old Arbour Vale School stood until 2012 and at the east end overgrown playing field land. The site is relatively flat and has trees along the west and northern boundary plus a thick shrub belt on the east boundary plus scrub where the old building was.

- 3.2 To the south is St. Joseph's secondary school playing field and the rest of the overgrown playing field. To the east are homes in Moray Drive. To the west on the opposite side of Stoke Road are mainly two storey suburban detached and semi detached homes.
- 3.3 The site is located 1.2km (0.7miles) north of Slough Town Centre. Slough rail and bus stations are located approximately 1km (0.6 miles) away down Stoke Road. The wider area is generally residential in nature but beyond the West Wing to the north are allotments and open land spreading into South Bucks District Council area.

4.0 **Site History**

- 4.1 None relevant. Application for new stadium and sports hall submitted for site to the south S/00587/005.

5.0 **Neighbour Notification**

- 5.1 Stoke Road 191 – 255 odd, 204, 196.
Stokesay 1
Moray Drive 55 – 81 odd
St. Joseph's School, Shaggy Calf Lane
Khalsa Primary School, Wexham Road
- 5.2 Notice in local paper and on site.
- 5.3 1 letter received from a resident of Stoke Road raising traffic, environmental and social issues :

The School will bring in bus loads of pupils plus staff and parent drop off cars etc. Area already used for St. Josephs drop off; area will be saturated and impede residents. Reports underestimate the problem. Response – See Section 9

Stoke Road/Elliman Ave/Shaggy Calf Lane junction – existing parking problems; accident waiting to happen with increased children crossing. Response – See Section 9

Stadium and new school will create too much traffic for the site. Better to retain green belt land as recreation use allied to revised stadium and increased parking and small area of housing. Response – See Section 9

Stoke Road – parked cars moved off the curb recently resulting in congestion and narrow lanes for traffic leaving pedestrians at risk from fast moving vehicles. Response – See Section 9

Increased traffic impacts on air quality. Response – the scale of additional traffic is small to warrant restrictions because air quality concerns. The site is not in an identified air quality management area.

Loss of green belt quoting National Planning Policy Framework and what the local planning authority should have regard to re inappropriate development in the green belt. Response - 7

Questions the applicants conclusion re impact of scheme on green belt and character of the area, privacy and amenity of local residents, ecology. Response – see section 7 and 10.

Loss of habitat and corridors for wildlife. Response – see para 10

Loss of privacy and access for local residents and stress related issues. Response – the change to privacy and access is not so great to warrant restriction of the development.

Impact on property prices. Response – this is not a planning matter.

6.0 **Consultation**

6.1 Traffic /Highways

Full comments to be on amendment sheet. No fundamental objections subject to a planning obligation for off site works and financial contributions and travel plan. Further information and revised drainage proposals required.

6.2 Environmental Protection

Any comments will be on the meeting amendment sheet.

6.3 Tree Officer

The development will result in the removal of some trees. There is scope to mitigate this by suitable new tree planting. Trees on the boundaries are of high amenity so protection for retained trees during construction is needed. New tree planting should be a minimum of heavy standard in size and the loss of a class A beech tree to accommodate the right turn lane needs to be mitigated by a semi mature replacement. Discrepancy between drawings re retention or not of trees on north boundary.

6.4 Environment Agency

No objection. Highlight need for Local Authority to consider surface water drainage issues.

6.5 Theatres Trust

Unable to support application in its current form. In order to meet requirements of the National Planning Policy Framework and Council planning policy the Council must be satisfied that the current West Wing user groups are adequately catered for in either the development or a nearby facility. If there is still a public need recommend amendment of the application or conditions to ensure community access and facilities for cultural and arts purposes.

6.6 Berkshire Archaeology

No objection. Request condition to ensure archaeological investigation carried out.

6.7 South Bucks District Council

Ho objection subject to conformity with national and local Green Belt, transport, historic environment and ecological policies.

PART B: PLANNING APPRAISAL

7.0 **Policy Background – Green Belt**

7.1 An issue for this application is that the proposal is within the Green Belt. Under the Government's National Planning Policy Framework the proposed building is technically "inappropriate development in the Green Belt" and should not be approved except in "very special circumstances". Openness of the site is a key factor when considering Green Belt policy and much of the site is open the old school building having been mostly cleared.

7.2 However the Framework list exceptions including the following :

“ Limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within the existing development ”.

7.3 This exception is substantially applicable on the basis that the building proposed is on the site of an existing building and a building demolished in 2012. The footprint will be similar and it is within the overall envelope of the former school building inclusive of the part now the West Wing. It will have greater height along the length of the building than the old building but this has minimal effect on the openness of the site.

7.4 The proposal is a complete redevelopment of a previously developed site and it would not have a greater impact on the openness of the site compared to the situation prior to demolition in 2012. Consequently the building would not be inappropriate development in the Green Belt.

7.5 The Framework notes that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is outweighed by other considerations.

7.6 Had the building been considered inappropriate development in the Green Belt for it to be treated as 'very special circumstances' the degree of harm would need to be assessed and other considerations taken into account that might outweigh the harm identified.

7.7 There are five purposes of the Green Belt which are set out below together with their relevance to this site. Only one, number 1, has any relevance to the site and to a very limited degree so the harm to Green Belt is modest.

7.8 1 - To check the unrestricted sprawl of large built-up areas. This is partly relevant as the site, which is partly open land, is on the edge of the built up area. But this relevance is weak because the site has a building on part of it and until 2012 was substantially covered by the old Arbour Vale School building. Consequently the contribution this site makes to this purpose of the green belt is very limited.

2 - To prevent neighbouring towns merging into one another. Not relevant as the strategic gap between Slough and Stoke Poges is substantial.

3 - To assist in safeguarding the countryside from encroachment. Not relevant. The site is not within the countryside.

4 - To preserve the setting and special character of historic towns. Not relevant.

5 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. This is not relevant as the part of site to be developed with a building is previously developed land. It also forms part of a site allocation in a Development Plan (SSA18 referred to in para 8.1 below) where some development is promoted.

7.9 In terms of the very special circumstances that can apply to this proposal it is necessary to be aware of why the site was chosen, what other sites could be used and what advantages are there to the proposal that should be considered.

7.10 The Education Funding Agency have looked at other sites and dismissed 27 as being not suitable for a school and considered 13 in more detail. A key factor is proximity to the associated Lynch Hill School Primary Academy and availability of the site. Some details of the 13 sites have been provided but the Agency does not disclose all details for confidentiality reasons. The applicant has concluded that there are no other suitable sites available nearby in the near future. The Council has been looking for school sites also and it is aware of the very limited choice of available sites.

7.11 Regarding what advantages are there to the proposals key benefits will include the following :

Provision of much need extra secondary school places in Slough.

Deliver highly skilled secondary students in science, technology, engineering and maths.

Makes use of a vacant previously developed site.

Provision of community facilities that can be used by the public – sports hall, all-weather pitch with changing facilities, theatre and arts space, dance studio.

New pedestrian footpath linking Stoke Road to Moray Drive to improve home to school travel and encourage non-car mode of travel.

Local economic benefits – job creation and increased local spend.

7.12 A further consideration is the 2011 Government Policy Statement – Planning for School Development. Its states that the planning system should operate in a positive manner when dealing with proposals for state-funded school. It also lists various principles to be followed including a presumption in favour of development of state-funded schools and Council's giving full and thorough consideration to the importance of enabling state-funded schools in their planning decisions.

7.13 Regarding Green Belt matters in conclusion it is considered that the redevelopment exception in the National Planning Policy Framework applies to this scheme such that the development would not be inappropriate development in the Green Belt.

7.14 Even if this exception did not apply very exceptional circumstances do exist for

development in the Green Belt to take place. The harm to the Green Belt is modest and not particularly significant because of the nature of the site. In addition the benefits of the proposal outweigh the modest harm likely to be caused.

- 7.15 Further more it is relevant that a Government policy statement asks Council's to be positive about school proposals. In addition the site is allocated for development in the Site Allocations Development Plan – see 8.1 below.
- 7.16 Despite this conclusion the application is still a departure from the Council's Core Strategy & Site Allocations Development Plan as outlined in Section 8 below and under planning regulations the application must be notified to the Secretary of State in case he wishes to decide the application himself. The Council can resolve to support the proposal but it cannot decide the application unless the Secretary of State states that he does not wish to decide it himself.

8.0 Policy Background – Local Plan

- 8.1 The Proposals Map of 2010 and the Site Allocations Development Plan of 2010 allocate the site for development – site SSA 18 inclusive of the St. Josephs playing field to the south. The Site Allocations Plan refers to use of brownfield land for housing and ensure the existing community facility is retained or adequately replaced.
- 8.2 Amongst other site requirements it seeks to ensure new development is within the envelope of former buildings; buildings ancillary to sport use will be acceptable subject to normal green belt policy; retain openness and setting of green belt; limit impact of floodlights on residential use; retain trees near site boundaries ;no loss of former Arbour Vale playing fields unless surplus in accordance with planning policy guidance 17 (Open space, sport, recreation(now superseded)). Any development proposals must demonstrate 'very special circumstances' in line with green belt policy.
- 8.3 The planning application substantially complies with the site requirements but is contrary to the reason for the allocation – family housing.
- 8.4 Community uses in the West Wing arts centre will be relocated. The Dance Academy will relocate to the old Orchard youth centre. The Curve building, due to open in January 2015, will include a theatre space. In addition the new Academy School will have a dance studio and theatre spaces that can be used by the community. This satisfies the Site Allocation site requirement and Local Plan policy OSC 17 which resists loss of community facilities.
- 8.5 The Council's Core Strategy policy 1 (Spatial Strategy) and 2 (Green Belt) aim to restrict inappropriate development in the Green Belt but the special circumstances referred to above together with consideration of the Government Policy Statement – Planning for School Development referred to in para. 7.9 above justify a departure from the Core Strategy and justify relaxation of the housing requirement of the Site Allocations Plan.

Both these plans are Development Plans and as indicated in para 7.13 above any departure from these Plans must be notified to the Secretary of State before a decision is made.

9.0 Transport, Access and Parking

- 9.1 The main access (entry and exit) and additional 'entry only ' access are acceptable for the type and quantity of traffic expected. The localised road widening of Stoke Road is needed at the main access to form a right turn lane to limit queuing when vehicles are

waiting to turn into the Stadium site.

- 9.2 The sharing of the main access with the proposed new stadium development adjacent is supported as this will limit the number of access points onto Stoke Road and make it easier for the car parks of each development to be shared.
- 9.3 The development combined with the stadium development will result in more traffic movements than the old school but peak flows will not conflict. However to limit congestion in Stoke Road and provide convenient and safe pedestrian access off site highway works are required in connection with the combined stadium and new school development. These works comprise changes to the signal controlled junction at Stoke Road/Shaggy Calf Lane, zebra crossing near the main entrance, parking restrictions on part of Stoke Road (double yellow on east side; single yellow on west side adjacent to right turn lane period 0800 – 1800), upgrading two bus stops nearby. The applicant has agreed to these.
- 9.4 The two new path links are supported as these will encourage non car modes of travel to school. The short cut between Stoke Road and Moray Drive is within the site. In addition the applicants state Muddy Land path will be improved to make it easier to walk from Stoke Poges Lane. This will also encourage people to walk to the site.
- 9.5 The travel plan will be an important part of the package of measures to encourage non car modes of travel. The Academy will be within walking distance of the railway and bus station just over 1 km away. Sufficient cycle stands are proposed.
- 9.6 The 108 car parking spaces is sufficient to deal with expected staff. Space for school drop off/pick up car parking on site is normally resisted at new schools to encourage use of other modes of travel and the difficulty of getting enough space to cope with demand. On site space will be accepted for this proposal if the 100 space stadium car park is built.
- 9.7 Subject to the off site works, mitigation for additional traffic, travel plan and shared parking being secured the proposal will comply with Core Strategy Policy 7 transport and Local Plan policy T8 cycling facilities.

10.0 **Design, Layout and Environment Matters**

- 10.1 The 35 metre set back of the building from Stoke Road is greater than existing. This counterbalances the bulk of the east façade being greater than existing. The narrow fronted building lessens its impact on the character of Stoke Road. The extra bulk at upper level, when viewed from open land to the north and south, is counterbalanced with extra length of the former school building on the site. However the 18 metre high flood light towers will be visible from many nearby areas.
- 10.2 Retention of many of the frontage trees and replacement of those lost will be controlled by condition to help soften the appearance of the building as viewed from homes opposite.
- 10.3 The loss of a good quality beech on the frontage is difficult to avoid if a satisfactory shared access is to be incorporated. Replacement with a semi mature tree will be controlled by condition.
- 10.4 North boundary vegetation is overgrown and needs to be cut back to allow for the link path to Moray Drive but existing boundary trees will be retained which soften the appearance of the building when viewed from open land to the north.

- 10.5 A lighting study concludes that the floodlights proposed are designed to reduce the potential spill light affecting surrounding properties.. Some homes in Moray Drive to the east will experience a change compared to now when floodlights are on in the evening as the homes currently back onto an unlit playing field. Boundary vegetation and small trees will help block some light spill. The applicant's report indicates some windows in 7 homes would be on the recommended upper limit regarding vertical luminance.
- 10.6 A condition will be applied to restrict hours of operation of the lamps – 10 pm has been suggested. This will ensure compliance with Core Policy 8 and Local Plan policy OSC 13 that cover light pollution and affect on living conditions.
- 10.7 The main playing pitch will be about 18 to 20 metres from the rear of homes in Moray Drive. Having a pitch close to homes is not an unusual situation and is considered acceptable in principle. Residents will therefore experience some noise compared to now; The applicant's report states 'reasonable' internal noise levels can be met in open window conditions. The need for ball stop fence will be investigated once the existing thick shrub and tree belt along the boundary as been inspected.
- 10.8 There are no significant ecological constraints other than timing of clearance work to avoid nesting season. There will be a loss of vegetation on the site. New planting can, potentially create new habitat particularly for birds if appropriate plant species are chosen. Planting details will be the subject of planning conditions.
- 10.9 The design of the buildings is contemporary and distinctive. It is appropriate to have a distinctive design for a community building.
- 10.10 Overall the proposal complies with Local Plan Policy 1 Design, EN 3 Landscape; Core Policy 8 Sustainability and Environment; Core Policy 9 Natural and Built Environment; Core Policy 12 community Safety subject to the changes or further information requested above.
- 11.0 **Planning Obligations**
- 11.1 As the site is still owned by the Council it is not appropriate for a Section 106 planning obligation to be signed by the Council. However a draft agreement can be agreed for it to be signed by the new owners when transferred. The obligations needed to make the development acceptable are :
- Car park (and access) to be shared with stadium adjacent.
 - Financial contribution toward off site highway and transport improvement works.
 - Sign a Section 278 Highway Agreement for of site works.
 - Financial contribution for travel plan monitoring.
 - Travel Plan to be submitted, implemented and reviewed.
- 11.2 As community use of recreation facilities are important for the exception to planning policy to be made such use needs to be secured together with relocation of West Wing dance and theatre use. Planning conditions can be applied. However land owner agreements will no doubt cover the community use matters such that the shared use may be secured in the obligations referred to above. Similarly relocation of West Wing will be addressed by the Council as land owner.

PART C: RECOMMENDATION

12.0 **Recommendation**

- 12.1 Delegate to the Acting Planning Manager, subject to completion of a satisfactory Section 106 planning obligation, submission of additional information /revisions, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for Communities and Local Government.

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:

TO BE COMPLETED

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. Details of Materials

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

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

4. Landscaping Scheme

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. New trees shall be a minimum of heavy standard and the beech tree shown as to be removed at the site entrance shall be replaced with a semi-mature tree.

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.

5. Tree protection

No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been implemented in accordance with approved measures. The approved measures shall comprise details in the Arboricultural Method Statement (Section 4.3 of ECUS report dated November 2014 but excluding drawing number L5092/02) submitted with the application and :

(i) a revised drawing detailing tree protection measures and

(ii) details of no dig construction

that have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved measures shall be provided and maintained during the period of construction works.

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

6. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied the approved boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future. [The boundary treatment shall include a ball stop fence adjacent to the east boundary TO BE REVIEWED AFTER SITE INSPECTION].

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

7. New access

No development shall commence until construction 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. Means of access means both the entry point and the main, shared, access shown on the approved layout.

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 Core Policy 7 of the Core Strategy 2006 - 2016.

8. Off site highway works

The development shall not be occupied until the following works have been completed :

TO BE COMPLETED

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 and to encourage non-car modes of travel in accordance with Core Policy 7 of the Core Strategy 2006 - 2016.

9. Path to Moray Drive

The development shall not be occupied until the north boundary path from Stoke Road to Moray Drive has been completed in accordance with the landscape details approved pursuant to condition X and is available for use.

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 and to encourage non-car modes of travel in accordance with Core Policy 7 of the Core Strategy 2006 - 2016.

10. Cycle parking

The development shall not be occupied until the cycle parking provision shown on the approved layout drawing has been provided in accordance with the approved layout drawing and in accordance with details of cycle stands and cover that shall have first been submitted to and been approved in writing by the Local Planning Authority. The cycle parking shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

11. Internal access roads and parking

Prior to first occupation of the development, the internal access roads footpaths 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 7 of the Core Strategy.

12. Floodlights cut off

The 6 floodlights for the multi use pitch (at east end of site) shall not be on between the hours of 10 pm and 9 am.

REASON In the interest of the living conditions of residents adjacent to or near to the site.

13. Floodlights detail

The stadium floodlights shall be installed in accordance with the details in the

submitted report - Lighting Impact Assessment and report dated Nov 2014 by Avoca.

REASON In the interest of the living conditions of residents adjacent to or near to the site.

14. Archaeology

No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority.

Reason: The site lies in an area of archaeological potential, particularly in relation to prehistoric and post-Roman remains.

15. Surface Water Drainage

Development shall not commence until details of surface water drainage have been submitted to and been approved in writing by the local planning authority. No building shall be occupied until the drainage system has been constructed in accordance with the approved details.

REASON In the interest of avoiding flooding on or off the site that affects property or highways.

16. Sustainable Development

Development shall not commence until a certificate, from an accredited BREEAM assessor, has been submitted to the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Very Good. The development shall be constructed so as to achieve a standard of BREEAM Very Good and confirmation of compliance from an accredited BREEAM assessor shall be submitted to the Local Planning Authority within one month of completion of each of the two buildings on the site.

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy

17. Low or zero carbon energy

Construction work shall not commence until a low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of energy to be generated on the site from low or zero carbon sources equivalent to 10% of the buildings estimated carbon emissions as measured by the Target Emission Rate of the Building Regulations Part L. The scheme shall be implemented as approved and the building shall not be occupied until its associated energy generating equipment has been installed and is operational.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008. .

18. Community Use

TO BE COMPLETED

Community use of sports hall, multi use games area, dance studio, main hall/dance studio.

19. Joint use of car park

TO BE COMPLETED

Provide for the car park to be used for overflow from the stadium development if built on the site to the south.

20. Hours of construction

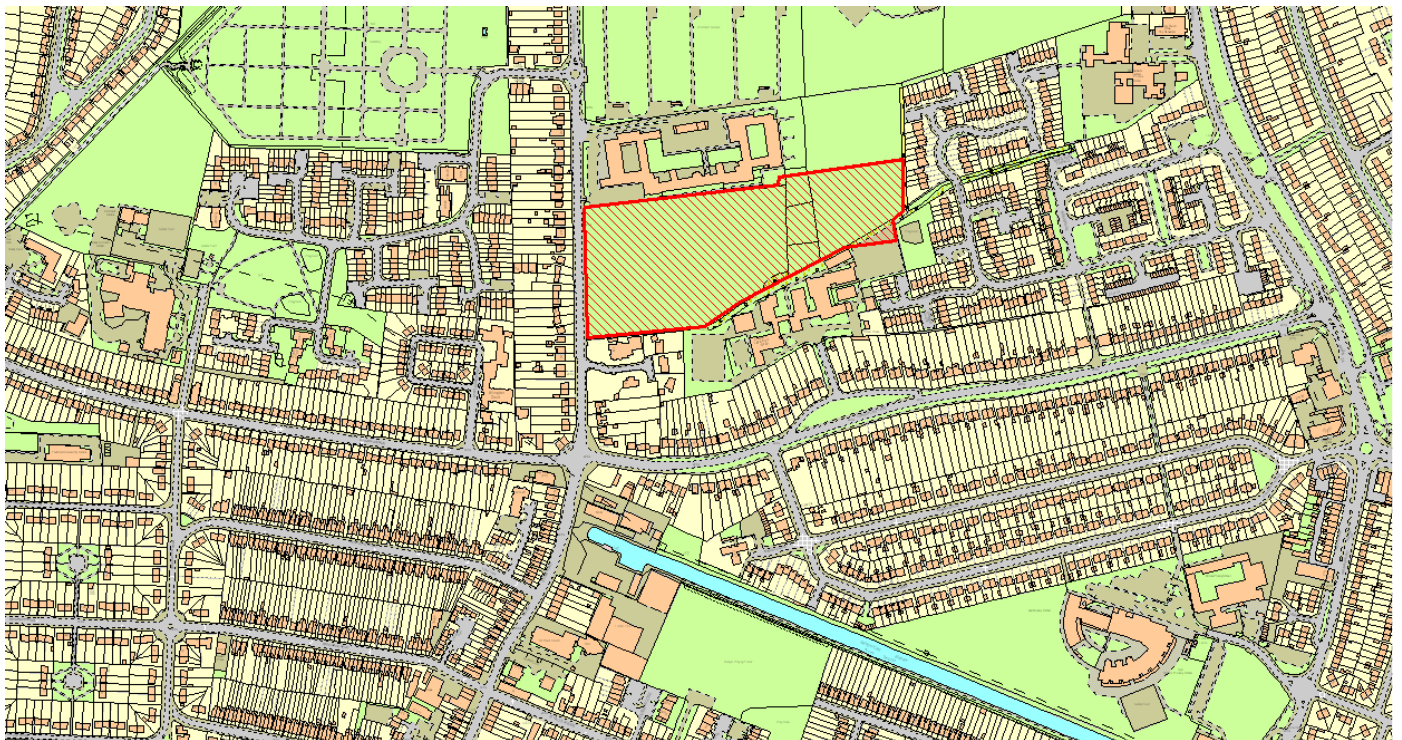
During the site clearance and construction phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with policy 3 of the Slough Core Strategy 2006-2026.

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Registration Date:	04-Dec-2014	Applic. No:	S/00587/005
Officer:	Mr. Albertini	Ward:	Elliman
Applicant:	Slough Borough Council		
Agent:	Mr. Tim Byrne, Jones Lang LaSalle 30, Warwick Avenue, Slough, SL2 1DX		
Location:	Former Arbour Vale School & St Josephs Playing Field, Stoke Road, Slough, SL2 5AY		
Proposal:	APPLICATION FOR FULL PLANNING PERMISSION FOR THE ERECTION OF A COMMUNITY STADIUM TOGETHER WITH ANCILLARY ACCOMMODATION (USE CLASS D2) FOUR COURT SPORTS HALL, ALL WEATHER SPORTS PITCH AND ASSOCIATED PARKING AND LANDSCAPING.		

Recommendation: Delegate to the Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

Delegate to the Acting Planning Manager, subject to planning obligation matters being secured; submission of additional information /revisions, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for Communities and Local Government.

PART A: BACKGROUND

2.0 Proposal

2.1 The proposal comprises :

A 2,000 spectator capacity stadium with 100m x 64m multi-use synthetic 3G sports flood lit pitch for community use.

Main entrance and stand building with changing rooms etc. plus club room upstairs.

New playing field for St Joseph's School including a 100m x 64m multi use pitch.

A 4 court Sports Hall.

plus associated car parking and landscaping.

The sports hall and multi use pitch will be used by St. Joseph's School and will be available for community use out of school hours. The stadium pitch will be available for community and school use. The total floorspace proposed is 3,514 sqm gross external area; 2052 sqm gross internal area.

2.2 The main stand building is two storeys with a maximum height of 10 metres including a cover over much of the main stand seating. The opposite, east, stand will be partially covered with a lightweight 9 metre high canopy. The north and south stands will be about 4 metres high with an 8 metre high cover over part of them . The double height sports hall is 8.6metres high with lower ancillary accommodation adjoining.

2.3 The main stand building is set back from Stoke Road and the sports hall is behind the stadium in the middle of the site. The buildings are positioned on the western half of the site; the eastern half will be a new school playing field including sports pitch for St. Joseph's School.

2.4 The stadium is orientated north – south with a concrete post and panel wall around it. The south stand will be 20 metres away from 2 nearby homes to the south. The frontage of the main building will be 48 to 55 metres away from homes opposite on Stoke Road.

2.5 In front of the stadium will be a 101 space car park served by reforming one of the existing access points for West Wing on Stoke Road just beyond the north western corner of the existing playing field. An additional exit is proposed near the south west corner of the site. The main access will be shared with the proposed new Academy school. Part of the car park extends along the south boundary near homes on adjacent to this boundary.

2.6 The school will be able to make use of the car park at opening and closing times. The adjacent proposed school car park can be available as an overflow stadium car park for another 108 cars.

2.7 Cycle parking will be provided and spaces for disabled people. The pick-up / drop-off

facilities for buses / coaches at the adjacent school site would be available for the use of the stadium on match days. The two nearest bus stops on Stoke Road will be upgraded; and parking restrictions will be implemented.

- 2.8 The main access will include a ghosted right turn facility on Stoke Road. This will involve the loss of some mature trees but the remainder of the Stoke Road frontage trees will remain.
- 2.9 Other boundary trees will be retained or, where in poor health, replaced. Trees and scrub in the middle of the site will be lost and some new trees are proposed around the stadium and north of the sports hall. There is a query about retention or not of some trees next to St. Joseph's School.
- 2.10 Off site works will include a combination of measures associated with the proposed school development comprising a zebra crossing on Stoke Road adjacent to the site; a footway / cycleway linking Stoke Road to Moray Drive (in conjunction with the masterplan proposals at this site and the adjacent new school site); widened footway linking Stoke Road and St. Joseph's Catholic School; improvement of the existing Public Right of Way link between Stoke Poges Lane and Stoke Road.
..
- 2.11 A travel plan is also proposed to encourage use of non car modes of travel.
- 2.12 The main building is characterised by strong curved lines and a limited palette of materials; timber, self-coloured render and standing seam metal cladding with glazing used to emphasise particular features and provide elements of colour. The sports hall will be similar. The curved roof of the stadium building sweeps up from ground level, over the building and extends out to form the main stand canopy. On the central portion of the frontage the roof terminates above ground floor level with rendered wall/windows below.
- 2.13 To reduce carbon emissions from the buildings at least 10% of the projected energy demand will be from renewable technologies. At this stage, it is anticipated that the energy solution for the development may include air-source heat pump, solar thermal and/or solar PV.
- 2.14 The stadium pitch will have four 25 metre high pillars for floodlights.
- 2.15 The application outlines the benefits of the scheme to the town including enhanced sports facilities for St. Joseph's School and the local community, the opportunity for Slough Town Football Club to return to the town, scope for training and coaching, encourage greater participation in sport and economic benefits.
- 2.16 Information on the need for better sport facilities are also outlined referring to the Council's 2005 sport, recreation and open space study which identified a need for more football pitch provision. The Council's emerging Leisure Strategy is also referred to.
- 2.17 Supporting information submitted includes :
 - Planning Statement
 - Design and Access Statement
 - Transport Assessment
 - Arboricultural Statement ;
 - Ecology Report
 - Flood Risk Assessment
 - Landscape and Visual Impact Assessment
 - Acoustic Report
 - Preliminary Geoenvironmental Assessment

3.0 **Application Site**

- 3.1 The 3.37 hectare site comprises playing fields for St Joseph's Catholic School plus, on the east side, overgrown land that used to be used by the now demolished Arbour Vale School. The site is relatively flat and has trees along the west and part of the south boundary plus a thick shrub belt on the east boundary and trees/scrub in the middle of the site.
- 3.2 To the south are buildings of St. Joseph's secondary school plus Oxford House, a nursing homes, and a detached house in Stokesay. To the east are homes in Moray Drive, to the north is the site of the former site of Arbour Vale School – overgrown playing field, demolished building and at the west end, The West Wing Arts Centre, a remnant of the old school building. This is a two storey building with a large three storey tower. To the west on the opposite side of Stoke Road are mainly two storey suburban detached and semi detached homes.
- 3.3 The site is located 1.2km (0.7miles) north of Slough Town Centre. Slough rail and bus stations are located approximately 1km (0.6 miles) away down Stoke Road. The wider area is generally residential in nature but beyond the West Wing to the north are allotments and open land spreading into South Bucks District Council area.
- 3.4 The site together with the old Arbour Vale School site is in the Green Belt.

4.0 **Site History**

- 4.1 None relevant. Application for new secondary school submitted for site to the north P/03896/003.

5.0 **Neighbour Notification**

- 5.1 Stoke Road 171 – 255 odd, 204, 184-190, 196.
Stokesay 1,2,3
Moray Drive 35, 37 – 81 odd
St. Joseph's School, Shaggy Calf Lane
Khalsa Primary School, Wexham Road
- 5.2 Notice in local paper and on site.
- 5.3 1 letter received from a resident of Stoke Road raising traffic, environmental and social issues :

Stadium and new school will create too much traffic for the site. Better to retain green belt land as recreation use allied to revised stadium and increased parking and small area of housing. Response – See Section 9 and report on new school.

Stoke Road – parked cars moved off the curb recently resulting in congestion and narrow lanes for traffic leaving pedestrians at risk from fast moving vehicles.
Response – See Section 9

Various other traffic related issues more related to the new school also referred to.
Response – See report for the new school

Increased traffic impacts on air quality. Response – the scale of additional traffic is

small to warrant restrictions because air quality concerns. The site is not in an identified air quality management area.

Loss of green belt quoting National Planning Policy Framework and what the local planning authority should have regard to re inappropriate development in the green belt. Response -

Questions the applicants conclusion re impact of scheme on green belt and character of the area, privacy and amenity of local residents, ecology. Response – see section 7 and 10.

Loss of habitat and corridors for wildlife. Response – see para 10.8

Changing nature of otherwise residential area into a football ground. Response – the character of the area will change but that is not necessarily a reason to prevent development. The key issue is whether or not the change complies with policy and any adverse effects are dealt with or balanced with the benefits of the development.

Loss of privacy and access for local residents and stress related issues. Response – the change to privacy and access is not so great to warrant restriction of the development.

Impact on property prices. Response – this is not a planning matter.

6.0 **Consultation**

6.1 Traffic /Highways

Full comments to be on amendment sheet. No fundamental objections subject to a planning obligation for off site works, financial contribution for mitigation of increased traffic flow etc. and provision of a travel plan. Further information and revised drainage proposals required.

6.2 Environmental Protection

Any comments will be on the meeting amendment sheet.

6.3 Tree Officer

The development will result in the removal of many trees. There is scope to mitigate this by suitable new tree planting. Trees on the boundaries are of high amenity so protection for retained trees during construction is needed. New tree planting should be a minimum of heavy standard in size and the loss of a class A beech tree to accommodate the right turn lane needs to be mitigated by a semi mature replacement. Discrepancy between drawings re retention or not of group of trees next to St. Joseph's School and on east boundary.

6.4 Environment Agency

No objection. Highlight need for Local Authority to consider surface water drainage issues.

6.5 Sport England

Any comments to be reported on amendment sheet. Sport England have been consulted because a playing pitch on St. Josephs will be lost. The new sports provision in terms of outdoor and indoor facilities and an all weather pitch is likely to be considered of greater value than the pitch lost.

6.6 Berkshire Archaeology

No objection. Request condition to ensure archaeological investigation carried out.

6.7 South Bucks District Council

Has concerns that proposal is inappropriate development in the green belt. Proposals should not be allowed unless adequate parking and traffic not adversely impact amenity of surrounding area.

PART B: PLANNING APPRAISAL

7.0 **Policy Background – Green Belt**

7.1 The key issue for this application is that the proposal is within the Green Belt. Under the Government's National Planning Policy Framework the proposed buildings are inappropriate development in the Green Belt and should not be approved except in 'very special circumstances'. Some exceptions are listed which are referred to in para. 7.13 below but the proposal, as a whole, does not fall into any of the exceptions listed.

7.2 The Framework notes that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is outweighed by other considerations.

7.3 Consequently for this application to be treated as 'very special circumstances' the degree of harm needs to be assessed and other considerations taken into account that might outweigh the harm identified.

7.4 There are five purposes of the Green Belt, which are set out below together with their relevance to this site. Only two have any relevance to the site and for both only to a limited degree.

7.5 1 - To check the unrestricted sprawl of large built-up areas. Relevance : The site is not quite on the edge of the built up area and can be considered more of an infill site because it is substantially surrounded by development. Consequently the contribution this site makes to this purpose of the green belt is limited.

2 - To prevent neighbouring towns merging into one another. Relevance : The strategic gap between Slough and Stoke Poges is substantial and does not start until further up Stoke Road as above.

3 - To assist in safeguarding the countryside from encroachment. Relevance : The site is not within the countryside it being used as a playing field and substantially surrounded by development. It is divided from agricultural land by other school land.

4 - To preserve the setting and special character of historic towns. Relevance : Slough is not a historic town and there are no heritage buildings/areas nearby.

5 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Relevance : this is relevant but not to a great degree as the site is in school use in an urban area. It also forms part of a site allocation in a Development Plan (SSA18 referred to in para. 8.1 below) where some development is promoted.

- 7.6 Reinforcing the above and in summary the harm to the Green Belt in terms of loss of openness will be small because the site is hidden from much of the neighbouring area and it is substantially surrounded by development already. Most people who currently see the openness of the site from their homes or passing nearby see development in the background rather than extended views to open sites beyond. The eastern portion of the site will remain open. The western portion, where development is now planned was cut off, visually, from other green belt land until most of the old school building (2 storey) was cleared in 2012.
- 7.7 In terms of the very special circumstances that can apply to this proposal three key matters to consider are:
- 1 Why has the site been chosen?
 - 2 Are there any other sites not in the Green Belt that could be used?
 - 3 What advantages are there to the proposals that should be considered?
- 7.8 The applicant has researched and tested 21 possible sites in the 'wider' Slough catchment area including non-Green Belt and Green Belt sites. Accessibility to the community of Slough was deemed an important consideration. The search covered both public and commercially owned properties. The preliminary desktop assessment reviewed all identified sites and broad locations, providing an audit of available land. The assessment provides the information to enable the identification of sites and locations suitable for the development of a community stadium. A wide range of sites were identified including existing sites that could be improved, intensified or changed.
- 7.9 All the sites were assessed against the requirements for the community stadium, the site search criteria includes the following requirements:
- Characteristics of the site e.g. sufficient size and appropriate location to accommodate a stadium;
 - Suitability for development e.g. planning policy designations, physical limitations;
 - Availability e.g. confidence that there are no legal or ownership problems;
 - Deliverability/achievability e.g. prospect that stadium would be developed and economically viable.
- 7.10 The applicants conclude the proposed site is the only one which has proved acceptable among those selected, and can be clearly demonstrated as such, in terms of the defined criteria involved in the selection. None of the proposed alternative sites are sufficiently advantageous that they represented feasible, practical and realistic alternatives to the application site for the proposed community stadium. They also conclude that there is no reasonable prospect of planning permission being granted for a community stadium at any of the alternative sites discussed.
- 7.11 The site availability search included the old Slough Town stadium site off Wexham Road and within South Bucks District Council area.
- 7.12 Regarding what advantages are there to the proposals key benefits will include the following :
- A community sports stadium close to the population of Slough.

Use of the stadium and indoor sports courts by the local community.

The provision of better facilities for St Joseph's School.

Scope for Slough Town Football Club to return to and have a permanent home in Slough

Sports training/course opportunities for local schools/children.

New pedestrian footpath linking Stoke Road and St Joseph's School to improve home to school travel and encourage non-car mode of travel.

Local economic benefits – job creation and increased local spend.

Raising Sloughs profile in terms of sporting destinations.

7.13 Re para 7.5 the exceptions listed in the Framework include

“ Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it”.

This exception is applicable to the pitches and associated small scale ancillary works. However the size of the buildings are too big for this exception to easily apply.

7.14 Regarding Green Belt matters in conclusion it is considered that very exceptional circumstances do exist for development in the Green Belt to take place. The harm to the Green Belt is not great and not particularly significant because of the sites surroundings and its very limited contribution to the purposes of the Green Belt. The benefits of the proposal outweigh the harm likely to be caused.

7.15 Despite this conclusion the application is still a departure from the Council's Development Plan as outlined in Section 8 below and under planning regulations the application must be notified to the Secretary of State in case he wishes to decide the application himself. The Council can resolve to support the proposal but it cannot decide the application unless the Secretary of State states that he does not wish to decide it himself.

8.0 Policy Background – Local Plan

8.1 The site is allocated on the 2010 Proposals Map and Site Allocations Development Plan of 2010 as part of site SSA 18. The allocated site also includes the former Arbour Vale School site and the Plan refers to use of brownfield land for housing and community use. Amongst other site requirements it seeks retention of a playing field for St. Josephs, ensure new development is within the envelope of former buildings; buildings ancillary to sport use will be acceptable subject to normal green belt policy. Retain openness and setting of green belt, limit impact of floodlights on residential use, retain trees near site boundaries, no loss of former Arbour Vale playing fields unless surplus in accordance with planning policy guidance 17 (Open space, sport, recreation(now superseded)). Any development proposals must demonstrate 'very special circumstances' in line with green belt policy. The Plan also mentions that any future application for a football stadium will need to demonstrate 'very special circumstances' re green belt policy.

8.2 The Council's Core Strategy policy 1 (Spatial Strategy) and 2 (Green Belt) restrict inappropriate development in the Green Belt but the special circumstances referred to

above also justify a departure from the Core Strategy and the site requirements of the Site Allocations Plan. Both these plans are Development Plans and as indicated in para 7.15 above any departure from these Plans must be notified to the Secretary of State before a decision is made.

- 8.3 Local Plan Policy OSC2 (Protection of School Playing Fields) states that “development upon school playing fields will not be permitted “ But certain exceptions are listed and the proposal satisfies one of these which reads “the playing field lost to development is replaced by new provision which is at least comparable in terms of size, facilities and amenity, and is located adjacent to the school” A condition to secure the new playing field before the existing is lost and to secure building of the sports hall will be applied if there is no evidence of this in land owner agreements.
- 9.0 **Transport, Access and Parking**
- 9.1 The main access (entry and exit) and additional ‘exit only’ are acceptable for the type and quantity of traffic expected. The localised road widening of Stoke Road is needed at the main access to form a right turn lane to limit queuing when vehicles are waiting to turn into the Stadium site. The main access is outside the application site but within the Council’s control.
- 9.2 The sharing of the main access with the proposed new Academy school adjacent is supported as this will limit the number of access points onto Stoke Road and make it easier for the car parks of each development to be shared.
- 9.3 The development combined with the new Academy school will result in more traffic movements than the old school but peak flows will not conflict. However to limit congestion in Stoke Road and provide convenient and safe pedestrian access off site highway works are required in connection with the combined stadium and new school development. The works comprise changes to the signal controlled junction at Stoke Road/Shaggy Calf Lane, zebra crossing near the main entrance, parking restrictions on part of Stoke Road (double yellow on east side; single yellow on west side adjacent to right turn lane period 0800 – 1800), upgrading two bus stops nearby. The applicant has agreed to these.
- 9.4 The two new path links are supported as these will encourage non car modes of travel to school. The short cut between Stoke Road and St. Joseph’s School is within the site. The proposed foot/cycleway along the north side of the proposed Academy School to Moray Drive will only be implemented if the new Academy School proposal progresses. In addition the applicants state Muddy Land path will be improved to make it easier to walk from Stoke Poges Lane. This will also encourage people to walk to the site.
- 9.5 The travel plan will be an important part of the package of measures to encourage non car modes of travel. The stadium is within walking distance of the railway and bus station just over 1 km away. Cycle stands are proposed with space for more to be added.
- 9.6 The 101 car parking spaces are sufficient to deal with expected crowds in the near future. If the Stadium is used to its maximum capacity it will be important to secure use of additional parking spaces and manage parking demand. The proposal includes provision for the 108 space car park of the proposed Academy school to be used. There is also space for away team coaches to stand on site.
- 9.7 Traffic and travel analysis has assumed a typical 400 spectator crown with the possibility of 500.
- 9.8 Subject to the off site works, mitigation for additional traffic, travel plan and shared parking

being secured the proposal will comply with Core Strategy Policy 7 transport and Local Plan policy T8 cycling facilities.

10.0 Design, Layout and Environment Matters

- 10.1 The 30 metre set back of the stadium main building from Stoke Road limits the dominance of the large building on an otherwise suburban character of the road. It will be no higher than the existing West Wing clock tower but the length of the building will mean the character of this bit of Stoke Road will change. Retention of many of the frontage trees and replacement of those lost will be controlled by condition to help soften the appearance of the building as viewed from homes opposite.
- 10.2 The stadium (and sports hall) will be visible from some points to the east and north but not to an extent that it would result in views being adversely affected. Site boundary vegetation limits many low level views across the site. However the 25 metre high flood light towers will be visible from many nearby areas.
- 10.3 The stadium inclusive of its stands and outer fence nearly fills the gap between the old Arbour Vale School site and the south boundary of the playing field. Consequently the back of the south stand will be 20 metres away from the adjacent nursing home and nearby flank of a detached home in Stokesay. This is quite close in terms of the possible affect on residential amenity and typical separation distance of large to small buildings in a suburban area. The nursing homes building has been extended towards the site boundary and some rooms overlook the existing playing fields through the boundary trees.
- 10.4 A ball stop fence is proposed at the back of the stand that is near the two homes next to the south boundary.
- 10.5 A noise report concludes that for homes adjacent or near to the southern boundary 'minor to moderate adverse' impacts will occur during pre and post matches periods. 'Substantial adverse' impacts are likely to occur from crowd noise during a match.
- 10.6 Homes on the west side of Stoke Road and in Moray Drive are expected to have 'neutral to negligible' changes in noise levels although for Moray Drive, during a match, there may be some 'moderate adverse' changes in noise levels. A noise barrier on the eastern boundary has been suggested.
- 10.7 For homes south of the site no mitigation is proposed. A request for more information on this matter and what mitigation could be introduced has been requested to ensure it can comply with Core policy 8 (sustainability and Environment) that covers noise pollution.
- 10.8 Although the stadium has a capacity for 2,000 people there is no evidence to suggest that events will attract this number of people on a regular basis nor in the near future. The applicant refers to 400 people as a typical maximum crowd and possibly 500.
- 10.9 A lighting study concludes that the floodlights proposed are designed to reduce the potential spill light affecting surrounding properties. Boundary trees will help block some light spill. The applicants report states there are no windows in elevations that face the site (which is not accurate) but the stadium will be visible from windows in the rear elevation of both homes. These homes will experience a significant change compared to now when floodlights are on in the evening as the homes currently back onto a unlit playing field. The applicants reports indicates some windows in 3 homes would be on the recommended upper limit regarding vertical luminance.
- 10.10 A condition will be applied to restrict hours of operation of the lamps – 10 pm has been

suggested. This will ensure compliance with Core Policy 8 and Local Plan policy OSC 13 that cover light pollution and affect on living conditions.

- 10.11 The loss of many trees in the middle of the site is regretted but as St. Joseph's need a replacement playing field there are no options to lay out a pitch and keep the trees. On site new tree planting is indicated. Most boundary trees are retained which will be important and replacement of unhealthy trees is proposed. The loss of a good quality beech on the frontage is difficult to avoid if a satisfactory shared access is to be incorporated. Replacement with a semi mature tree will be controlled by condition. There is a query about retention or not of trees next to St. Josephs which is to be clarified.
- 10.12 There are no significant ecological constraints other than timing of clearance work to avoid nesting season. There will be a loss of vegetation on the site. New planting can, potentially create new habitat particularly for birds if appropriate plant species are chosen. Planting details will be the subject of planning conditions.
- 10.13 The design of the buildings is contemporary and distinctive. It is appropriate to have a distinctive design for a community building.
- 10.14 The concrete panel fence that surrounds the stadium beyond the main building might look a bit utilitarian. Whilst only parts of it will be visible from nearby homes a request for some screen planting or special surface treatment will be requested. The height is to be clarified as the stated 1.83 m height differs from 3 metres scaled off elevation drawings.
- 10.15 Overall the proposal complies with Local Plan Policy 1 Design, EN 3 Landscape; Core Policy 8 Sustainability and Environment; Core Policy 9 Natural and Built Environment; Core Policy 12 community Safety subject to the changes or further information requested above.

11 **Planning Obligations**

- 11.1 As the site is owned by the Council it is not appropriate for a Section 106 to be signed by the Council. However, the obligations necessary to make the development acceptable that might otherwise have been contained in a Section 106 agreement need to be secured in some equivalent way. How this is to be achieved will be discussed with the Head of Legal Services. The obligations are :

Car park to be shared with Lynch Hill Academy school

Financial contribution toward off site highway and transport improvement works.

Sign a Section 278 Highway Agreement (re off site works).

Financial contribution for travel plan monitoring.

Travel Plan to be submitted, implemented and reviewed.

- 11.2 As community and school use of the stadium and sports hall are critical to the 'very special circumstances' case for development in the Green Belt and to satisfy Local Plan loss of playing field policy. These can be secured through planning conditions together with ensuring the sports hall is built if the stadium is built. Land owner agreements will no doubt cover these matters also so coordination with these will be desirable.

PART C: RECOMMENDATION

12 **Recommendation**

- 12.1 Delegate to the Acting Planning Manager, subject to planning obligation matters being secured; submission of additional information /revisions, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for Communities and Local Government.

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:

TO BE COMPLETED

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. Details of Materials

Details of external materials and samples of cladding (metal and timber) to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Landscaping Scheme

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. New trees shall be a minimum of heavy standard and the beech tree shown as to be removed at the site entrance shall be replaced with a semi-mature tree.

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.

5. Tree protection

No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been implemented in accordance with approved measures. The approved measures shall comprise details in the Arboricultural Method Statement (Section 4.3 of ECUS report dated November 2014 but excluding the drawing number L5092/02) submitted with the application and :

(i) a revised drawing detailing tree protection measures and

(ii) details of no dig construction

that have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved measures shall be provided and maintained during the period of construction works.

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

6. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied the approved boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future. The boundary treatment shall include the ball stop fence adjacent to the south stand shown on the approved layout.

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

7. New access

No development shall commence until construction 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. Means of access means both the exit point and the off site shared access (on land within the applicants ownership) shown on the approved layout.

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 Core Policy 7 of the Core Strategy 2006 - 2016.

8. Off site highway works

The development shall not be occupied until the following works have been completed :

TO BE COMPLETED

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 and to encourage non-car modes of travel in accordance with Core Policy 7 of the Core Strategy 2006 - 2016.

9. Path to St. Josephs School

The development shall not be occupied until the south boundary path from Stoke Road to St. Joseph's School has been completed in accordance with the approved landscape and tree protection details pursuant to condition X and Y and is available for use.

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 and to encourage non-car modes of travel in accordance with Core Policy 7 of the Core Strategy 2006 - 2016.

10. Cycle parking

The development shall not be occupied until the cycle parking provision shown on the approved layout drawing has been provided in accordance with the approved layout drawing and in accordance with details of cycle stands and cover that shall have first been submitted to and been approved in writing by the Local Planning Authority. The cycle parking shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

11. Internal access roads and parking

Prior to first occupation of the development, the internal access roads footpaths 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 7 of the Core Strategy.

12. Floodlights cut off

The floodlights for the stadium shall not be on between the hours of 10 pm and 9 am.

REASON In the interest of the living conditions of residents adjacent to or near to the site.

13. Floodlights detail

The stadium floodlights shall be installed in accordance with the details in the submitted report - Lighting Impact assessment and report dated Nov 2014 by Avoca.

REASON In the interest of the living conditions of residents adjacent to or near to the site.

14. Archaeology

No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority.

Reason: The site lies in an area of archaeological potential, particularly in relation to prehistoric and post-Roman remains.

15. Surface Water Drainage

Development shall not commence until details of surface water drainage have been submitted to and been approved in writing by the local planning authority. No building shall be occupied until the drainage system has been constructed in accordance with the approved details.

REASON In the interest of avoiding flooding on or off the site that affects property or highways.

16. Sustainable Development

Development shall not commence until a certificate, from an accredited BREEAM assessor, has been submitted to the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Very Good. The development shall be constructed so as to achieve a standard of BREEAM Very Good and confirmation of compliance from an accredited BREEAM assessor shall be submitted to the Local Planning Authority within one month of completion of each of the two buildings on the site.

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy

17. Low or zero carbon energy

Construction work shall not commence until a low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of energy to be generated on the site from low or zero carbon sources equivalent to 10% of the buildings estimated carbon emissions as measured by the Target Emission Rate of the Building Regulations Part L. The scheme shall be implemented as approved and the building shall not be occupied until its associated energy generating equipment has been installed and is operational.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008. .

18. Community Use

TO BE COMPLETED

Community use of the stadium, sports hall, grass pitch

19. Joint use of car park

TO BE COMPLETED

Provide for the frontage car park to be used for school drop off/pick up time car parking if an school is opened on the site to the north.

20. Replacement St. Josephs playing field

TO BE COMPLETED IF NO OTHER LAND OWNER AGREEMENT SIGNED

Ensure replacement playing field provided before existing field lost; ensure improved sport facilities for school (sports hall etc) provided in a stated timescale.

21. Travel Plan – to be completed

22. 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 policy 3 of the Slough Core Strategy 2006-2026.

Registration Date:	10-Dec-2014	Applic. No:	P/16006/000
Officer:	Mr. Albertini	Ward:	Wexham Lea
Applicant:	Slough Regeneration Partnership LLP		
Agent:	Helen Robertson, Terence O'Rourke Linen Hall, 162-168 Regent Street, London, W1B 5TE		
Location:	Wexham Nursery & Land off Forest Close, Wexham Road, Slough, SL2		
Proposal:	RESIDENTIAL DEVELOPMENT COMPRISING THE DEMOLITION OF EXISTING STRUCTURES AND THE ERECTION OF 104 DWELLING IN THE FORM OF TWO, THREE AND FOUR BEDROOM HOUSES WITH ACCOMPANYING PRIVATE AND PUBLIC AMENITY SPACE, OFF STREET PARKING PROVISION, CYCLE AND REFUSE STORAGE, HIGHWAY AND ASSOCIATED ANCILLARY WORKS.		

Recommendation: Delegate to the Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

Delegate to Acting Planning Manager for a Section 106 planning obligation to be completed, alteration or addition of conditions, receipt of satisfactory revisions/further information requested.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposal is for houses (and no flats) and will involve demolition of the two nursery cottages plus other old nursery buildings. 33% of the homes will be affordable housing (social rent tenure). The dwelling mix comprises :
- 36 two bedroom (of which 21 social rent including a bungalow for a disabled person)
 - 37 three bedroom (of which 13 social rent)
 - 31 four bedroom
- 2.2 The form of the development will be a mixture of detached, semi detached and two short terraces. Two storey height homes predominate with 16 two and a half storey. Most of the homes will be on the former nursery site making use of an improved existing site access off Wexham Road. Most homes will be arranged around a loop road. There will be an open space in the north west corner of the site plus one east of Wexham Lodge, encompassing a group of retained trees, and connecting with the planting area next to Forest Close.
- 2.3 A separate parcel of 17 two storey homes will be south of Forest Close between The Pines and the big hedge along Wexham Road. This will be served by a short road off Forest Close. The remainder of the open land north of Forest Close (and in front of Wexham Lodge, a locally listed building) will be landscaped and include a link path to the main housing site.
- 2.4 Some smaller streets will be shared surface with variations in road surface to create traffic calming and variation character.
- 2.5 Existing conifer trees on the east boundary and willow trees on the south boundary with Oak House will be removed. Rear gardens that will abut these boundaries will have new tree planting. On the west boundaries most but not all trees will be retained. Those closest to Wexham Lodge and Wexham Road will be retained. Some of the small trees in the middle of the site are remnants of the former nursery tree stock. The west boundary hedge south of Forest Close will be retained but a pedestrian link through it has been requested by the Transport Section.
- 2.6 The proposal includes indicative new planting which comprises the rear garden site boundary trees referred to above, small street trees within the development, trees and planting south of Wexham Lodge.
- 2.7 In terms of appearance to produce a consistency of elevational treatment there are four types using a mixture of red multi or yellow multi stock bricks with or without rendered gables or frontages above plinth level. Roof tiles are either red or grey and windows white. Architectural detailing includes arched or flat window heads, flat or tiled porches, raised and incised line details and chimneys on some dwellings. The larger homes are articulated to reduce the bulk of the building. Roof pitches vary between 35 and 45 degrees. Overall a fairly traditional appearance is proposed picking up some of the features found on nearby homes but with some contemporary features. The affordable housing is 'tenure blind'

meaning it looks little different to the private sale housing.

- 2.8 Car parking is provided on the basis of 2 spaces per home plus an extra space for four bedroom homes. In addition there are 9 visitor spaces. Cycle parking can be provided in rear gardens; all homes have side access or, for the 2 mid terrace homes, rear garden access paths. For many of the homes at least one of their parking spaces will be in a garage. All homes have on plot car parking.
- 2.9 The applicant has submitted supporting information on the transport impact, flood risk, soil investigation, ecology, trees in addition to planning and design. Sustainable design and construction is referred to. The ecology survey has picked up a bat roost. If that is still present when construction starts a licence from Natural England will be needed. Regarding contributions to off site infrastructure discussion have taken place with the applicant but the proposal does not include a specific confirmation that a planning obligation will be entered into.

3.0 **Application Site**

- 3.1 This 3.5 hectare sites is on the north edge of the town 3 km north of the town centre and 0.5 km from Wexham Park Hospital. There is a Post Office and small shop nearby to the north and a pub nearby in Stoke Green. Primary and Secondary Schools are within 1.2 km of the site walking distance. A new play area is located off Norway Drive on the Wexham Court Parish Council land.
- 3.2 Some of the former Council nursery buildings remain plus two associated cottages. The site is slightly higher than Wexham Road and the smaller Forest Close site slopes to the west. The Forest Close part of the site is a mixture of grass and scrub plus a big boundary hedge with some trees. There are trees on or near the west, east and south boundaries of the nursery site. Hospital car parking overflows onto adjacent roads including Wexham Road and Forest Close.
- 3.3 To the north is medium density 2 and 3 storey housing of Benjamin Lane. To the east is Wexham Secondary School grounds. To the south, of the nursery site, a nursing home (Oak House) and an extra care residential home and day care centre (The Pines). Both are three storeys. To the south of the Forest Close site is Norway Drive open space. Wexham Lodge, a locally listed building, converted to 5 flats abuts part of the west boundary. Beyond Wexham Road to the west are mature trees and open fields. Green Belt land surrounds the site to the west and east. The north west corner of the site, including the cottages, plus land south of Wexham Lodge is Green Belt.

4.0 **Site History**

- 4.1 None relevant to the proposal.

5.0 **Neighbour Notification**

- 5.1 Wexham Road; Lodge Cottages 1 and 2.
Wexham Road; Wexham Lodge 1 – 5 incl.
Nursery Cottages 1 and 2
Boundary Park Equestrian Centre
Benjamin Lane 35 – 46 inclusive
Forest Close; The Pines; Oak House
Norway Drive; 2 – 40 inclusive; Wexham Sec. School

Notice in local paper.

5.2 7 letters received objecting to or commenting on the development and raising the following matters:

From adjacent residents :

Tree planting south of Wexham Lodge – existing saplings not maintained by Council; essential that proposed new trees maintained. Response – section 11

Parking Control need for land south of Wexham Lodge and Forest Close footway. Response – section 12

Maintenance of amenity spaces to south and east of Wexham Lodge – details of maintenance and who responsible wanted before permission granted. Response – section 11

Increased traffic volumes – Wexham Rd needs to have a lower speed limit to reduce traffic noise and improve safety. Response – section 12

Privacy and quietness impacted by new homes close to existing on north boundary – currently a quiet cul-de-sac. Response – section 10

Concern about raised noise levels where type of tenancy of adjacent new homes might lead to family or multi occupancy of home. Response – types of tenure are not differentiated when assessment of affects on neighbour occupiers are made regarding residential accommodation.

5.3 From Benjamin Lane residents (Linden Quarter Residents Management Co.):

Ask that Council send a further notification letter to all of the residents of Benjamin Lane. Response – adjacent neighbours are consulted as their property is directly affected; there is no rule that requires wider notification. Applications are advertised in a local paper and web site.

Overshadowing, overlooking and loss of privacy for residents adjacent. Response – section 10

Housing Association homes may lead to added noise and disturbance affecting existing adjacent properties Response – as above.

Re proposed footpath joining the new development with Benjamin Lane this will lead to a significant increase in pedestrian traffic as people use Benjamin Lane as a through access (e.g. to the hospital). Of greater concern is that this will lead to an increase in the number of children playing on the streets in Benjamin lane. Also lead to traffic generation if residents of the new estate try to park on Benjamin Lane. Response – path will be moved to link to Wexham Road. Parking in Benjamin Lane unlikely as proposed development has more parking space – para 10.3. Open space will be the attraction for children and not street play further away than open space. Open space will provide a play space that Benjamin Lane does not have.

Significant effect on the surrounding area, both in terms of appearance but also in the amount of traffic. Response – section 12 and 10

5.4 Owner of The Pines would like taken into consideration the existing parking and access problems on Forest Close due to Hospital parking. New housing development might make

problem worse. Has requested parking controls before but not materialised. Response – section 12

5.5 Two residents of The Pines concerned about :

Consultation process – limited time given and overlaps Christmas period; not aware of any consultation meetings with residents of The Pines or Oak House. Response – Planning Section not involved with consultation meetings; responses received after date given in letter still considered.

New housing near The Pines and Oak House – will be detrimental to the quality of life of existing residents. Residents current uninterrupted views or views of open land from windows will be spoilt. For elderly and disabled people the views are one of their pleasures. Response – section 11

Forest Close would become busier leading to more noise and loss of privacy. Response – section 10

Housing on the site will result in more noise and pollution. Response – section 10. extra pollution minimal

Existing parking problems on Forest Close will get worse. Council have done nothing to alleviate the problem. Response – section 12

Wildlife of existing sites will be affected. Response – of limited value; new habitat created long term Section 11

Noise, dirt from building process. Response – not specifically covered by Planning; Environmental Health issue; working hours stipulated.

Double yellow lines needed on Forest Close. Response – section 12

Need a doctors surgery and day centre for residents. Response – development too small to justify developer contribution.

Request that Wexham Rd bus service serve Forest Close also – less mobile people would benefit. Response – section 12 – bus companies unlikely to consider viable.

5.6 Wexham Parish Council comment-

Roads already busy; development will add to problem. Response – section 12

Construction traffic route not clear; concern if routed down Church Lane which has school adjoining. Response – scale of construction work too small to warrant special routing; all routes to south go through urban areas.

Aware that Slough Borough Council wish to create new schools in south bucks; the planning application does not address this in relation to proposed development. Response – Slough Council does not wish to create schools in S Bucks; other sites in the town have been put forward/proposed.

6.0 **Consultation - Internal**

6.1 Traffic /Highways

Some layout revisions requested including clarity about shared surfaces, service strips, refuse collection access; area for adoption; paths to align with desire lines, new path needed through the big hedge alongside Wexham Road to create a short cut for the housing development off Forest Close. All the above to be incorporated into revised drawings. Road safety audit for access junction needed. Further drainage information needed.

To mitigate the extra traffic that will be generated from the site and add to existing problems on parts of the network works and financial contributions requested are focussed on encouraging modes of travel other than the car (items 3 to 6 and 8 to 10 below) plus a Travel Plan will be required.

Highway Agreement works agreement needed for required off site works :

- (1) works associated with revised Nursery site access junction (e.g. right turn lane)
- (2) Forest Close double height kerbs to prevent footway parking
- (3) widen path for improved Wexham Road (east side) cycleway Norway Drive to Church Lane/Stoke Green roundabout
- (4) New cycle/footpath along north side of Norway Drive (in verge near to hedge) to provide safe route to Wexham Schools
- (5) zebra/tiger crossing at Norway Drive and Knolton Way junctions to provide safe access to primary school
- (6) 2 new bus stops in the vicinity of Stoke Green/Wexham Road/Wexham Street (kerbs/markings etc. – will need Bucks CC agreement)

Request financial contribution towards:

- (7) Traffic regulation orders (to control parking on new adopted roads and Forest Road).
- (8) Cycle route signing to town centre and welcome packs/personalized travel planning for new residents (to encourage non car modes of travel and help mitigate the extra traffic created by the development).
- (9) Travel plan monitoring fee.
- (10) Bus shelters and real time passenger information for the 2 new bus stops referred to above (or improve existing bus stops if no agreement reached with Bucks County Council).

6.2 Environmental Protection - Any comments to follow.

6.3 Education – request financial contribution towards new education facilities.

6.4 Housing – Key comments incorporated in submitted scheme; (Housing Section have discussed unit types/numbers direct with applicant – they are prepared to reduce the normal 40% affordable housing requirement in return for more social rent homes and improved design). Minor expansion of disabled person bungalow floorspace requested. Some minor revisions requested.

- 6.5 Parks Section
Informal comments - concern about lack of detail of open space area. Only prepared to adopt open spaces if they serve an open space function, are well designed, in a suitable condition and money for future maintenance is provided/is available.
- 6.6 Tree Officer
The application proposes removing mostly low value trees and hedges, the loss of these trees can be mitigated by new planting. The trees proposed to be retained are mostly in the amenity areas of the site. To ensure the retained trees are not damaged by the development it will be necessary to protect them. Condition needed for an arboricultural method statement (AMS) with a tree protection plan (TPP). A plane tree in south west corner missed of the topographical survey is grade A. As it will overshadow a garden it should have a Tree Protection Order to control any cutting back or request for removal. .
- 6.7 Berkshire Archaeology – request archaeological assessment prior to planning permission and a condition to cover a programme of works.
- 7.0 **Consultation – external**
- 7.1 Environment Agency
No objection in principle. Request their standing advice used in design of the scheme and its drainage system. A drainage condition will be applied. Note : the Council request further information on surface water drainage before permission is granted.
- 7.2 Police Architectural Liaison Officer – no comments received yet.
- 7.3 South Bucks District Council
Any comments will be on meeting amendment sheet.
- 7.4 Wexham Court Parish Council
Any comments will be on meeting amendment sheet

PART B: PLANNING APPRAISAL

- 8.0 **Policy Background**
- 8.1 A Planning Committee approved a Planning Brief for residential development of the site 20th February 2014. Paragraphs 8.2 to 8.6 below provide a summary of the policy background presented to Committee in the Brief.
- 8.2 Most of the site was released from the Green Belt by way of the Local Plan 2004. That Plan allocated housing sites to the north and to the south. The later included the land now used for Forest Close care and nursing home plus the remainder of the site now part of this proposal. A proposal to formally create public open space on the remaining Forest Close land did not come to fruition.
- 8.3 The 2010 Site Allocations Plan did not allocate the site for housing at that time as other sites that met the Core Strategy criteria for development were available to meet the housing target applicable at that time. The omission of a site from the Plan does not prevent it from coming forward via a planning application in the normal way subject to it being in accordance with the Core Strategy. The Core Strategy, at para. 7.50, specifically says some undesignated greenfield sites could come forward for housing.

- 8.4 Whilst the Core Strategy has strategic objectives that include focusing development in the most accessible locations (town centre/within the town) and protection of open spaces they also include objectives to make the best use of previously developed land and to provide housing for the needs of the whole community in terms of dwelling mix and affordable housing. A key element of the Strategy is provision of family housing to balance the substantial number of flats permitted in the town before 2008.
- 8.5 Development of the site provides an opportunity to provide suburban family housing and affordable family housing that is more difficult to achieve on more central sites. Many more central sites are smaller or have high existing use values which make it more difficult to negotiate a large amount of family housing and affordable housing. Part of the site falls into the category of previously developed land by way of the former nursery buildings.
- 8.6 Development of the site will help counter balance high density schemes planned or recently developed in central parts of the town to provide a mix of dwelling types in the Borough.
- 8.7 Two parts of the site on the western edge are within designated Green Belt land. These two parcels abut Wexham Road. One of the parcels contains 2 cottages (Nursery Cottages).
- 8.8 Under the Government's National Planning Policy Framework the most new building in the Green Belt is classed as "inappropriate development" and should not be approved except in "very special circumstances". Openness of the site is a key factor when considering Green Belt policy.

However the Framework list exceptions and two of them are applicable such that the proposed development is not inappropriate. The exceptions are :

"the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces"

".....complete redevelopment of previously developed sites,which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development"

- 8.9 The two cottages will be replaced by 2 and a bit new homes no bigger in footprint but slightly larger in floorspace than existing. Consequently they are not materially larger. Most of the large enclosed gardens of the cottages, which are part of the Green Belt, will be replaced by public open space. This is more in keeping with the purpose of the Green Belt in particular openness. This is a benefit and ties in with Core Policy 2 that seeks to enhance Green Belt land.
- 8.10 The rest of the Green Belt that overlaps the planning application site will be open space or landscaping.
- 8.11 Whilst the Core Strategy seeks to protect Green Belt land in line with National policy the application of the exception is also relevant to the implementation of the Core Strategy The proposal is not therefore a departure from the Development Plan (Core Strategy).
- 9.0 **Housing**
- 9.1 The proposal complies with the Core Strategy aims of family housing outside the town centre and a suitable range of dwelling sizes are proposed.
- 9.2 Whilst Core Strategy 4 (type of Housing) policy requires 30% social rent and 10% shared ownership the proposed 33% total affordable housing is acceptable as it is all social rent in

terms of tenure and it is better than normal quality. The latter meaning on plot car parking (communal parking had been proposed originally), one disabled person bungalow is included and it is all 2 storey.

9.3 The affordable homes will be located in 2 parcels; off Forest Close and in the north east corner of the site.

9.4 The dwelling density is just on the 37 dwelling per hectare minimum threshold of Core Strategy policy 4.

10.0 **Layout and design**

10.1 The Planning Brief promoted more three storey development than the current proposal as found in recent development to the north. However the predominantly two storey scheme with no flats and few terraced homes provides a contrast with many recent developments.

10.2 Some of the homes in the middle and rear of the site have separation distances across the street of 10 or 11 metres. This may be found in some pre 1914 terraced housing or town centre developments rather than suburban housing. However there are a limited number of such homes. The Planning brief stated a minimum of 12- 14 metres as similar spacing is found in the Benjamin Lane development to the north.

10.3 All the homes have reasonable garden lengths with at least the minimum 9 metres achieved. The level of car parking provided is good particularly the identified visitor spaces over and above the minimum parking standards. All allocated parking is 'on plot' which is good for security.

10.4 The loop road of the main nursery site is practical and maximises homes facing the street which is good for security and there are shared surface streets in places to create variety and break up otherwise long lengths of tarmac. Path links between the nursery site and Forest Close and onto the Norway Drive open space are on desire lines and create convenient walking routes to local facilities. The link towards the hospital needs to be realigned.

10.5 The elevational treatment is simple but good quality and picks up architectural features from traditional housing nearby. The relationship of homes to the north western open space could be better to create a more overlooked space at ground floor level. However turning some adjacent houses round would result in the access road having just rear garden fences against it.

10.6 In terms of the relationship to adjoining development it is set away from Oak House and The Pines sufficiently (at least 23 metres) for there to be no overlooking problems. Trees and views out from the care/nursing home are referred to in the next section along with the setting for Wexham Lodge. .

10.7 Regarding homes in Benjamin Lane to the north habitable room window to window distances of 21 m are achieved although most existing homes have flanks facing the new development; a minimum of 11m is achieved between flank and habitable rooms of new homes which is acceptable.

10.8 The layout and detailing has taken account of crime prevention measures re Core Policy 12. All houses face the street. Where rear gardens abut public spaces special boundary treatment is needed which can be dealt with by condition. Car parking is well overlooked or on plot.

11.0 **Trees, planting and open space**

- 11.1 The balance between tree loss and efficient layout is reasonable. Most of the trees to be lost are not of high quality and there is scope for new planting to supplement the retained trees around the site to create a good backdrop for the housing and soften its edge against open areas or views into it.
- 11.2 The loss of east and some south boundary trees will dramatically change some peoples view. However new planting will provide a long term and more practical solution. The big conifers are not practical next to gardens and new homes; the willows are likely to fall in the future and they will also overshadow new gardens because of their height. However, replacement boundary planting is essential to soften the edge of the development when viewed from Green Belt areas and the view from Church Lane across the playing fields. Also the view from Oak House whose residents no doubt appreciate trees. Therefore provision will be made to ensure the new trees are planted in private rear gardens and maintained. Discussion will also take place to see what extra planting can be added and request semi mature trees. The Planning Brief made clear the need for space for trees on the boundary with Oak House. Some new homes will however be quite close to the new trees.
- 11.3 A tree in the south west corner of the Forest Close site, not shown on the applicants plans, is of good quality and visible along Wexham Road but will overshadow one plots rear garden. A Tree Preservation Order is likely to be placed on this tree to avoid future residents taking it out.
- 11.4 The road for the Forest Close housing site is close to The Pines boundary. Whilst part of the adjoining site is laid out as gardens part of it is car parking. It would benefit residents if there was more boundary planting to help soften the appearance of the new built development their current view being a green open space. The new footway and road width will be adjusted to create a small planting margin.
- 11.5 The setting of Wexham Lodge is important in its own right and because it is a locally listed building. Trees and planting along the north edge are to be retained. Trees near the east boundary are to be retained but may be tidied up based upon good tree care practice. Off the south boundary of the Lodge previous planting put in when The Pines was built but not in their ownership has not been well maintained. New planting will be part of this scheme.
- 11.6 The amount of open space complies with the Council's Developers Guide and therefore complies with Core Strategy policy 8. How it is laid out is important to ensure it is attractive, well used, safe and easy to maintain. Details can be covered by condition but an indication of design of the north western open space (notionally called The Spinney) has been requested in advance to ensure this important aspect of site design is not an after thought. The other open space is next to the trees east of the Lodge which is overlooked by new housing and next to the path link to Forest Close – this is notionally called The Green.
- 11.7 The Planning Brief sought spaces appropriate for childrens play but not formal play equipment. Further details will requested as part of the landscaping. The north western open space can provide green space to serve the Benjamin Lane housing development which has no open space.
- 11.8 Future maintenance of open space has yet to be agreed. By condition or Section 106 planning obligation this can be controlled should the applicants not successfully negotiate a satisfactory land transfer and maintenance sum with the Council.
- 11.9 Various minor amendments in addition to those referred to above and by Highways/Transport have been requested.

- 11.10 Overall, subject to amendments requested, the proposal complies with Core Policy 8 (Sustainability/environment), 9 (Natural and built environment), 12 (Community safety) and Local Plan policy EN 1 Design and EN 3 Landscaping.
- 12.0 **Transport and Access**
- 12.1 The main access is suitable with the planned widening, right turn lane and off site works referred to under Consultation - Highway/Transport above.
- 12.2 The path links to the hospital and to the south are important to encourage walking. A realignment of path through the north west open space towards the hospital has been requested so that it ties in with desire lines. In addition the applicants state this path would only be built if the adjacent owner agrees to link it with their path (built by Linden Homes for Benjamin Lane but not adopted). This is not correct as there is an option to connect direct to the public highway of Wexham Road
- 12.3 The existing Hospital related overflow parking on Forest Road can be controlled through yellow lines and raised kerbs. The Council will ask for the new access road (and immediate side roads) and spur off Forest Close to be adopted; this will allow for yellow lines to be put in place. The rear part of the nursery site is unlikely to be suitable for adoption. The Hospital does now have plans for more parking on their site.
- 12.4 Compared to the past nursery use more traffic will be generated by the housing development. The distribution of trips traffic is expected to be 60% to the south and 40 % to the north. To help mitigate this extra traffic on an already congested network a package of measures is required to make the scheme acceptable. They are listed above under Consultation – Highway/Transport. In brief much of the package involves encouraging alternative modes of travel to the car. A regular bus services to the town centre and hospital runs along Wexham Road. Other services run along Stoke Green to the north so the extra bus stop requested will be on these routes to provide more choice for new residents.
- 12.5 Overall the proposal complies with Core Strategy policy 7 transport provided the measures requested are secured and minor alterations are agreed.
- 13.0 **Other matters**
- 13.1 More information about surface water drainage and revisions to a draft drainage plan have been requested to ensure it is realistic and does not conflict with the layout. The site has some unusual drainage issues and sustainable urban drainage principles must be applied. The Council will need assurance as to how the drainage system will be maintained. These become mandatory from April 2015.
- 14.0 **Infrastructure and Section 106 matters**
- 14.1 For the development to be acceptable under Core Strategy policy 4, 7, 8, 9 and 10 a Section 106 Planning Obligation is needed for the following :
1. Signing of Sec 278 highway agreement re access works, parking control and traffic impact mitigation.
 2. Financial contribution towards new parking controls, bus shelters/rtpi; travel plan monitoring, cycle routing, travel plan measures.
 3. Sustainable development
 4. Financial contribution towards education.
 5. Provision of affordable housing in line with Developers Guide subject change to

33% social rent.

6. Tree planting/maintenance in rear gardens (if not covered by condition)
7. Surface water drainage maintenance

14.2 The planning obligation can also include provision for open space land to be transfer with maintenance payment to the Council if satisfactory agreement is reached with the applicant.

14.3 As the site is still owned by the Council it is not appropriate for a Section 106 planning obligation to be signed by the Council. However a draft agreement can be agreed for it to be signed by the new owners when transferred.

PART C: RECOMMENDATION

15.0 Recommendation

15.1 Delegate to Acting Planning Manager for a Section 106 planning obligation to be completed, to agree alteration or addition of conditions, to agree revisions/further information requested.

16.0 PART D: LIST OF CONDITIONS.

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

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

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

TO BE ON AMMENDMENT SHEET

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. Details 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 scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Landscaping Scheme

Development shall not commence on site until a detailed landscaping and tree planting scheme has been submitted to and been approved in writing by the Local Planning Authority. This scheme shall include the trees and shrubs to be retained, the type, density, position and planting heights of new trees and shrubs plus details of hard surfaces. The scheme shall also define an area of public open space and include

landscape features suitable for young children's play. Retained trees are to be based upon the information on the approved layout but with the addition of a plane tree in the south west corner that is to be retained. The location of new trees must be coordinated with existing and proposed underground services including surface water drainage systems. New tree planting along the southern boundary adjacent to Oak House shall be semi mature. Notwithstanding the indicative tree planting on the approved layout drawing additional trees and planting will be required. Planting shall include wildlife friendly species.

The scheme shall include an implementation phasing plan.

The approved landscaping scheme shall be carried out no later than the first planting season following completion of the development in each of the phases identified on the phasing plan excepting trees along the south boundary (were adjacent to Oak House) and east boundary which shall be planted in the first phase and in the first planting season following the start of construction work on site.

Within a five year period following the implementation of the scheme in each phase, 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. Landscape 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 (inclusive of paths and street furniture) not adopted by the Council. It shall not apply to privately owned domestic gardens, shown on the approved landscape plan, except for trees, shown on the approved landscaping scheme pursuant to condition 4, in rear gardens of homes abutting the east boundary and the south boundary adjacent to Oak House (Plot numbers on the approved layout plan 63 to 81 inclusive). The management plan shall be carried out in accordance with the approved details.

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

6. Tree protection

No development shall commence on site until a Arboricultural Method Statement (with tree protection measures plan) has been submitted to and approved in writing by the Local Planning Authority. The Statement shall apply to existing retained trees (as identified on the approved landscaping scheme). The details in the Approved Statement shall be implemented and the approved protection measures shall be provided and maintained during the period of construction works.

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

7. Drainage

The development shall not begin until details of on and off site surface water drainage works have been submitted to and approved in writing by The Local Planning Authority. No dwelling shall be occupied until its associated surface water drainage has been constructed in accordance with the approved details. Associated surface water drainage includes areas of roads and hard surfaces that serve dwellings together with down stream infrastructure.

No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works (if any) detailed in the approved scheme have been completed.

SUBJECT TO REVISION PENDING REVISED DRAINAGE DETAILS

REASON To prevent flooding in accordance with Core Policy 8 of the adopted Core Strategy for Slough 2006-2026

8. Archaeology

TO BE COMPLETED WHEN FURTHER INFORMATION REQUESTED RECEIVED

9. Bat Licence

Demolition of Nursery Cottages, Wexham Road shall not commence until the Local Planning Authority has been provided with either (1) a licence issued by the relevant authority pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorizing bat roosts in the buildings (Nursery Cottages) can be disturbed or (2) a statement from the relevant licencing authority to the effect that it does not consider that demolition of the buildings will require a licence.

REASON In the interest of biodiversity in particular conserving a protected species and its habitats and not causing harm to the protected species identified in the Ecology report submitted with the planning application.

10. Bat Boxes

No dwelling shall be occupied until bat boxes have been installed on the site in accordance with details that have first been submitted to and been approved in writing by the local planning authority.

REASON In the interest of biodiversity in particular providing places for bats to roost.

11. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. No dwelling shall be occupied until the boundary treatment, as approved, has been implemented on site. It shall be retained and maintained thereafter.

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

12. Lighting Scheme

The development shall not commence until details of a lighting scheme for any unadopted street or car parking court (to include the location, nature and levels of illumination) and the path between the northern parcel of land and Forest Close has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity, crime prevention and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004.

13. Rain Water Storage

Prior to the occupation of each house that has a down pipe on its rear or side elevation a rain water storage container shall be installed in accordance with the following (unless otherwise agreed by the local planning authority) : The butt or tank capacity shall be at least 150 litres for two bedroom houses and be at least 200 litres for houses with three or more bedrooms.

REASON In the interest of sustainable development in particular reduction of fresh water consumption in accordance with Policy 8 of the Core Strategy 2008.

14. Electric Vehicle Charging Points

No dwelling with a garage shall be occupied until it has been installed with a fast charging electric vehicle charging point in accordance with details that shall have first been submitted to and approved in writing by the local planning authority.

REASON In the interest of encouraging use of low emission modes of travel.

15. 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. No dwelling shall be occupied until the access has been formed, laid out and constructed in accordance with the details approved.

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 T7 of The Adopted Core Strategy 2006 - 2026.

Off site highway works

No dwelling shall be occupied until the following off site highway works have been implemented :

1. Temporary access point as necessary;
2. Installation of access junction and right turn lane including pedestrian refuges;
3. Reconstruct the footway fronting the application site;
4. Reinstatement of redundant access points to standard to footway construction;

5. Installation of street lighting modifications;
6. Drainage connections;
7. Reconstruction of footway;
8. Dedication as highway maintainable at the public expense, free of charge, of sight line areas
9. Construction and dedication as highway maintainable at the public expense, free of charge, the access road associated infrastructure and turning area(s)
10. Double height kerbs on north side of Forest Close along its adoptable length to prevent verge parking;
11. Widening of the Wexham Road footway/cycleway between 12 Norway Drive junction with and the Church Lane/Wexham Road/Wexham Street/Stoke Green roundabout to a minimum width of 3m;
12. Provide a new 2.5m wide footway/cycleway along the northern verge of Norway Drive (adjacent to the hedge rather than the carriageway) to provide a safe route for pedestrians and cyclists from the development to Wexham Secondary School. This land is currently within SBC ownership;
13. Provide zebra / tiger crossings at both the Norway Drive and Knolton Way junctions to provide safe access to the primary schools
14. Undertake civils works (raised kerbs, footway links, hardstanding areas), lining/signing for two new bus stops in the vicinity of the Wexham Road/Church Lane/Stoke Green roundabout.

REASON In the interest of the free flow of traffic or conditions of general safety along the neighbouring; in the interest of encouraging non- car modes of travel to mitigate the extra traffic on the highway network generated by the development.

16. Internal access roads

No dwelling shall be occupied until its associated internal access road footpath and vehicular parking and turning provision has been 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 of the Adopted Core Strategy 2006-2026.

17. Path Links

No more than 50 dwellings shall be occupied until the following path links, as shown on the approved layoutplan, have been implemented :

Foot/cycle path between the northern part of the site and Forest Close

Footpath to the north west corner of the site.

Footpath link from path on east side of Wexham Road to shared surface between plots 96 and 97.

Path link across south boundary to public open space off Norway Drive next to plot 104.

REASON In the interest of encouraging non car modes of travel in accordance with policy of the adopted Core Strategy 2006 - 2026.

18. Soil Investigation

To be completed

19. 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, wheel cleaning facilities during the construction period. The Plan shall thereafter be implemented as approved before 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 in accordance with policy 7 of the Core Strategy 2008 and in the interest of residential amenity re noise and dust.

20. 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 policy 3 of the Slough Core Strategy 2006-2026.

21. Garage use for parking only

The garages 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 Policies in the adopted Core Strategy 2006-2026.

22. 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 gardens that are small for the size property and location of the development.

23. 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.

24. Surface Water drainage maintenance

Development shall not commence until a surface water drainage maintenance scheme has been submitted and been approved in writing by the local planning authority. No dwelling shall be occupied until its associated drainage maintenance scheme has been implemented as approved.

REASON To prevent flooding in accordance with Core Policy 8 of the adopted Core Strategy for Slough 2006-2026

25. Visibility Splays

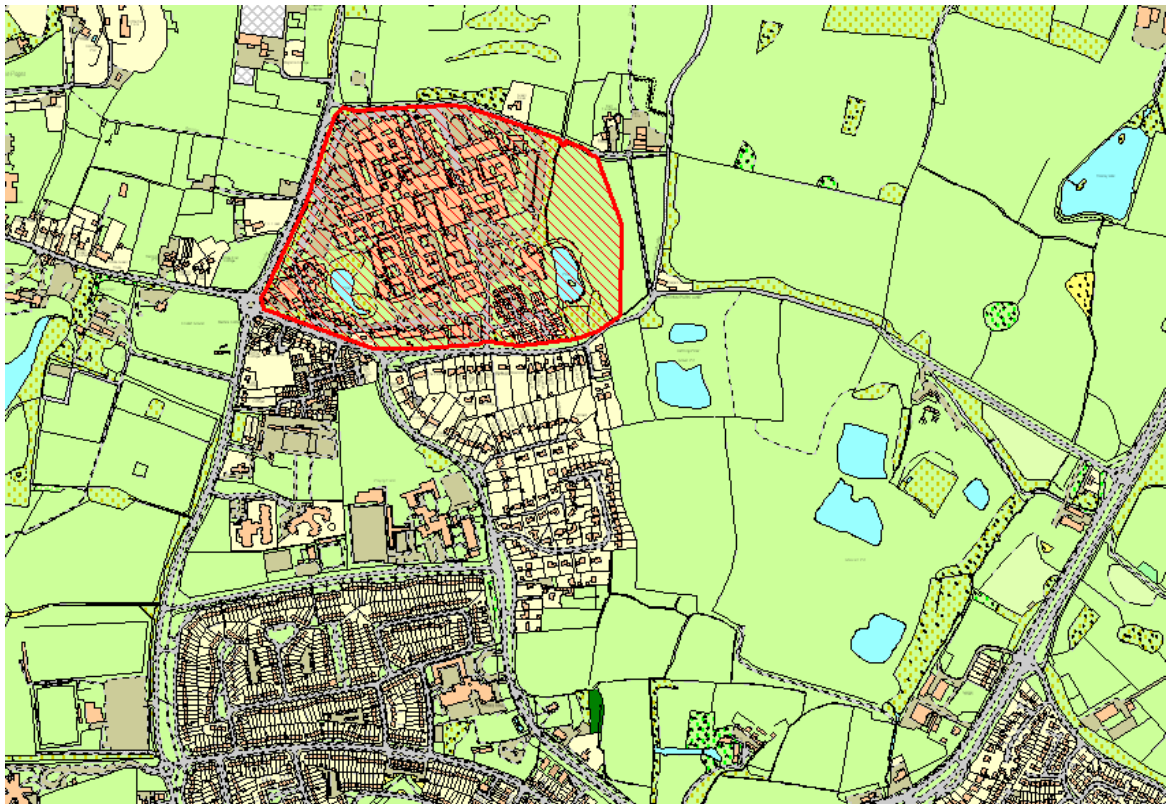
TO BE COMPLETED

Informatives

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. Highway Matters
TO BE COMPLETED
3. 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:	21-Nov-2014	Applic. No:	P/06622/075
Officer:	Ian Hann	Ward:	Wexham Lea
		Applic type:	Major
		13 week date:	20th February 2015
Applicant:	Ms. Janet King, Frimley NHS Foundation Trust		
Agent:	Mr. Paul Zanna, Mayer Brown Limited Mayer Brown Limited, Zellig 204, The Custard Factory, Birmingham, B9 4AU		
Location:	Wexham Park Hospital, Wexham Street, Wexham, Slough, SL2 4HL		
Proposal:	RECONFIGURATION OF EXISTING CAR PARKING AND PROVISION OF AN ADDITIONAL 573 CAR PARKING SPACES.		

Recommendation: Delegated to the Acting Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

1.1 That Committee approve the principle of additional car parking provision at Wexham Park Hospital and that the application be delegated to the Acting Planning Manager for the conclusion of outstanding issues, completion of a Section 106 Agreement, finalising conditions and final determination. If no resolution to the outstanding matters is found than the application should be refused within the statutory 13 week time limit.

PART A: BACKGROUND

2.0 **Application Site**

2.1 The application site is Wexham Hospital which lies at the northern end of the borough, located on the east side of Wexham Street, Stoke Green, Slough. An access road runs to the north of the hospital and marks the boundary between Slough Borough Council and South Bucks District Council. The Application Site is a total of 24.22 hectares.

2.2 The site comprises of a number of single storey blocks with a central multistorey tower. In addition a number of two to four storey blocks located adjacent to the maternity area. Access into the site is from two access points on Wexham Street and two on Wexham Park Lane. The site is encompassed by a belt of semi mature trees which restrict views into the site from the surrounding areas.

2.3 To the north is the Wexham Park Golf course and to the east is open farmland. To the south of the site is Wexham Park Lane with a residential development beyond.

2.4 The site is located within the Green Belt and is also identified on the Proposals Map as a 'Major Development Site in Green Belt'.

3.0 **Proposal**

3.1 The proposals that are currently being considered involves the rearrangement of the existing parking arrangements along with the provision of some additional parking to provide a total of 573 new car parking spaces. The scheme will also see improvements to the internal ring road to improve access around the site to improve accessibility and 100 additional cycle parking spaces. The scheme will also see new landscaping around the site, new signage to help with wayfinding, street lighting, pay machine locations and CCTV.

3.2 The change in parking numbers will be as follows :

	Existing Spaces	Proposed Spaces	Difference
Car Parking Spaces	1,439	2,012	+ 573
Motor Cycle Parking Spaces	38	38	0
Disability Spaces	14	29	+15

Cycle Spaces	62	162	+ 100
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3.3 The parking spaces will be split between patients / visitors and staff members as follows:

Current Staff Parking	Increase In Staff Parking	Proposed Staff Parking Total
775 (54%)	331 (58%)	1106 (55%)
Current Patient / Visitor Parking	Increase in Patient / Visitor Parking	Proposed Patient / Visitor Parking Total
664 (46%)	242 (42%)	906 (45%)

- 3.4 The main western car park will be reconfigured on both sides of the main entrance, including the removal of trees between the parking bays, to allow a better circulation and movement. The car park will be laid out in a similar way to a supermarket car park with trees set within kerb height planters and at the end of the bays. This will become the main patient and visitor car parking areas.
- 3.5 The southern car park will be reorganised with rows of car parking laid out to work functionally better. An informal avenue of trees will form the boundary of the car parking along the ring road. Half of this car park will be for staff and half for patients/visitors. Additional disabled spaces will be allocated. From the southern car park will be a new car park that wraps itself around the existing pond within the site. This will retain trees and shrubbery on the peripheral areas notably the mature Yew tree. New tree and shrub planting will be located within the new car park. This will become the main patient and visitor car parking area.
- 3.6 The maternity car park will be re-organised by the removal of all the exiting trees. The car park will be laid in a broadly north /south alignment in a supermarket style car park with trees set within kerb height planters and at the end of the bays. The car park will be for visitors/patients with additional disabled car parking allocated.
- 3.7 The eastern car park will be expanded using the same alignment as the existing but spreading further westwards into the site. The existing poor quality oak tree will be removed to cater for additional car parking spaces and allow for the internal ring road to function more efficiently. This car park will be for staff parking only.
- 3.8 The northern car park will be reorganised in a broadly north/south configuration. By the introduction of additional access points on to the ring road the car park can gain additional spaces. This car park will be for staff parking only.
- 3.9 The existing road that runs around the site will become a two way road connecting all the new and reorganised car parking areas together.
- 3.10 A new payment system will be introduced including a new barrier control system and 2 no. additional pay on foot machines.

- 3.11 A new tree planting strategy will be introduced to replace the trees being removed. Trees will be located at the end of the car parking bays with an under storey of ground cover planting. Additional tree planting to be set within raised kerbs within the car parking at regular intervals. The trees around the lake lost through the car parking will be replaced with indigenous species and an ecologically diverse under storey to enhance the setting of the lake. Important trees identified in the Arboricultural Survey will be retained.
- 3.12 A pre application consultation exercise was undertaken by the applicant's with a display being in situ at the hospital and manned for 2 days although was left unmanned at other times but still on display. This was advertised via flyers to local properties, posters, staff news updates, and press articles. 200 people attended the event and 143 survey replies were received (95 from staff, 47 from public and 1 from an MP). 83.9% agree the principle of the scheme and 79% supported to proposal. Some concern was raised with regards to spaces close to the nursery building and the proposals were amended to remove some parking from around these areas.
- 3.13 The applicant also entered pre application discussions with the Council prior to the above consultation and advice was given with regards to what would be required to make the scheme acceptable in planning terms. However when the scheme was submitted some issues are still left to be resolved, as outlined in the report below. A further meeting has been held with the applicant's agent to resolve some of these issues but some issues are still being discussed, as outlined below. The scheme has come before this committee as the applicant has stated a need to get development commenced on site by the middle of April in order to safeguard the funding that has been granted for the works and the next committee on 1st April would make it difficult for this to happen.
- 3.14 The applicant states in the Design and Access Statement submitted with the application that the scheme has come about from a need to "resolve the largest issue from patients who stated that the care was excellent but the car parking a complete disaster with most taking up to 20 minutes in finding a space. In addition staff has to park off site and get a bus in from there to the hospital. By increase of spaces both issues should be resolved." It is anticipated that the off site staff parking which currently takes place at the former football stadium at "The Park" will be discontinued if permission is granted for the increased on site parking, although there is no commitment to this.
- 3.15 The following documents have been submitted along with this planning application:
- Application Form
 - Plans
 - Design & Access Statement
 - Transport Assessment
 - Draft Travel Plan
 - Draft Car Parking Management Strategy
 - Arboricultural Method Statement and Tree Survey Report
 - Flood Risk Assessment and Drainage Strategy
 - Ecological Survey

- Pre – Application Consultation Report

4.0 Planning Background

4.1 The following planning applications are relevant to on site parking at the hospital site:

<u>Application Number</u>	<u>Proposal Description</u>	<u>Decision</u>	<u>Date of Decision</u>
P/06622/005	Erection of single storey building and provision of additional parking	Approve	20/08/1992
P/06622/009	Extension to car park to provide an additional 57 spaces	Approve	07/09/1992
P/06622/010	Extension to car park to provide an additional 37 spaces	Approve	07/09/1992
P/06622/011	Extension to car park to provide an additional 28 spaces	Approve	07/09/1992
P/06622/014	Single storey extension and lay out of new car park of 25 spaces	Approve	29/06/1993
P/06622/016	Continued use of car parking area for additional car parking	Approve	02/09/1993
P/06622/025	Additional car parking and service road	Approve	05/02/1996
P/06622/027	Formation of access, construction of gates and drive	Approve	14/06/1996
P/06622/029	220 Bedroom block, 20 x 2 storey houses and associated parking	Approve	26/08/1997
P/06622/041	Additional car parking (85 spaces)	Approve	03/04/2000
P/06622/042	Additional car parking	Withdrawn	29/01/2003
P/06622/043	Additional car parking (40 spaces)	Approve	03/04/2002
P/06622/054	120 bedsits with parking and landscaping	Approve	11/09/2003
P/06622/059	Provision 34 car parking spaces	Approve	25/03/2003
P/06622/060	Extension to coronary care unit and 19 parking spaces	Approve	04/09/2003
P/06622/065	Installation of Entrance / exit barriers	Withdrawn	06/04/0226
P/06622/067	Installation of Entrance / exit vehicle control barriers	Approve	20/08/1992
P/06622/071	Creation of 12 parking spaces on existing bin store	Approve	10/0/2011
P/06622/072	Reorganisation of parking on 3 areas and layout of 65 replacement spaces	Approve	07/05/2013

5.0 Consultation

5.1 Highways and Transport

Additional Comments received 01/02/15

Further to the comments below a meeting was held with the applicant's consultant on 27/1/15. Following the meeting the applicants' consultants have advised that some broad principles have been agreed and that further information will be submitted prior to committee.

The additional staff parking spaces are intended to replace the off-site parking at the Park (former site of Slough football club) which has a temporary planning consent from SBDC. The Park has consent to provide 253 staff parking spaces and it is anticipated that the Park site will be relinquished once the new parking has been implemented at the hospital. The local highway authority holds a concern that if the new proposed parking receives planning consent, but the use of the Park site was to continue then the Trust's Travel Plan would be undermined and this would lead to a greater proportion of staff travelling to the site than currently do so.

The proposal will lead to a local reassignment of traffic which will make the nearby roundabout more congested in peak times and more hazardous for vulnerable road users. The local highway authority is of the view that the proposed development will lead to an increase in vehicle trips to the site. Furthermore there is no guarantee that the overspill parking that affects residents in the Wexham Ward will cease, as anecdotally it has been acknowledged by the Trust that it is likely that those parking in these streets would not be eligible for a parking permit after the new parking is implemented. Therefore in order to address these issues the local highway authority is currently in discussion with the applicant in respect of securing a mitigation package. This package is likely to cover:

- Highway safety improvements to the Church Lane/ Wexham Road / Wexham Street / Stoke Green roundabout;
- Financial contribution towards implementing residents parking scheme / waiting restrictions in the Wexham Ward;
- Improvements to the accessibility of the site by non-car modes;
- Improvements to on-site facilities for cyclists;
- Long term commitment to the Trust Travel Plan including the existing bus service between town centre and the hospital;
- Travel Plan monitoring contribution and commitment to TRICS based monitoring of mode share.

Further comments regarding the site proposals and the mitigation package will be provided in due course once this information has been received from the applicant.

Original comments

A pre-application meeting was held with the applicant and their consultants in October 2014 and comments were provided at the meeting that were prepared prior to the meeting. Many of the pre-app comments have not been properly addressed in the TA.

Existing Site Issues

Para 2.14 of the TA raises some of the site issues:

- internal vehicular routes around the hospital site and movements are limited by barrier controls and one-way restrictions (clockwise between Gates 3 and 2 and between Gates 2 and 1);
- The existing layout of the site and limits upon internal movements mean that vehicular circulation is currently poor. This inefficiency means that staff and visitors can spend a long time searching for spaces. It also results in trips out onto the public highway between gates;
- In addition to on-site parking provision, off-site parking is currently provided for staff at The Park, located along Wexham Road to the south of the site, where there are 253 parking spaces;
- Informal off-site car parking, in the form of on-street parking, is also observed to occur, primarily along Wexham Street, Forest Close, Norway Drive, Church Lane service road and Grangewood. On-street parking along Wexham Street, where the maximum parking duration is limited to 2 hours, appears to be the result of hospital visitors, with that along other roads, where there are no parking restrictions, seemingly largely the result of hospital staff.

Trip Generation

- TA says increased parking will not lead to increase trip generation rather it will lead to reassignment.
- This is incorrect if there are 253 spaces at the Park and 331 new spaces being provided then the provision of the additional 78 spaces will generate be new trips to the hospital site as it will allow a greater number of permits to be issued;
- There is no firm commitment to ending the lease at the Park. In order to prevent new staff trips being generated then the lease on the Park will need to be terminated as soon as all spaces are available on-site. As it new parking area is made available then the same number of spaces will need to be reduced from the Park car park.
- Secondly the 242 visitor spaces will attract some new trips as improving the availability of spaces will make driving to the site more attractive as there will be greater certainty that a space will be available.
- The prohibition of parking on Wexham Street is not guaranteed as it is subject to the outcome of a public consultation.
- Trip generation section of the TA needs to be revisited.

Car Parking

- The rationale for the parking is understood to be it's a nightmare for visitors and patients to find parking as the circulation of car parks is poor.
- Secondly, a rationalisation of staff parking – all new parking will be on-site and the Trust will not have to lease parking off-site;
- If the first reason is so important why are proportionally fewer spaces being provided for visitors than staff?
- No commitment is given to terminating the lease of the Park (offsite parking) and therefore the proposal does not comply with Policy 7 of the

LDF. If the lease on the Park is not terminated then the provision of new parking will create new demand.

- The TA has used Policy T2 of the Slough Local Plan to support its case for providing an increasing in parking provision. The TA in effect implies that the overspill parking that is occurring in the residential streets around the hospital will reduce following the implementation of the additional parking. However this assumption contradicts what the hospital's own Travel Plan Coordinator Jennifer Counsell wrote in her handover note that
"The majority of staff parking off-site are ineligible for a parking permit and are deemed to be able to travel to work by alternative means. On-street parking blocking private drives, on private roads or in places that cause an obstruction to the free movement of traffic causes a number of issues between Wexham Park Hospital and our neighbours. There is a lot of bad feeling from residents on Norway Drive, and Stoke Green and Benjamin Lane in particular where our staff park on pavements, private roads and verges."
Therefore it can be concluded that the new parking provision is unlikely to make any noticeable difference to current overspill parking issues and thus the Trust will need to fund through the S106 agreement resident parking schemes in these areas on roads that are adopted. The detail will need to be agreed prior to the determination of the application.
- Whilst a large number of video surveys were conducted at the site in order to prepare this application, there would appear to be no understanding of actual parking accumulation and bay occupancy within this TA. This information may be known by the Trust, it just has not been provided within this document.

Car Park Design

- Consideration of multi-storey car parks have not been considered due to cost as stated in the pre-app meeting by the hospital representative. This means that bays are provided at surface level only. This raises an issue as to whether the proposal complies with the Green belt policies in NPPF and LDF, as the new parking would appear to extend beyond what might be considered "some infilling". Car parking per se in the green built is considered inappropriate development and therefore much greater justification is required as to why the proposed development is appropriate;
- The car park will need to achieve Safer Parking Scheme – the Park Mark award and maintain the quality of the car park going forward. This to be secured through the S106 agreement.

Car Park / Site Circulation

- Whilst it is welcomed that a circulatory road is being created, although was there not one before? It would appear that with the proposed design there will still be a lot of unnecessary circulation within the site as staff and visitor parking is mixed together. Could this not have been avoided?
- The design of the parking areas makes it very hard to implement VMS systems guiding staff and visitors to available bays as virtually all of the parking is accessed from the circulating road. It is considered that if VMS

- cannot be implemented then this is considered a major missed opportunity.
- The TA does not identify where the key points of staff and visitor demand is generated on the site. Understanding this will guide where car parks for visitors and staff would be best located;
- Further explanation is required on why this design solution has been brought forward;
- At the pre-app meeting, the potential for the bus service to circulate was discussed. The consultant team agreed to go away and investigate, but it would appear to have been overlooked.
- Concerns were raised about the difficulty for buses accessing the stop at the main entrance and it was questioned whether the disabled parking and other drop off bays could be relocated to prevent delay to bus services. No progress has been made on this.
- There must be many examples of good practice design of car parks in the NHS and it is considered further work needs to be done in relation to this proposal;

Access

- Further consideration needs to be given as to whether the barrier at Gate 4 is set far enough back into the site in order to prevent queuing back onto the public highway;
- The 90 degree parking bays in the vicinity of Gate 4 will obstruct vehicle entry and should be deleted;
- It would be appropriate if all of the site access junctions included visibility splays on the drawings just to ensure that adequate vehicle visibility and pedestrian visibility can be achieved from all access points;

Walking

- Limited pedestrian facilities are provided to the development from Slough and South Bucks District;
 - o E.g. lack of lighting, lack of footways, poor crossing facilities, narrow footways, pavement / verge parking concerns; speeding traffic,
- With the proposed capacity improvement at the Church Lane roundabout the ability for pedestrians to cross this arm of the roundabout may be made worse;
- Very limited footways are provided within the site and new circulation road and additional parking will make walking along the circulation very unattractive and unsuitable for pedestrians, particularly the infirm and young children. This was raised at the pre-app and has not been in any way addressed in the TA or the proposals.
- The failure to provide footways within the site will need to be revisited and revised proposals submitted.
- An off-site S106 package will need to be agreed with the applicant.

Cycling

The cycle provision is reported as being very good – this is an overstatement of the reality.

- The cycleway leading to the town centre for a section of Wexham Road is 1m wide. This section of the route is not far from the hospital. The width of the route does not conform to any current standards. There is no or very

limited directional signing along the route. The section of on-road cycle lanes that form part of the route on Wexham Road south of Grassmere Road are very narrow and are often obstructed by parked vehicles;

- There is no cycle provision to the north. Wexham Street is narrow and traffic speeds are at least 40mph if not higher;
- There is a cycle route directional sign to Stoke Green to the west but this requires cyclists tackling the roundabout which due to its entry speeds and wide circulatory carriageway is very hazardous for cyclists;
- The cycle route to the south east via Church Lane terminates at Benjamin Lane.
- No improvement to cycle facilities to or within the development is proposed. The layout of the parking within the site will make it more hazardous for cyclists using the internal roads due to the amount of 90 degree bays reversing out into the circulating road
- Gate 3 will be closed and therefore cyclists will not be able to access this safer part of the site.
- A S106 package will need to be agreed with the local highway authority to improve cycle access to the site.

Public Transport

- There is no stated commitment to maintaining the WP1 service. The frequency of this service has recently reduced from 4 services an hour to three.
- WP2 service – where is this proposed to go between as mentioned in J Counsell's handover note;

Travel Plan

The pre-app meeting comments stated that an updated Travel Plan was required to support the planning application. Re-submitting the 2009 is not acceptable as it is 6 years out of date and there are a number of inconsistencies. The importance of this was stressed at the pre-app meeting. Without an updated Travel Plan this application cannot be determined. This should come as no surprise to the Trust as Jennifer Counsell's handover note warns the Trust of this requirement.

The local highway authority does not want to see the Hospital's Travel Plan undermined by the proposed car parking increase and therefore without the Travel Plan being updated there is a real risk that this will happen.

The handover note which forms part of the Travel Plan comments that:

- Staff Travel survey was undertaken in 2012 and Financial report in 2013. Why has this information not been submitted?
- What was the outcome of the HMRC investigation of the salary sacrifice scheme?
- There is clearly a lot of information available to hand in terms of monitoring current mode share and use of various measures (cycle parking, cycle salary sacrifice pool cars, permit take up etc) this could have been included
- Peter Evans Partnership has already been commissioned to prepare much of the information needed to update the travel plan.
- The handover note indicates that the 2009 Travel Plan does not yet have

Board approval. This does not give me much confidence that if a travel plan was secured by condition that a document would be submitted anytime soon.

Policy

- The TA has not sufficiently demonstrated that Core Policy 7 of the LDF and Policies T2, T8 and T15 of the Slough Local Plan have been adequately addressed;
- Compliance with NPPF and LDF Policies on the Green Belt have not been demonstrated sufficiently in the submitted application,

Car Park Management Plan (CPMP)

- Whilst it is considered acceptable for some elements of the CPMP to be submitted to and approved by the local planning authority prior to the commencement of any works on the site, this does not mean all of this acceptable.
- It is stated that the approved CPMP will incorporate a mechanism for the determination as to whether overspill on-street parking has been alleviated. This will need to be agreed before determination of the application and the monitoring methodology and baseline incorporated within the S106 agreement. If the measures proposed do not work then the S106 agreement shall need to set out and secure further remedial measures to be implemented;

Traffic Counts and Traffic Assignment

- The traffic counts were undertaken in July 2014. July is not considered a neutral month and therefore the consultant that the counts are robust;
- Detailed checks of traffic assignment have not yet been undertaken, but will be done so in due course;

Junction Assessment

- At this time the junction modelling has not been checked, but this will be done following the Meeting on 27/1/15.;
- However concern is raised about the performance of the Church Lane arm of the roundabout;
- Taking account of the local highway authority's view that trip generation will increase as a result of this development then it is considered there will be an impact on the Church Lane arm of the A412 Uxbridge Road junction as well. Despite being requested to look at this in the scoping, this has not been addressed,

Highway Safety

From the accident analysis there would appear to be a high number of killed and seriously injured accidents within the study area (i.e. main routes to the hospital site) and this needs further consideration by the local highway authority. No speed surveys have been done as part of the TA which is regrettable and this information may be requested going forward.

Potential Junction Improvement

The Council's Road Safety Manager has provided comments on her thoughts on

the junction improvement scheme. The re-design of this roundabout will need to be agreed prior to going to committee and the works secured through S278 and implemented prior to occupation. The scheme should include a:

- Reduction of speed limit from 40mph to 30mph on all approaches to the roundabout and also on Church Lane at and close to its junction with Wexham Park Lane;
- Complete redesign of all kerblines at the roundabout, including the central island, in order to significantly increase deflection on all arms;
- Improving all pedestrian / cycle crossing facilities through the roundabout junction;
- Provision of a new footway on the north side of Church Lane / Wexham Park Lane leading to the maternity unit entrance.

All of the above measures are necessary for road safety due to the poor collision history at this junction. The Council has received reports of non injury collisions involving vehicles leaving the carriageway and crashing into nearby properties, due to the high traffic speeds in the area. It is considered that the increase in trip generation and the re-assignment of traffic will make the existing situation worse with this development and therefore will need to be mitigated.

It is unclear as to whether the applicant has also consulted Buckinghamshire County Council (BCC) as this site adjoins South Buckinghamshire DC to which BCC is the highway authority.

Recommendation

As currently presented the application does not contain sufficient information for the Local Highway Authority to determine the impacts of the proposed development on the safety and operation of the public highway and the wider transportation network. Therefore, the proposed development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7. Further discussions are due to take place with the applicant shortly.

Detailed Comments on Travel Plan

The Travel Plan (TP) is now almost six years old and is out of date. The TP should have been updated in 2014 and this has not happened. The three-page 'Travel Plan Review Statement' (TPRS) is not acceptable as the TP should have been re-written completely for the planning application itself. The TPRS states that "it is appropriate that the preparation and approval of the updated Travel Plan be a condition of any planning consent granted" This does not confer with previous statements by the trust that the TP would be updated in 2014, including in the detailed 'handover notes' from the Trust's Travel Plan Coordinator which have been included with the application documents.

Such a significant expansion in the number of parking spaces will lead to higher traffic flows on surrounding roads – possibly to the detriment of other road users. This expansion is also likely to negate the progress of the 2009 TP. The application does not set out any recent staff travel data or real rationale for the increase in staff parking at the site, and this must be given.

The application does not set out whether the merger with Frimley Trust has

resulted in an increase in staff / patients at the site, or whether these figures will stay largely the same. This needs to be clearly clarified as part of the application in order for us to have a meaningful interpretation of the context of the proposals. Currently it is difficult to predict whether the increase in staff parking spaces will simply result in more staff parking on site when they had previously been using sustainable modes. Furthermore an analysis of the figures for permit applications / appeals etc would have provided a useful context, but is not provided in any level of detail.

Rationale for the reconfiguration and expansion of parking facilities.

The Design and Access Statement (DAS) explains that this application has been submitted to increase car parking at Wexham Park Hospital (WPH) to increase capacity for both visitors and staff by creating new car parks on undeveloped land and by reorganising existing arrangements. The reason is to resolve the largest issue from patients who stated that the care was excellent but the car parking a complete disaster with most taking up to 20 minutes in finding a space. In addition staff has to park off site and get a bus in from there to the hospital. Given the main rationale being the visitor parking, why is 58% of the new provision for staff?

Car parking and car access

The proposed extra provision of car parking is weighted towards additional staff parking (331) with visitor parking (242), 58% and 41% of new spaces respectively. This does however undermine the rationale for the application if the main problem is visitor parking – please clarify the need for such large quantities of additional staff parking. The ratio for total parking figures is 45.9% visitor and 55.9% staff. If the problem at WPH is a lack of visitor parking is caused by overspill from staff parking – as stated under the Car Parking Management Strategy (CPMS) – then is the reason for the expansion a perceived need to actually expand parking rather than manage the poorly constrained staff parking?

The application is also unclear on the exact number of spaces that will be provided at the site pre and post development. The TP states that there are currently 1,377 parking spaces which would total 1,950 with the increase in spaces. I understand that around 66 spaces were recently added by WPH. The Transport Assessment (TA) states there are currently 1,439 totalling 2,012 post-development (906 for visitors and 1106 for staff). The DAS does also state that there will be 2,012 after the development. The site plan showing proposed parking arrangements shows a total of 913 visitor spaces and 830 staff spaces (totalling 1743 spaces). This needs clarification or correction, as these differing figures are concerning.

There will be 25 disabled parking spaces, 4 electric charging points and 4 car club / car share bays.

Additional off-site parking is currently provided for staff at 'The Park', located along Wexham Road to the south of the site, where there are an additional 253 [staff] parking spaces. Informal off-street parking is noted to occur along Wexham Street, Forest Close, Norway Drive Church Land and Grangewood. This means total parking provision for staff of 1,359 spaces post-development (using the original staff parking figure of 1106 from the TA), should the parking at 'The Park' remain. There is a limited statement of intent to "reduce dependence on the offsite car

parking.” However, does this will mean parking at this location will also continue after the development? The plans for this matter should be clarified. Limited information is given regarding off-site parking provision at ‘The Park’ and how long this will occur for, and timescales for removing this facility. These need to be included as part of this application. It is understood by SBC that this provision was only for two years and thereafter a permanent solution would be found. If this application is the permanent solution, then that should not involve usage of The Park even in the short term.

Car park and vehicle management

The CPMS states that staff living within 5 miles of the hospital site are not currently eligible for an on-site car parking permit, however the TP states this boundary as 1.5 miles. Staff eligible for an on-site parking space are required to pay 1.2% of their salary for a car parking permit, however through the car share work with the Trust the council believes this is 1% (reduced to 0.8% if car sharing). The TP needs to be updated to clarify both of these points as there are anomalies. Data for permits should also be included, e.g. how many staff are provided with permits currently, and whether this process is likely to change in future.

The ambulance entry is to the northern access point. The main vehicle entrance and exit will be via the western access point, and the entry/exit at southern entrance point. The south western access point will be closed off to traffic. All access points are designed to accommodate cars. Access to the car parks will be through barriers control points. The CPMS states that the redevelopment will replace the barriers with a modern system at revised locations. This will help to reduce delay and prevent back log onto the highway.

Drop off facilities will be provided at the main entrance and will not be restricted by the entry / exit barriers, this is welcomed however the movement of buses should not be restricted by this.

The improved layout and circulation of traffic within the site should reduce cruising time to find a parking space. However the car park should be improved by using smart parking measures (in conjunction or otherwise) with redevelopment of the parking to reduce cruising. Adding spaces may not be the best way of managing parking, or should be considered as part of the wider proposal. For example, Variable Messaging Signs (VMS) could be used to display availability of car parking in various parts of the site before someone drives into a particular area of visitor or staff parking.

The proposed layout of the staff versus visitor parking is unnecessarily convoluted and it would be simpler – and would reduce vehicle idling – if the proposals were simplified – having visitor parking on one side of the hospital, and staff on another. This could be realised by having staff to the north of the main entrance round to maternity, and visitors to the south of the main entrance round to maternity, meaning that both groups can access both sides of the hospital easily, but without the complex need for different sections of each car park to be for different users.

Cycle parking improvements

The TP, TA and DAS state there will be an addition of 100 cycle parking spaces –

which is a welcome addition. However there is ambiguity of final figure for cycle parking. The TP state that the current number of cycle parking spaces is 32. The redevelopment is set to add 100 cycle parking spaces, yet the TP states that this will total 162 spaces after development. There are either 130 spaces being added or 30 missing from the TP assessment. This needs clarification or correction.

The proposed locations for cycle parking are not in view of any of the CCTV cameras on site and this needs to be rectified. The use of sustainable modes such as cycling needs to be actively encouraged and supported at the site particularly with the parking constraints.

No detail is given about the type of cycle parking proposed, this information is needed. Cycle parking must be secure, weatherproof and convenient, and of a type that can be easily used by staff and visitors. Secure cycle parking for staff (in conjunction with publicly-accessible cycle parking for visitors) must be provided.

There is no assessment or rationale behind the placement of these additional spaces – are these locations meeting the need of cyclists, is this enough to meet demand and is this enough to allow a future growth in the number of people cycling?

Car share bays

The provision of car share bays as part of this application is supported, however there must be clarity as to their use – on the plan it details ‘car share / car club bays’ – they must be car share only, with additional provision for any pool / club vehicles. The location of the four proposed car share bays is welcomed due to their proximity to the main entrance, however these must be sufficiently signposted / communicated to staff to ensure that car sharers can benefit, as there is the danger that staff do not know they are there and will not naturally pass past this area either. What SBC don’t want to see is a situation whereby the new bay location is not properly communicated to staff and the bays are therefore then not used to their full extent, and are later removed due to not being used sufficiently.

Further provision of car share bays above the four proposed bays is recommended given the level of increase in staff parking (in particular they should also spread out across the site, e.g. some on the maternity side of the hospital). The car share bays need to be sufficiently attractive (location-wise) to staff in order that they use them. The process for administering and enforcing the car share permits / bays must also be noted.

There is no mention in the documents of the trust’s car share scheme www.heatherwoodandwexham.liftshare.com ; promotion and uptake of this site and car sharing generally has been very poor since its inception in Autumn 2013. There needs to be further information on how the trust plans to promote and utilise this site going forward. This site has been match funded by WPH and Slough Borough Council (SBC) as part of the Local Sustainable Transport Fund and poor uptake is not acceptable in the context of the large investment by both these parties, and the efforts made to offer support from SBC / Liftshare (for free) to support the trust in promoting this; which have not been taken up due to lack of resource at the trust.

Supporting measures as part of TP

No mention is given to any supporting TP measures that will accompany this large increase in car parking. Within the context of the increased parking we would need to see intensive, innovative complementary measures to support the use of cycling, walking and public transport. There is little to no mention of how other modes will be encouraged as part of these redevelopments.

There is no mention of improved staff shower, changing and locker facilities as part of the proposals, to support those walking / running / cycling to work. Improvements to these facilities must be included as part of the proposals in order to support active modes.

There is no mention of the LSTF workplace support programme, through which the trust is receiving support and TP measures from SBC. This needs to be included in the updated TP.

There is no mention of improving walking and cycling routes as part of the TP. In order to actively encourage walking and cycling to the site, improvements are needed and should be innovative and over and above 'the norm' in the context of particularly needing active travel to this site due to parking constraints. Improvements should include walkways through the car parks, improvements to cycle routes to the site, linkages of south side of site to the Church Lane roundabout via off-road routes. Contributions will be sought to this effect by SBC.

There is no mention of ongoing commitment to and promotion of bus services to / from the hospital as part of the redevelopment. This must be clarified, and measures to promote and support use of bus services to staff should be confirmed and committed to.

Future monitoring of TP

As is the case with all development-related applications requiring a TP, we would require TRICS-standard monitoring of the TP at Year 0 (before new works begin), plus at 2.5 Years and 5 Years from the first survey. This will need to be funded by the developer and secured through the S106 agreement.

Recommendation

The application is not acceptable in its current form due to lack of information, conflicting information, and lack of commitment to the use of sustainable modes to the site. I have not been able to fully review the Travel Plan in the usual way due to it being so out of date. The travel plan is not acceptable in its current form and I am not confident that it can be effectively implemented at the hospital. The travel plan must be updated. The data and information provided with the application must be improved in line with the comments above.

If the TP cannot be improved prior to the determination of this application, I recommend that the TP update / review is made a compulsory requirement of the Section 106 agreement, with no works on site being allowed until the TP has been fully developed. The Section 106 agreement would cover all elements of TP requirements including TRICS monitoring, implementation of measures, and the

need for up to date data to be in the travel plan.

5.2 Tree Officer

The proposals will require removing a substantial number of trees. It is undesirable to lose such a large number of trees from this site, some predate the hospital and some were planted to enhance the hospital at the time of development, these have now established and have grown to a reasonable size. These trees are prominent within the site. However as there is a buffer of trees and shrubs on the site boundaries screening the site, the loss of these trees from within the site will have limited effect on external views into the site.

I would note that a group of three new parking spaces are to be created in the existing south most line of parking nearest to Wexham Street, this requires the removal of a mature oak and hornbeam which are part of the buffer of trees on Wexham Street; this has not been noted on the tree report/plan and I would ask that the construction of these three spaces is not undertaken to allow these trees to be kept.

Presently the trees in the car parking areas do serve to greatly lessen the impact of the car parking, in some areas giving the appearance of cars parked within an area of trees and shrubs. This effect however does require a significant amount of the area to be used for landscaping. The proposal will increase the view of the cars and their visual impact.

The application proposed retaining most of the high value trees within the site to achieve this in some areas the car parking surface will extend into the RPA of the retained trees. The process of excavation and construction are potentially damaging to trees. The applicant has supplied a tree protection plan which shows the areas where it is necessary to use tree protection methods. To be effective this plan needs to be supported by an arboricultural method statement (AMS) which should give full detail of the construction methods to be used, the timing of operations etc as recommended by BS 5837:2010

Summary

The proposal requires the removal of many trees of low individual value and a few of higher value. There will be a significant effect on the appearance of some of the site due to the number of trees removed and the loss of the collective visual effect of those trees which greatly enhances the site.

If the lack of parking needs to be addressed to ensure the efficient use of the site, the impact of the tree loss must be mitigated by new planting, the proposed landscaping scheme does supply a suitable degree of mitigation. Further the trees that are proposed to be retained must be protected from damage to ensure their long term survival.

Accordingly I would recommend the landscape scheme is implemented and that a full arboricultural method statement is required by condition prior to commencement of the development and the development is not started until the AMS is approved by the Council.

5.3 Berkshire Archaeology

This application has possible archaeological implications as indicated by Berkshire's Historic Environment Record. Little is known about the archaeology of suburban Slough as no archaeological investigations were undertaken as the town developed and spread in the early and mid 20th century. However recent archaeological excavations and investigations on the northern fringes of Slough are beginning to demonstrate the archaeological richness of the gravel and brickearth deposits in the north of Slough.

Excavations in 2008 at Wexham Road, some 350m south of the Hospital, recorded a multi-period site with the main focus of activity being an Early Iron Age (700 – 400 BC) enclosed farmstead and two Early Saxon (AD 450 – 600) post-built hall houses. The latter are particularly notable as remains of this period (previously known as the Dark Ages) are scarce.

Even more extensive remains were found immediately to the south-east of the Hospital site and south of Wexham Park Lane at All Souls Farm Quarry. Excavations here between 2005 and 2008 recorded an unenclosed Middle Bronze Age farmstead which radiocarbon dating confirmed as dating to the period 1400 – 1250 BC. One Bronze Age cremation burial placed in a pottery urn was also identified and is likely to be the remains of one of the Bronze Age farmers. The excavations also recorded an enigmatic Late Bronze Age (800 – 700 BC) enclosure and an extensive Roman settlement, with waterlogged plant remains, including rare evidence for the cultivation of hops.

One kilometre to the south-west of the Hospital, excavations in 2014 in advance of a proposed extension to Slough cemetery recorded a medieval farmstead. Exploratory excavation recorded a number of features containing a rich and well-preserved assemblage of medieval pottery dating to the late 11th – 14th century.

This application proposes a number of new car parks and upgrading of existing car parks. The proposed works are of a reasonable scale and area. While some of the works will involve

upgrading of existing hard surface car parks, some of the proposed new car parking spaces are currently under grass and have not demonstrably been previously developed or disturbed. Details of the nature and extent of below ground impacts from the development proposals are unclear at this stage but elements of the proposals, such as topsoil stripping and the excavation of service and drain runs, have the potential to impact on buried archaeological remains.

Therefore, Berkshire Archaeology raises no objection subject to a condition.

5.4 Wexham Court Parish Council

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.5 Police Architectural Liaison

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.6 South Bucks District Council

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.7 Buckinghamshire County Council

No response has been received. Members will be updated via the amendment sheet should any response be received.

6.0 **Neighbour Notification**

6.1 The following neighbours have been consulted with regards to this application:

1-40 Opal Court, Wexham, Slough

Flats 1-78, Block A, Opecks Close, Wexham, Slough

Flats 1-48, Block B, Opecks Close, Wexham, Slough

Flats 1-96, Block C, Opecks Close, Wexham, Slough

Flats 1-35, Block D, Opecks Close, Wexham, Slough

Flats 1- 36, Block E, Opecks Close, Wexham, Slough

Flats 1-36, Block F, Opecks Close, Wexham, Slough

Slough Ambulance Station, Wexham Park Lane, Wexham, Slough

1, 2, Huxley Close, Wexham, Slough

5, 6, 68, Benjamin Lane, Wexham, Slough

The Old Corner House, Old Cottage, Old Reading Room, 2 Wexham Cottages, 3 Wexham Cottages, Church Lane, Wexham, Slough

Site notice displayed

Advert in local news paper

6.2 No responses have been received from the neighbour consultations. Members will be updated via the amendment sheet should any response be received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application will be assessed against the following policies:

The National Planning Policy Framework (NPPF)

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 2006-2026, Development Plan Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- 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)
- T2 (Parking Restraint)

7.2 The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring residents
- Transport and parking
- Other issues

8.0 Principle of development

8.1 Core Policy 2 of the Council's Core Strategy states that the existing areas of the Metropolitan Green Belt will be maintained and Wexham Park Hospital will continue to be designated as a Major Existing Developed Site within the Green Belt. The supporting guidance to the strategy states that within the Major Developed Sites in the Green Belt some infilling development can take place provided there is no

further impact upon the Green Belt.

- 8.2 The proposed increase in parking spaces at the site would result in the laying of some additional hardstanding which would be considered as infilling development and would not encroach further upon the Green Belt. Therefore the proposed additional car parking is in principle considered acceptable and could be supported subject to the resolution of some fundamental issues such as design and traffic impacts that are considered in detail below.
- 8.3 Furthermore there is considered to be a need for the proposed increased parking numbers at this hospital site. It is accepted that parking on the site is currently problematic with lack of parking spaces and poor circulation around the site leading to people driving around the site to find spaces, haphazard parking around the site and increased levels of on street parking causing problems in neighbouring residential streets. Therefore the rearranged and additional parking is considered to be necessary and the principle of the development is acceptable.
- 8.4 Therefore the need for the rearranged and extended parking area is met and would not impact upon the Green Belt site is considered suitable for housing and hotel mixed use scheme. The number of spaces and the rearranged parking layout is dictated by the design and constraints that arise from the site.

9.0 **Design and appearance on the character of the 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 The site currently benefits from extensive and mature planting around its boundaries which severely restricts views in and out of the site. Therefore the proposed changes to the surface of areas around the site would not have any detrimental impact upon the surrounding area as they would not be viewed from the surrounding area. Likewise the changes would not have any impact upon the existing site which is already predominantly covered by hardstanding and buildings. The proposed additional hardstanding and changes to parking arrangements would therefore not have any impact upon the character or appearance of the area of the existing site.
- 9.5 The proposals will see the loss of some of the existing planting around the site. The existing boundary planting will be retained to ensure that the above mentioned screening is retained. Where one mature tree was scheduled to be removed on the southern boundary it has been agreed to keep this tree with the loss of three spaces to ensure that the appropriate screening is retained. Amended plans are to be provided to show this change.
- 9.6 A number of trees will be removed from within the site. However these trees or group of trees are not considered to be important to the setting of the site and are generally low quality trees and their loss is not objected to, subject to an appropriate level of replacement planting, including some mature specimens being incorporated in the landscaping plan. Further details can be secured via condition. The trees which are being retained will be protected during the period of construction, the details of which can be secured via condition.
- 9.7 The proposed CCTV cameras, pay machines and signing are considered to be appropriate for a site of this type and will not impact upon the character and appearance of the site or surrounding area.
- 9.8 Therefore it is considered that the proposals will not have a detrimental impact upon the character and appearance of the surrounding area complying with the relevant policies in this regard.
- 10.0 **Impact on neighbouring residents**

- 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 Policy EMP2 of the Local Plan requires that: “there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.
- 10.5 The proposals will not have any impact upon the neighbouring residential properties due to the separation distance of approximately 17m between the nearest neighbouring property and the site. With such a separation distance there will be no impact on loss of privacy or any other impact on residential amenity.
- 10.6 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.
- 11.0 **Transport and Parking**
- 11.1 “Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to
- accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - incorporate facilities for charging plug-in and other ultra-low emission vehicles;
- and

- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

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

11.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

11.3 Local Plan Policy T2 requires 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.

11.4 The applicant's have stated during the course of pre application discussions and the application itself that the driving force behind these changes is the fact that due to the number of parking spaces and poor circulation there is an increase in off site parking in the surrounding streets causing problems to these areas. However it can be seen from the split of the proposed spaces between visitors / patients and staff is weighted in favour of staff. While it is accepted that there is a problem with staff parking on site, partly necessitating in the need for of site parking at "The Park" being provided, there is no real evidence provided to show that the split of spaces will help relieve some of the off street parking pressure. It has been stated in a recent meeting that staff are also using patient spaces and this causes more problems with capacity in the patients / visitor spaces, caused in part by passes working across the whole of the site. While this may be part of the problem no real evidence has been provided in this regard and further support has been required to show that the split of spaces is proportionate and will help to resolve some of the on street parking problems.

11.5 The applicant's have stated that the design of the car parking layout is a supermarket style being in rows with supplemented planting. However the layout causes some concerns particularly with the staff and patient / visitor parking being located in the same areas and adjacent to each other. This would still result in vehicles circling the site to look for spaces rather than the distinct groups being in specific locations (for example staff parking being to the north of the site and patient / visitor parking being in the south of the site). This point has been accepted by the applicant's who are to provided amended plans on this point (details to be provided on the amendment sheet). The use of a variable message

system across the site is also recommended by Council Transport Consultants so that people will know where the spaces are rather than circulating the site to find them. This measure is being considered by the applicants and will form part of the on going negotiations, as there is some concern with regards to cost of providing such a system. The provision of an internal circulation road is supported but this needs to be in provided in connection with the above suggestions to reduce unnecessary site circulation when looking for spaces. The overall design will need to achieve a Park Mark Award and a commitment to this could be secured via a Section 106 Agreement as well as a car parking management plan to ensure that the car park will be appropriately managed.

- 11.6 The Councils Transport Consultants have raised some concerns with regards to the area around by the bus stop as it is considered that this area is difficult to access for buses and the provision of additional spaces including disabled parking, drop off bays and electric charging points may make this situation worse. The applicant's have stated that they will look at this area of the site to see if the situation would be made worse and how this could be improved if so. Furthermore additional consideration will be given to see if the bus service can use the internal circulation road so that other areas of the hospital can be serviced. Further details will be provided via the amendment sheet.
- 11.7 Some concern has been raised with regards to the access barrier at gate 4 as due to its location may result in some vehicles backing up onto the highway. The applicant's have agreed to look at this and confirmed in the recent meeting that the barrier can be repositioned to overcome this concern.
- 11.8 The applicant's have stated that no additional services or accommodation is currently proposed at the hospital and therefore these proposals would not result in any additional traffic movements. However there is some concern that if the proposed scheme is implemented and the existing off site parking is retained at "The Park" then there will be a larger increase in parking provision for staff than covered in the application and would result in increased trips to and from the site. It is also considered that some additional trips would occur if it becomes easier to park at the site. Therefore it is requested that the Section 106 Agreement should include a commitment to no longer use "The Park" for off site parking once the new parking spaces come into use. The applicant's have currently not agreed to this as they state it is a separate planning matter, but as the site fall in South Bucks this can not be controlled by Slough Borough Council and further negotiations are ongoing with regards to this point.
- 11.9 The additional trips would have an impact upon the Church Lane / Wexham Park Lane roundabout which is already operating at full capacity and improvement works will need to be made to the roundabout. The applicant's have agreed that such improvements will need to be made however there is some disagreement as to the amount of work that would be required. The applicant's have stated that they would be willing to offer a contribution for off site works at a level which reflects the scale of the proposed development and negotiations are ongoing with regards to these issues. Any updates will be provided on the amendment sheet.
- 11.10 There would be a desire through this application to see a continuing commitment to

the bus service that runs between the bus station and the hospital and this should be secured via a Section 106 Agreement and discussions are continuing with this regard.

- 11.11 Cycle and walking routes to and from the site are poor and not considered to promote sustainable modes of transport to the site and these proposals should allow for improved cycle and walking infrastructure to and from the site. The applicant's have confirmed that improvements would encourage walking and cycling to the site and therefore support the travel plan and would be willing to make a Section 106 contribution to such works. Further details are forming part of the ongoing negotiations and any additional progress will be reported on the amendment sheet.
- 11.12 As well as off site cycling and walking provision some regard has been given to onsite provision of these facilities also. The applicant's have agreed to improve cycle parking provision and improve walking routes around the site and this forms part of the ongoing negotiations.
- 11.13 The Travel Plan that has been provided to date as part of the application has been assessed and is not considered to be acceptable with regards to the information provided, and lack of commitment to sustainable transport methods. Therefore an updated travel plan is required along with improved and up to date data. Negotiations are ongoing with regards to the Travel Plan and Members will be updated with regards to these negotiations on the amendment sheet. Any Travel Plan will be secured via a Section 106 Agreement along with any monitoring fee associated with the Section 106 Agreement.
- 11.14 A Section 106 Agreement would be required for some of the issues raised above. Negotiations are ongoing with regards to these issues and the Section 106 Agreement but the head of terms are anticipated to be the following:
- Cessation of staff parking at "The Park" upon completion of the new staff parking spaces.
 - Contributions for improvements of off site cycling and walking infrastructure.
 - Off site highway works and junction works.
 - Travel Plan and monitoring fee.
 - Car park management strategy.
 - Commitment to achieve Park Mark Standard.

However this is not a final list of contributions and a final list of heads of terms is being negotiated.

12.0 **Other Issues**

- 12.1 The site is situated within flood zone 1 and therefore is suitable for all development with no risk of fluvial flooding. Surface water will discharge via the watercourse using gullies and drains and will not result in surface water flooding
- 12.2 While there may be some ecological value in the ponds, streams, trees and hedgerows in the site there is no evidence found of protected / noticeable species.

However the ponds and trees have the potential to support bats, birds and newts and therefore further surveys are required with a method statement to ensure that no harm is caused to animal habitat. This can be secured via condition.

- 12.3 Berkshire Archaeology have confirmed that there is the potential for the site to contain archaeological remains and the proposed development may impact such remains so a condition should be added to any permission to secure a programme of archaeological works prior to the commencement of works.

13.0 Summary

- 13.1 The proposed development would not have any impact upon the Green Belt or the character and appearance of the surrounding area or neighbouring residential amenity. Some issues with regards to transport and highway issues still need to be overcome and negotiations are continuing in this respect.

PART C: RECOMMENDATION

14.0 **Recommendation**

- 14.1 That Committee approve the principle of additional car parking provision at Wexham Park Hospital and that the application be delegated to the Acting Planning Manager for the conclusion of outstanding issues, completion of a Section 106 Agreement, finalising conditions and final determination. If no resolution to the outstanding matters is found then the application should be refused within the statutory 13 week time limit.

15.0 **PART D: CONDITIONS AND INFORMATIVES**

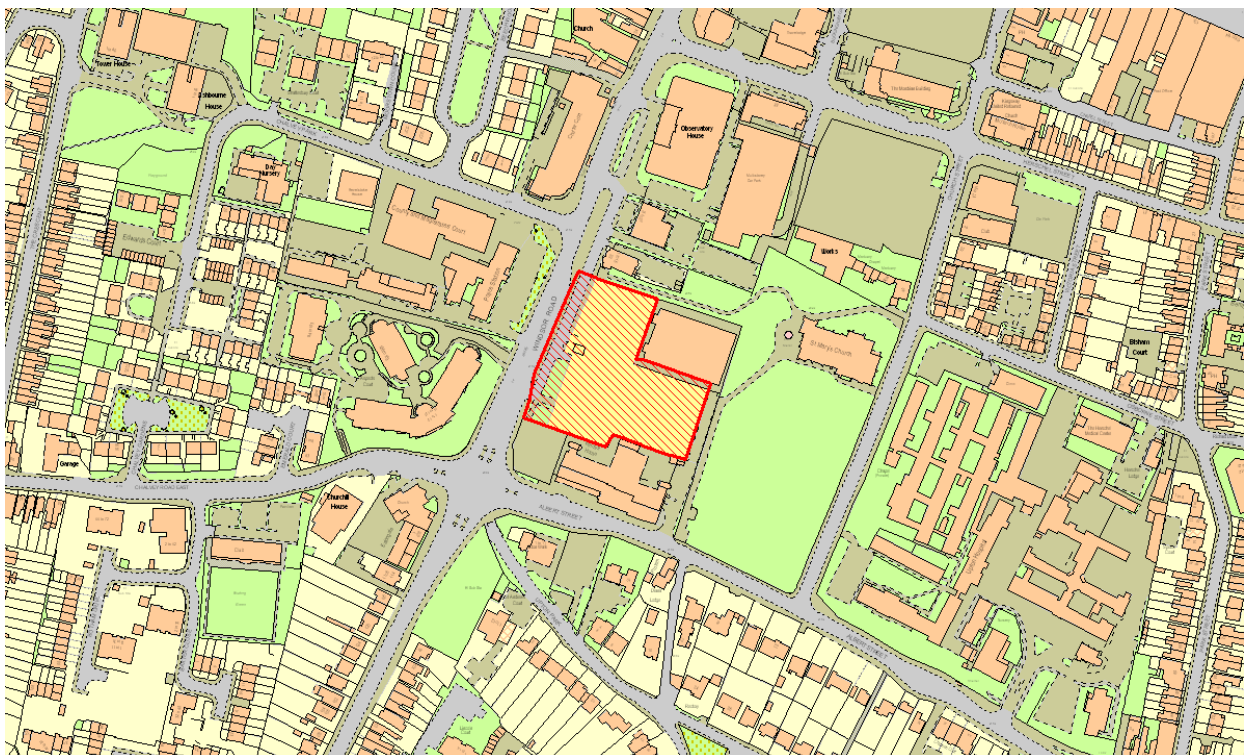
- 15.1 The following is list of condition headings which are subject to change following the ongoing discussions and negotiations.

1. Work to commence within three years.
2. List of approved plans.
3. Details of finished surfaces.
4. List of approved reports.
5. Details of cycle parking provision.
6. Detailed Landscaping Plan.
7. Archaeology Report.
8. Ecology Report.

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Registration Date:	19-Dec-2014	Applic. No:	P/00906/030
Officer:	Ian Hann	Ward:	Central
Applicant:	Slough Investments ii Limited & Bellway		
Agent:	Tom Woolner, Quod 17, Broadwick Street, London, W1F OAX		
Location:	43-61, Windsor Road, Slough, SL1 2EE		
Proposal:	ERECTION OF A PART 10 / PART 7 / PART 6 / PART 5 STOREY BUILDING COMPRISING 153 RESIDENTIAL UNITS, PART 7 / PART 6 STOREY BUILDING COMPRISING 131 BEDROOM HOTEL AND ANCILLARY A1, A3, D2 FLOOR SPACE, ACCESS, SERVICING, CAR PARKING, LANDSCAPING AND ASSOCIATED WORKS.		

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 outstanding consultation responses and viability issues, completion of a Section 106 Agreement, finalising conditions and final determination. In the event that scheme viability and section 106 contributions cannot be agreed that the acting Planning Manager is authorised to refuse planning permission.

PART A: BACKGROUND

2.0 **Application Site**

- 2.1 The application site is to the west of Windsor Road close to the junction with Albert Street to the south, extends to 0.61 hectares and is currently vacant brownfield, where the former office buildings Key West and Edinburgh House were recently demolished. It is located within Slough town centre, approximately 750 metres from the primary shopping area / commercial core.
- 2.2 The surrounding area around the application site contains various uses and there is no prevailing character to the surrounding area. To the south, the site is bound by the Urban Building which is currently a vacant office building which is currently being actively marketed. Beyond the Urban Building lies Albert Street with low rise residential development beyond to the south. To the west, the site is bound by Windsor Road which comprises a number of commercial and residential buildings, including the high rise residential development known as Aspect Court opposite and the Police Station next to that. To the north, lies a former office building (39 Windsor Road) which is currently being converted to residential accommodation and to the east is St Mary's Church which is Grade 2* Listed and open church yard which contains a war memorial which is Grade II Listed.
- 2.3 The site is located on Windsor Road, which is one of the main roads through the centre of Slough and is approximately a 10 minute walk, or 800 metres, from Slough railway station. There is an internal spur road which runs parallel to the main alignment of Windsor Road and serves as an access road for the application site and neighbouring properties. The spur is designated as a two way single carriageway and meets Windsor Road at both ends by means of a priority junction providing easy access to the A412, A332 and onto the M4. A number of buses also run along Windsor Road with the nearest bus stop just 2 metres from the site providing a regular service to the town centre.

3.0 **Proposal**

- 3.1 The proposals that are currently being considered involves the development of 153 residential units (class C3) with associated access, 62 parking spaces and communal landscaped areas, along with an ancillary commercial element of 377m² (GIA). Alongside this a 131 bed hotel (class C1) is also proposed. Secure cycle spaces are located on the ground floor for the residential element of the scheme along with 4 cycle spaces for the hotel and 3 for the commercial unit. The applicants have stated that they have agreed a conditional sale agreement

subject to planning with Bellway Homes Limited in respect of the residential development. With regard to the hotel, a 25 year lease has been agreed with the end operator being Premier Inn.

- 3.2 The proposed residential accommodation that would be provided on site will comprise open market flats with 58 being 1 bedroom (37.9%), 5 would be 2 Bedroom / 3 person (3.6%), 83 would be 2 Bedroom / 4 person (54.3%) and 7 would be 3 bedroom (4.6%). The residential accommodation is situated across 4 cores. Core A is located on the western side of the site, adjoining Windsor Road. Cores B and C lie to the south of the proposed internal access road. Finally, Core D is to the east, backing onto St Mary’s Church. The building itself will wrap around 3 sides of the communal amenity space that will be provided.
- 3.3 With regard to heights, Core A along Windsor Road will be 10 no. storeys with a small area extending to 7 no storeys. Away from Windsor Road, the residential building then steps down in height to 5 no. storeys for Cores B and C. Core D will be predominately 6 storey, with a small roof terrace. The residential accommodation will be built to Code for Sustainable Homes Level 3.
- 3.4 The hotel is located to the north of the site fronting onto Windsor Road and will have a “T” shaped layout. The hotel will be consistent with the Premier Inn retail model with an ancillary café/ restaurant on the ground floor. The main entrance to the hotel is to the north of Windsor Road and will be serviced via a loading bay to the south of the hotel off the new internal access road. The hotel itself will extend to 7 storeys fronting onto Windsor Road, whilst the rear part of the building will be stepped down to 6 storeys. The hotel will be BREAAAM ‘Very Good’ and will employ approximately 39 full time equivalent employees.
- 3.5 An ancillary commercial area is proposed on the ground floor of Block A of the residential development, extending to 394 square metres for flexible A1 retail, A3 restaurant /café or D2 assembly / leisure uses. At this stage, there is no proposed occupier and this unit is therefore speculative. This ancillary floorspace could create up to 20 full time equivalent jobs. Servicing to this unit will be outside the commercial unit on the internal spur road that will separate the residential blocks from the hotel.
- 3.6 The application proposes a total of 62 spaces to serve the residential development which equates to a parking ratio of 0.4 spaces per dwelling. These car parking spaces are proposed within the application site and are located on the ground floor within the residential core
- 3.7 Covered cycle parking will be also provided with 146 cycle parking spaces for the residential element, scattered around the ground floor within the car park. In addition there will be 4 cycle spaces for the hotel and 3 spaces for the ancillary commercial unit.
- 3.8 The car and cycle parking proposals for the application site, between the various uses, can be summarised as follows:

Type	Residential	Hotel	Ancillary	TOTAL
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			Commercial	
Standard	57	0	0	57
Disabled	5	0	0	5
Cycle	146	4	3	153

Hotel Ancillary Commercial TOTAL

3.9 No new access points will be created with the 3no. existing accesses into the site off the Windsor Road spur being rationalised into one, to provide a two way internal private road leading to the residential car park and hotel loading bay. The access point from the existing internal spur onto Windsor Road will remain as existing.

3.10 The applicant states in the Planning Statement submitted with the application that the scheme would “bring about the comprehensive redevelopment of a large brownfield site close to Slough town centre which is in need of regeneration. The redevelopment will provide much needed new housing in Slough in a highly sustainable location, close to both Slough town centre and Slough railway station. Further the proposals will create up to 59 new jobs (FTE), and result in an investment of in excess £27 million in Slough town centre.”

3.11 The following documents have been submitted along with this planning application:

- Application Form
- Plans
- Design & Access Statement
- Planning Statement
- Transport Statement
- Heritage Impact Assessment
- Landscaping plans
- Flood Risk Assessment
- Daylight / Sunlight Study
- Environmental Review
- Noise Impact Assessment
- Energy Strategy
- Viability Assessment

4.0 Planning Background

4.1 Planning permission was granted for Edinburgh House, a seven story office building, in April 1980 (P/00906/012). There is no history with regards to the development of Key West House but this building was also in office use prior to its demolition. Various applications for change of use and advertisements have been granted but are not relevant to the current application. Prior approval was granted from the demolition of the existing buildings in August 2013 (P/00906/029).

5.0 Consultation

5.1 Highways and Transport

Trip Generation

Trip rates for the existing and proposed uses have been determined by interrogating the industry standard TRICS database. Sites have been selected that have similar characteristics to the existing and proposed uses and that are within a comparable location. The trip rates have previously been approved by SBC.

The consultant has assumed that 90% of the trips to the site will either be pass-by trips or diverted trips and therefore assumes their impact on Windsor Road will be minimal and has excluded these trips from the assessment. In the pre-application discussions, whilst the point about pass-by trips was accepted, this was not so for diverted trips and therefore one would not agree that they should be excluded from the trip rates. In determining the proportions of trips, the consultant has referred to the TRICS research report 95/2 on Pass-by and Diverted Trade. However since the submission of the TA a new TRICS research report 14/1 – Pass-by and Diverted Trips has been published and this recommends that the proportion of pass-by and diverted trips should be considered on a site by site basis following a methodology with various factors influencing the proportion of trips. It also recommends that the proportions of these trips should be agreed as part of the scoping discussions. It reports that convenience type stores are likely to have a higher proportion of pass-by trips.

In taking into account this site, it does not benefit from any free parking and will have only half a dozen or so pay and display bays outside of it, it is unlikely to attract a significant proportion of new or diverted vehicle trips and therefore I am willing to accept that there will not be a net increase in vehicle trips as a result of this development.

Car Parking

The developer proposes to provide car parking for the flats at a ratio of approximately 0.4 spaces per dwelling, therefore a total of 62 spaces. It is proposed there would be no dedicated on-site spaces for the commercial unit, and no dedicated parking proposed for the hotel. It is proposed that hotel customers may use the Hershel Street Public car park, for which tickets would be required to be purchased, at a cost of £5 overnight. This is considered acceptable, and the parking provision is in accordance with Slough's parking standards for the Town Centre area. On the service road there are approximately 6-7 pay and display bays which will provide the opportunity for a small amount of on-street parking for the commercial unit.

The roads in the town centre are protected by traffic orders that control on-street parking which eliminates the opportunities for overspill parking. However the owners/tenants of this development must be excluded from obtaining permits for on-street parking in any existing or future residents parking areas. Please secure this requirement through a S106 agreement and the site should be registered on the Parking Teams register to ensure on-street car parking permits are not issued.

The developer has confirmed that they will fund a 3-year membership to a local car club operator as part of the Travel Plan initiatives. This is welcomed by the LHA and will need to be secured through the S106 agreement.

Cycle Parking

The scheme proposes 153 spaces for the residential units, 3 spaces for the commercial unit and 4 spaces for Hotel staff, which is consistent with the standards in the Slough Local Plan. In terms of numbers the provision is acceptable, but the quality of the provision is lacking and I would recommend that that further consideration is given to improving the quality of the cycle parking and if this means that the number of spaces is reduced but better quality and more secure provision is made then that has to be welcomed.

The location of the 4 cycle parking near the Hotel is not considered satisfactory as it is not sufficiently secure to deter crime and should be improved before it can be considered acceptable. Cycle parking for the hotel and commercial ground floor use should be provided in the form of secure bike lockers. This should be covered by condition.

Access

The development proposes to remove the existing three vehicular access points on the Windsor Road service road and replace this with a single access junction to the service road. This single access will incorporate a two-way access road leading to the residential car park and hotel loading bay. This access road carriageway width is 6.5m wide at its junction with the service road reducing to 5.5m width and finally 4.8m width. These dimensions exclude the loading bay outside of the hotel and the footway widths. The access road is to be provided as a shared surface and will remain private.

Tracking is provided for three vehicles with the longest one being a 12m rigid delivery vehicle for the hotel. The manoeuvring for this vehicle is very tight at the access point for the service road and as presented is unacceptable. A radius of 10m is required on both sides of the access junction to enable the 12m long rigid vehicle to manoeuvre into the access road. Amended drawings are required.

It is also very tight for the 12m long rigid vehicle to turn and leave in a forward gear in the car park access point with little room for error. However the TA states that Whitbread can also use a 10.7m long urban articulated lorry as an alternative to the 12m rigid and the tracking for this demonstrates that this vehicle can make the turn and leave in a forward gear and therefore the proposal is acceptable.

Access to the residential car park is facilitated by an access road running beneath the proposed flat block to a car park located at ground floor level with a podium deck above.

In the pre-application discussions, consideration was given as to how access to the service road would best operate once the site was developed. Taking account of the close proximity to the Albert Street junction it is recommended that a point of entry is implemented such that vehicles can only exit from the service road at the southern access junction. Also vehicles should only be allowed to turn

left out at this junction so they do not attempt to cross three lanes of southbound traffic causing delays and a road safety hazard. These works will need to be secured through the S278 agreement.

Servicing

Deliveries to the development will be facilitated through the creation of two loading bays, one which will be located along the internal site road and adjacent to the hotel, the second being on-street in the service road fronting the proposed commercial unit. The intention of the two loading bays will be to separate deliveries between the hotel and commercial elements, but also provide a flexible area for residential servicing as necessary. Servicing requirements for the commercial uses on the site is expected to be low. Deliveries to the residential element are likely to be limited to daily postal services and occasional grocery deliveries (Ocado van or similar). Deliveries by larger vehicles are likely to be very infrequent. Such vehicles can either wait within either of the two loading bays, if vacant, or alternatively along the internal highway.

All residential bin stores have been designed to ensure a refuse vehicle can reach within a 10m drag distance, in accordance with SBC requirements.

Layout and Materials

It would appear from the submitted drawings that there are proposals to enhance the public realm at the front of the building and the proposed materials will need to be consistent with the materials that will be used as part of the Windsor Road widening scheme. The access road should incorporate different materials to show differentiation between footway and carriageway to assist the partially sighted.

The footway is being widened at the front of the site, but it is unclear whether all of the widened footway will be offered up for adoption. It is recommended that along the frontage of the commercial unit the whole footway width to the building line is adopted.

Travel Plan

The submitted travel plan is weak and need further work. There is no mention of the car club in the travel plan which is one of the key measures and a number of the other measures are not measures at all. The travel plans are very wordy, but have very little substance to them.

Mention is made of promoting the cycle hire scheme and what better way to do than having a docking station immediately outside of the development to provide opportunities for both hotel guests and residents of the development. Therefore it is recommended that a contribution of £20k is secured to fund the cost of implementing a cycle docking station outside of the development.

The local highway authority has seen previous examples of welcome packs produced by consultants, which left a lot to be desired therefore the local highway authority will be providing a template to developers to prepare welcome packs.

Development Impact

The development is predicted to be nil detriment impact in terms of vehicle trips

compared to the former use as B1 offices. However there is a significant change in the parking provision for the site, with the former use have a significant level of parking and the proposed uses provided with very little parking. In the pre-application discussions it was agreed that off-site parking at the SBC Herschel car park could be used for the hotel use either on an ad hoc basis or through a more formal agreement.

Whilst the site is within the town centre and under the Slough Local Plan parking standards it is accepted that limited parking can be provided, this does not mean than this will necessarily provide sufficient parking for residents demands. One way to mitigate this risk to implement a robust travel plan. The current travel plans are weak and include limited measures. The standout measure, the car club, is not actually referenced to either the Travel Plan or the Planning Statement, but it is referenced in the TA. The developer has committed to funding a car club for a period of three years through car club operator Hertz 247. The car club is welcomed and will need to be secured through the S106 agreement.

Windsor Road is already a congested corridor and suffers from poor air quality, with emissions above the WHO limits and therefore it is recommended that within the site car park there is electric cabling adjacent to all of the bays allowing them to be adapted to provide electric charge points for all of the spaces. Furthermore it is recommended that the car club vehicle should be in the form of an electric vehicle. Hertz 247 does offer this option.

Whilst the developer proposes to promote the cycle hire scheme, I would go further and request that the developer funds a docking station outside of the development on the service road. This would provide travel options for both residents and hotel guests.

Recommendation

A revised drawing showing the access junction radii needs to be provided prior to committee and also agreement on the S106 contributions and measures. Subject to achieving this and the S106 contributions being secured together with the planning conditions I would not raise a highway objection to the proposed development.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule includes:

- Temporary access point
- Installation of crossover / junction
- Reconstruct the footway fronting the application site.
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications
- Drainage connections

- Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as necessary)
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road junction and the widened footways at the front of the site;
- All necessary works to the service road southern access junction to introduce right turn restriction and implement point of no entry;

S106 Transport schedule:

- Residents ineligible to apply for parking permits in any existing or future on-street parking bays;
- Travel Plan Monitoring contribution of £12,000 (£6,000 for each use) (paid prior to first occupation);
- Updated Travel Plans for each use (prior to first occupation);
- Car Club for three years using an electric vehicle with free membership for each occupier of the residential development for a period of three years (date for car club to become operational to be agreed);
- Cycle Hire Docking Station contribution of £20,000 (paid prior to first occupation)
- Rapid Charger for Electric Car Club vehicle (prior to first occupation) – note the cost of this is circa £6-7k;
- Future proofing of car park design with electric cabling to each parking space to allow electric charging points to be installed;
- Traffic Regulation Order Contribution £10,000 to fund costs of: (prior to commencement)
 - car club bay on service road;
 - loading bay on the service road;
 - convert southern access to service road into a point of no entry with no right turn restriction; and
 - any other necessary change to waiting restrictions in the vicinity of the site.
- Welcome packs for residents (prior to first occupation);

5.2 Environment Agency

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.3 Conservation Advisor

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.4 Police Architectural Liaison

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.5 British Airports Authority

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.6 Environmental Protection

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.7 Environmental Quality

This mixed use development is located very close to the Town Centre Air Quality Management Area. The nearest air quality monitoring point is located on Windsor Road outside the development site on a lamppost adjacent to the service road, in an area currently not considered relevant exposure. With the change of Use the site will become a relevant receptor and the NO₂ levels at this location are in breach in some years and close to the EU limit other years. Applying distance correction to the façade suggests the development façade will fall very close to the EU Limits and potentially will require a more detailed assessment to determine if the AQMA needs to be extended to include this site. The first floor residential element does also front onto Windsor Road.

The Council will need to consider carefully if this development will be exposed to excessive level of air pollution. Air quality is a material planning consideration on this site, and the developer has failed to carry out an air quality impact assessment. It is recommended a condition be imposed for the developer to carry out an air quality impact assessment to determine exposure to 1st floor flats fronting on Windsor Road. If these flats are likely to be exposed to significant air pollution then details of a clean air ventilation system will need to be submitted. The details and design of any ventilation/filtration system to ameliorate the impact of NO₂ exposure needs to be covered by a condition and approved by the LPA.

This is less of an issue with respect to the hotel due to the transient nature of guests and the fact they are unlikely to be exposed to significant air pollution over a prolonged periods of time.

It is noted that there the new development will lead to a reduction of car parking spaces from 140 to 62 (inclusive of disability bays) and that there is no parking provision for the hotel. There will be a reduction in vehicular trips. It is also noted a travel plan has been prepared, but has not included in details provision of low emission vehicular infrastructure. Slough is very proactive in rolling out EV infrastructure and promoting low and ultra low emission vehicles. As part of our Air Quality Action Plan and Local Transport Plan as well as NPPF policy promotes sustainable transport as well as a charging plug-in infrastructure and other ultra-low emission vehicles.

I would advised that developer should install electric vehicle charging infrastructure to service 10 car parking spaces (either 10 individual electric charging points or 5 dual electric charging point, of type 3 specification capable of up to 22 Kw charging to future proof the development for the adoption of plugged in electric car and plugged in electric hybrid cars. This could form part of the S106

agreement or be made a condition of consent.

The Council is developing its Low Emission Strategy during 2015 which will formulate air quality mitigation packages for developers to sign up to ensure the development is sustainable.

Due to the ongoing requirements of the Council to monitor air quality with respect to ensure a commitment to protecting public health and work proactively towards mitigation of air quality we seek a minimum contribution of £20,000 towards air quality monitoring and action planning and low emission infrastructure.

I am aware the developer is committed to investing in a car club and we would strongly recommend this is made an electric car club to meet the ambition of the Council in striving to improve air quality, comply with EU limits by 2020 and within the Core Plan achieve more stringent air quality levels of $35 \mu\text{g}/\text{m}^3$ by 2021.

Construction Impacts – The development is likely to have temporary effects on local air quality during construction phase, in particular dust and particulate emissions (PM_{10}) from storage and handling of aggregates, construction activities and vehicle movements. The impact is unlikely to affect public health but could give rise to ‘nuisance dust’ and hence adverse impact on the amenity. Therefore, there is a need for the developer to design a mitigation scheme to minimise these impacts. A construction environmental management plan (CEMP) will need to be submitted and approved by the LPA.

Turning to environmental noise which is also a material consideration. A report by Ramboll has been completed for the site, and includes an environmental noise survey. The site is affected by high levels of road traffic noise, and requires acoustic and ventilation treatment to exposed facades on Windsor **Road**. Recommendations are included about acoustic treatment required and shall be made a condition on consent to comply with BS8233 criteria.

Therefore the developer will need to design a comprehensive sound insulation and ventilation scheme for each block and flat respectively, the standard of sound insulation and ventilation must meet the daytime and night-time internal noise criteria as outlined below.

Room Type	Period of time	Internal noise criteria
Living Areas and bedrooms	Daytime (07.00 – 23.00 hours)	35 dB $L_{\text{Aeq, 16hr}}$
Bedroom (only)	Night-time (23.00 – 07.00 hours)	30 dB $L_{\text{Aeq, 8 hr}}$

The package must be demonstrated by way of acoustic calculation and not typical noise reduction assumptions as reported in the Hann Tucker Report. In essence each component of the building fabric needs to be assessed to determine its acoustic integrity, the roof, window, walls, ventilation and doors and when combined the internal noise standard within each flat must be met. The details must be submitted and approved by the LPA.

Ramboll agreed the noise methodology with me back in July. The plant noise criterion specified in section 5.1 of the report is accepted and shall be made a condition of consent

An assessment has been made of the potential impact of new building services installations associated with the development. Based on the methodology contained within BS 4142, plant noise emission limits at the façade of the nearest noise sensitive properties are to be 5 dB below the background level. A further 5 dB penalty is to be added if the noise emitted is tonal or intermittent.

5.8 Thames Water

Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for

extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Water Comments

The proposed development is located within Source Protection Zone 2 of a groundwater abstraction source. These zones are used for potable water

sources for public supply for which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603. Reason - To ensure that the water resource is not detrimentally affected by the development.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Supplementary Comments

We request that the developer confirms their existing and proposed discharge rates and points of connection to the public network, for both foul and surface water discharge. There have been some discussions held with the developer prior to this planning application submission, but we request that drainage details are submitted via the planning process to confirm the proposals and whether there have been any alterations.

6.0 Neighbour Notification

6.1 The following neighbours have been consulted with regards to this application:

Flats 1-11, Eton Walk 2, Upton Park, Slough

106 Windsor Road, Slough

Slough Police Station, Windsor Road, Slough

39, Windsor Road, Slough

Windsor House, Albert Street, Slough

Upton Hospital, Albert Street, Slough

St. Marys Church, Church Street, Slough

30-40, Church Street, Slough

1-127, Aspects Court, Slough

Site notice displayed

Advert in local news paper

- 6.2 No responses have been received from the neighbour consultations. Members will be updated via the amendment sheet should any response be received.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

- 7.1 The application will be assessed against the following policies:

The National Planning Policy Framework (NPPF)

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 2006-2026, Development Plan Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 4 (Type of Housing)
- 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

- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

- 7.2 The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring residents
- Living conditions for future occupiers
- Transport and parking
- Financial contributions

8.0 **Principle of 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. Furthermore additional residential properties in a location close to the town centre will help improve the viability and vitality of the town centre with additional people visiting this area.
- 8.3 Although these proposals would see the loss of the site for employment generation this loss is considered to be acceptable considering the fact that the buildings that stood on the site prior to their demolition were vacant for a long period and reached the end of its economic life having been vacant for a number of years apart from some educational and training uses on certain floors. Furthermore the provision of the hotel and some commercial floor space will result in the approximately 59 full time equivalent jobs. The provision of residential properties on the site is considered to be an acceptable use considering the surrounding residential uses and the fact that the site is in a sustainable location close to the school, restaurant, retail, medical and transport facilities.
- 8.4 Core Policy 6 of the Council's Core Strategy states that retail, leisure and community facilities should be located in the shopping centre area of the Slough town centre in order to improve the town's image and to assist in enhancing attractiveness as a Primary Regional Shopping Centre. The supporting narrative to the policy also states that all new major retail, leisure and community facilities will be located in Slough town centre as it is the most sustainable location for development to take place and maximise the opportunities for improving the environment and the image of the town.
- 8.5 The hotel use in this location is considered to be acceptable as it is situated within the town centre and is only approximately 750m from the commercial core shopping area. Therefore the provision of a hotel in this location would result in additional visitors to the town in a close and sustainable location to the town centre that would help to create additional trips to the commercial core and help sustain the viability of the town centre.
- 8.6 The proposed ground floor commercial use would result in development of a retail / community use outside of the commercial core, where such development should be sited. However due to the limited nature of the floor area for this unit (394 square metres) and it's close proximity to the commercial core area it is not considered to result in detrimental harm to the viability of the town centre and will supplement the residential and hotel uses that will help improve the viability and vitality of the town centre. This is also a key site in the regeneration of the town

centre due to its location on Windsor Road which is a principle distributor road to the town centre.

8.7 Therefore the site is considered suitable for housing and hotel mixed use scheme. 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 on the character of the 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 The proposed buildings will have heights of 5 and 10 storeys where the existing buildings had heights between 4 to 9 stories. In the prevailing area there are no uniform heights, as heights range from between four to nine stories, with the neighbouring Urban Building having a height of 9 stories matching the Aspects Court development which is opposite the application site. The tallest element of the proposed building is the residential building which fits in with the prevailing taller scale development, and would still be shorter than the neighbouring Urban Building with residential floor height being less than office space floor height. The height of the hotel neighbouring this would then be shorter still so that it responds to the small scale of the buildings going along Windsor Road. Therefore the heights of the buildings respond well to the surrounding area with the taller buildings on the corner where taller buildings surround it and stepping down along Windsor Road to respond to the smaller buildings along that stretch of the road and would be in keeping with the heights in the surrounding area. Furthermore the provision of tall landmark type buildings on this corner location and the provision of a taller building on the corner will help to provide a feature and demarcate the start of the town centre while providing a visual landmark. It is therefore considered that the height of the buildings are considered acceptable and will not impact upon the character of the area.
- 9.5 The mass and bulk of the development has been considered so that the ground floor of the development facing onto Windsor Road is at a pedestrian scale with this floor protruding from the main element of the building creating a more human scale to the street scene. The mass and bulk of the remaining elements of the building has been softened with the introduction of three key horizontal elements at ground floor, middle part and top elements. The middle element of the residential building has balconies that appear integral to the building and the upper part of the building having freestanding balconies which serves to break up the mass and scale of the building. Furthermore views to the church are maintained and a tree lined boulevard between the buildings act to break up the mass and bulk of the buildings. It is therefore considered that the mass and bulk of the proposed buildings will not have a detrimental impact upon the character and appearance of the area.
- 9.6 The design of the proposed buildings will see a mixture of materials with the bulk of them being brick but will also include the use of render on the hotel block so that the buildings will read together while showing some differences to demarcate the differences between them. The ground floor of the buildings will have the appearance of glazed boxes to provide an active frontage along Windsor Road. A strong horizontal band around the buildings will identify the floors of the building with vertical piers used on the residential buildings into which balconies are set to provide some form of privacy to the units and a depth to the façade. This will also help to show the hotel as being a different building as this feature will not be used on the hotel but the use of the horizontal banding will tie the appearance of the buildings together. The higher level balconies on the residential building will be freestanding in their nature and as well as reducing the mass and bulk of the building will also break up the higher levels of the elevation. The surrounding area has no prevailing character in terms of design which the proposed building will compete with and will not be an obtrusive or overbearing form of development

within the area. The site is also large enough to have its own design and identity.

- 9.7 Although the buildings cover a vast area of the site the proposals allow for soft landscaping to be provided on the northern, eastern and western boundaries which will help to soften the appearance of the building within the street scene and provide some form of setting for the proposed building helping it blend into the surrounding area. Furthermore the access boulevard between the buildings will be tree lined to further help to break up the urban appearance of the buildings. The communal amenity area will also provide visual amenity and a setting for the buildings when viewed from the residential units facing it. Full details of the landscaping can be secured via condition to be agreed prior to the commencement of the works to ensure that such a scheme will provide a benefit to the surrounding area and provide a suitable setting to the church yard to the east of the site.
- 9.8 Materials will need to be of high quality and comparable to the materials used in rest of the Town Centre and this can be secured via a condition to agree materials before the commencement of the works.
- 9.9 The Heritage Impact Assessment that accompanies the application states that the setting of the listed St. Marys' church to the east of the site will not be unduly impacted upon as the main mass of the buildings face onto Windsor road and step down towards the church site. The setting of the church and church yard would be improved with more active frontages facing it and therefore would create a more vibrant atmosphere. The Upton Park Conservation Area and Herschel Park would not be impacted by these proposals due to their distance from the application site. It is therefore considered that these proposals would have a positive setting on the surrounding heritage assets.
- 9.10 Therefore it is considered that the proposals provide a design which will enhance the appearance of the site and surrounding area and will not have a detrimental impact upon the character and appearance of the surrounding area complying with the relevant policies in this regard.
- 10.0 **Impact on neighbouring residents**
- 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 Policy EMP2 of the Local Plan requires that: “there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.
- 10.5 The proposed hotel building is sited so that it will be approximately 11m from the neighbouring property, which is a four storey building that is currently being converted into flats. However the hotel building which replaces Edinburgh House which has now been demolished is slightly further away (11m compared to 7m) and there will not be a detrimental adverse impact upon these properties and will be no worse than the previous situation. While the hotel will have some side facing windows these are restricted to the rear element of the building and will not overlook any of the side facing windows in the neighbouring property and will not result in any overlooking. Some residential development is on the opposite side of the road and forms a traditional street scene which is a situation which is not uncommon in urban environments and will not impact upon these residential properties. The sunlight and daylight assessment that has been prepared on behalf of the applicant states that none of the neighbouring properties will experience any adverse impact as a result of the development proposals.
- 10.6 The other neighbouring developments are in commercial uses and would not be affected by these proposals as they would not be protected in terms of loss of light or outlook in the same way as what residential properties are. These proposals would therefore not have a detrimental impact that would warrant the refusal of this application.
- 10.7 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.
- 11.0 **Living conditions for future occupiers**
- 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....
- 11.3 The Daylight and Sunlight Study which has been submitted with the application shows that the proposed design allows for generally high levels of internal daylight of which 90% of the assessed rooms comply with. Therefore the proposed flats will obtain the required amount of sunlight and daylight and it would not be reasonable to object to the application on this basis.
- 11.4 There is no issues with regards to overlooking between the windows of the flats and any overlooking between balconies can be overcome with the use of screening which where overlooking could occur and can be secured via condition. The any screening would be need to be done so that it would be in keeping with the design of the building and would not impact upon the appearance of the building, especially at the lower levels where they would be set behind the façade. The flats that benefit from garden space at the ground floor level will have each garden area fenced to ensure their privacy and this can be secured via condition.
- 11.5 From the details of the internal room layouts of the proposed flats that have been provided they would comply with the Council’s recommended guidelines for room sizes as set out in the approved Guidelines for Flat Conversions.
- 11.6 The issue with regards to stacking of habitable rooms above each other is considered separately under building regulations. The noise report that accompanied the application states that subject to appropriate acoustic details being provided for windows and ventilation for the properties facing onto Windsor Road then the residents will not be affected by external noise sources and these can be required via condition.
- 11.7 All of the residential units will have their own private amenity areas either through the use of balconies or a small garden area. Furthermore communal amenity space will also be provided in the development. Therefore this space together with the fact that the site is within a town centre location and close to other outdoor open spaces it is considered that the level of amenity space provided is acceptable.

11.8 The proposals will not see any impact upon flooding or drainage in the site. The development will meet code 3 of the Code for Sustainable Homes.

11.9 It is therefore considered that the scheme provides a suitable standard of amenity for future occupiers due to the nature of the occupation proposed.

12.0 **Transport and Parking**

12.1 “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 access and egress will be maintained off of Windsor Road spur and the Transport Statement that has been submitted demonstrates that there will be no material increase in the number of trips as a result of these proposals and that the site can be accessed by service vehicles so that there will be no detrimental

impact with regards to highway safety and the scheme does not conflict with the Windsor Road widening scheme. Some amendments to the plans are required in order to ensure larger vehicles can manoeuvre on site and have been requested from the applicant.

12.5 A total of 62 parking spaces are to be provided in relation to the residential element of the development and complies with the Local Plan with no increase in parking spaces within the Town Centre and is considered to be acceptable for such a sustainable location. A robust Travel Plan will be required via a Section 106 Agreement. While no parking will be provided for the hotel element of the development the site is close to other public car parks, including Herschel Car Park and these could be utilised for hotel parking.

12.6 Cycle parking is proposed in accordance with the Local Plan

12.7 A Section 106 Agreement would be required in order to secure the following :

- Residents ineligible to apply for parking permits in any existing or future on-street parking bays;
- Travel Plan Monitoring contribution of £12,000 (£6,000 for each use) (paid prior to first occupation);
- Updated Travel Plans for each use (prior to first occupation);
- Car Club for three years using an electric vehicle with free membership for each occupier of the residential development for a period of three years (date for car club to become operational to be agreed);
- Cycle Hire Docking Station contribution of £20,000 (paid prior to first occupation)
- Rapid Charger for Electric Car Club vehicle (prior to first occupation) – note the cost of this is circa £6-7k;
- Future proofing of car park design with electric cabling to each parking space to allow electric charging points to be installed;
- Traffic Regulation Order Contribution £10,000 to fund costs of: (prior to commencement)
 - o car club bay on service road;
 - o loading bay on the service road;
 - o convert southern access to service road into a point of no entry with no right turn restriction; and
 - o any other necessary change to waiting restrictions in the vicinity of the site.
- Welcome packs for residents (prior to first occupation);

12.8 It is therefore considered that the scheme provides a suitable standard of car and cycle parking and will not be detrimental to highway safety and therefore meets the set requirements in this regard.

13.0 **Contributions**

13.1 The proposal is 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. Furthermore a scheme of highway works is likely to be required along with a

travel plan and associated monitoring fee. The Section 106 Agreement will also have to include contributions for air quality monitoring and to install electric vehicle charging points. Members agreement is sought that the application be delegated back to the Acting Planning Manager either for refusal or for further discussions with a further report being brought back to this Committee.

14.0 **Summary**

14.1 The site occupies a sustainable location within the Town Centre 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 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.

PART C: RECOMMENDATION

15.0 **Recommendation**

15.1 Delegate to the Acting Planning Manager for the consideration of outstanding consultation responses and viability issues, completion of a Section 106 Agreement, finalising conditions and final determination. In the event that scheme viability and section 106 contributions cannot be agreed that the acting Planning Manager is authorised to refuse planning permission.

16.0 **PART D: CONDITIONS AND INFORMATIVES**

16.1

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:

Drawing Number: 0762 P 2500, Dated: 28/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2501, Dated: 28/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2502, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2503, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2504, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2505, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2506, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2507, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2508, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 3100, Dated: 28/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 1001 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1011 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1021, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1031, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1041, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1051, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1061, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1071, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1081, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1091, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1101, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1002 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1012 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1022, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1032, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1042, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1052, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2600 A, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2601, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2602, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2603, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1003 C, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1013, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1023, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1033, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1043, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1053, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1063, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1073, Dated: 28/08/2014, Received: 19/12/2014

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 in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

5. 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.

6. 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.

7. No development shall begin until details of a scheme (Working Method Statement) and Construction Environmental Management Plan 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, 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.

8. 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, December 2008.

9. 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, be 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.

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

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

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

12. All development shall occur in accordance with the following reports
 - (a) Phase 1 Environmental Review by Environ, April 2013
 - (b) Flood Risk Assessment by Peter Brett, September 2014
 - (c) Energy Strategy by Ramboll, December 2014
 - (d) Noise Impact Assessment by Ramboll, August 2014
 - (e) Daylight and Sunlight Report by EB7, August 2014

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

13. No development shall commence until details of the proposed bin store (to include siting, design and external materials) and a management plan for site waste have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

14. No development shall commence until details of the screening between terraces, balconies and gardens (to include siting, design and external materials) have been submitted to and

approved in writing by the Local Planning Authority. The approved screens shall be completed prior to first occupation of the development and retained at all times.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

15. Prior to the commencement of works on site details of acoustic glazing and ventilation in accordance with BS8233 shall be submitted to and approved writing by the Local Planning Authority and works carried out in accordance with these details unless agreed otherwise in writing by the Local Planning Authority.

REASON In the interests of amenity of future residents.

16. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

17. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

18. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

REASON - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

19. Development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

REASON - To ensure that the water resource is not detrimentally affected by the development.

20. Development shall not commence until an air quality impact assessment has been submitted to and approved by the Local Planning Authority and development carried out in accordance with the approved details.

REASON - To ensure that air quality is not detrimentally affected by the development

21. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

22. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

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

23. No part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience

of users of the highway and of the access.

24. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

Reason: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

25. No part of the development hereby approved shall not be occupied until a servicing and delivery plan has been submitted to and approved by the Local Planning Authority and fully implemented unless otherwise agreed by the Local Planning Authority.

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

26. Materials for site access junction and footway to be consistent with Windsor Road public realm scheme and agreed in writing with the Local Planning Authority prior to the commencement of work.

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

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.
2. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be

over the line of, or would come within 3 metres of, a public sewer.

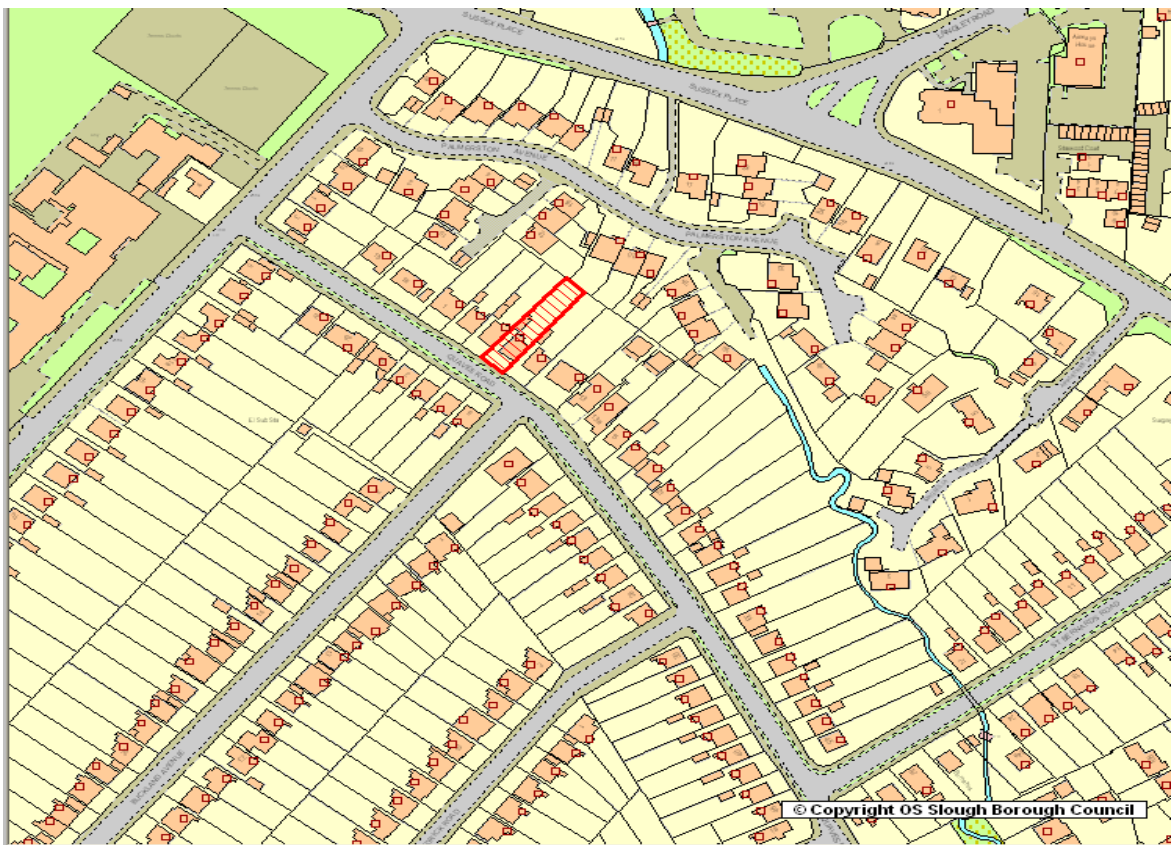
3. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required.
4. A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution.
5. Thames Water recommends the installation of a properly maintained fat trap on all catering establishments.
6. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
7. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
8. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
9. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
10. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
11. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
12. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
13. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The

council at the expense of the applicant will carry out the required works.

14. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
15. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

Registration Date:	07-Nov-2014	Applic. No:	P/05343/001
Officer:	Fariba Ismat	Ward:	Upton
Applicant:	Mr. Hassan	Applic type:	
Agent:	Mr. A B Jackson, Jackson Property Consultancy Ltd 6, High View Place, Amersham, Buckinghamshire, HP7 9FE	13 week date:	
Location:	7, Quaves Road, Slough, SL3 7NX		
Proposal:	CONSTRUCTION OF A SINGLE STOREY SIDE TO REAR EXTENSION AND AN INFILL GROUND FLOOR REAR EXTENSION.		

Recommendation: Approval, with conditions



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application is a householder application of a type which would normally be determined under powers of officer delegation. However, as the applicant is an employee of the Slough Borough Council, the application is being brought before Members for determination.

1.2 The proposal complies with the Council adopted planning policies and guidelines. It is therefore considered acceptable and is recommended for approval, with conditions.

PART A: BACKGROUND

2.0 **Proposal**

Planning permission is sought for construction of a single storey side extension with part lean-to-roof and part flat roof and an infill rear extension with flat roof. The existing free standing garage in the rear garden of the property is to be incorporated into the wrap around side and rear extension for use as a utility room. The existing gable roof over the garage is to be changed to a flat roof. An alternative integral garage is provided in the side extension.

3.0 **Application Site**

3.1 The proposal site is occupied by a two storey detached dwelling located on the northern side of Quaves Road.

3.2 A side garage with hipped and pitched roof is located toward the mid point of the garden. The garage is proposed to be incorporated into the proposed side extension.

3.3 The host dwelling has been extended by a single storey rear extension with flat roof.

4.0 **Site History**

P/05343/000: Erection of a single storey rear extension – Approved 12 December 1979

5.0 **Neighbour Notification**

Neighbouring dwellings at numbers 4, 5, 6, 8, 9 Quaves Road and numbers 12 and 18 Palmerston Avenue were notified of the planning application.

Since first submission of the application the proposed development has been changed from single storey side-to-rear and two storey rear extensions to a single storey side to rear and a single storey rear infill extension. Neighbours have been re-consulted on the amendments. No objections have been received at the time of writing this report, but the re-consultation period expires on 2nd February 2015 and any objections received will be reported on the Amendment Sheet.

6.0 **Consultation**

6.1 **Thames water**

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should

ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

Water Supply: 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.

PART B: PLANNING APPRAISAL

7.0 Policy Background

The application is considered in relation to:

- National Planning Policy Framework
- Core Policy 8 of the Local Development Framework Core Strategy 2006-2026 (Submission Document, November 2007)
- Policies H14, H15, EN1, EN2 and T2 of the Adopted Local Plan for Slough 2004
- Slough Local Development Framework, Residential Extensions Guideline, Supplementary Planning Document, 2010

8.0 Design and Street Scene

The proposed single storey side-to-rear extension would set in line with the front wall of the dwelling and would be built with a lean to roof at the front and flat roof at the rear. The proposed infill rear extension would bring the existing extension in line with the remaining rear extension and would be built with a flat roof. The proposal would accommodate a garage and kitchen and the existing garage would accommodate a utility room. The lean to roof of the proposed side extension would match the roof design of the original dwelling; the front elevation would incorporate a garage door. The design and appearance of the proposed side and rear infill extension are considered to be in keeping with the design and appearance of the original dwelling and therefore is considered to be acceptable. There is no detrimental impact on the street scene as a result of the extension.

9.0 Impact on Neighbours

- 9.1 The proposals include a wrap-around side to rear extension, which projects up to and incorporates the existing garage. The overall depth of this part of the rear extension measures 5.35m when measured from the rear wall of the original house. This depth exceeds the Council's guideline of 4.25m, however, there are mitigating circumstances in this case which allows a relaxation to be made. In this case the neighbouring dwelling at No. 5 Quaves Rd has a single storey rear extension built to the boundary. In addition there is no change to the siting or depth of the existing garage which is being retained. Indeed its impact will be reduced by removing the gable roof and changing it to a flat roof. Incorporating the existing garage into the rear extension would not result in any significant impact on neighbouring amenity.

9.2 Amended plans show a 200mm set off from the boundary with no. 5 Quaves Road, which is sufficient to accommodate a narrow gutter without encroachment.

9.3 The proposal would not have an impact on the neighbouring No. 9 Quaves Rd due to adequate distance between them. The proposal therefore is considered to be acceptable in terms of impact on the amenities of the neighbouring dwellings.

10.0 **Parking**

The proposed side extension would accommodate a garage that would compensate for the loss of the rear garage. The front driveway is capable of accommodating two cars. The proposal therefore; is not considered to have an implication on the number of available onsite parking spaces.

11.0 **Amenity Space**

The host property maintains a nearly 25m deep rear garden. The proposed side extension would not take any part of the available rear amenity and therefore would not have an impact. The proposal therefore is considered to be acceptable in terms of impact on the amenity space.

PART C: RECOMMENDATION

12.0 **Recommendation**

The proposal is recommended for approval, subject to conditions.

13.0 **PART D: LIST OF CONDITIONS**

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

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

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

- (a) Drawing No. Site Plan, Dated. 25/10/2014, Recd On. 27/10/2014
- (b) Drawing No. quavesrd-7/0, Dated. 12/07/14, Recd On. 27/10/2014
- (c) Drawing No. quavesrd-7/2, Dated. 12/07/14, Recd On. 27/10/2014
- (d) Drawing No. quavesrd-7/5, Dated. 12/07/14, Recd On. 27/10/2014
- (e) Drawing No. quavesrd-7/8, Dated. 27/01/15, Recd On. 28/01/2015
- (f) Drawing No. quavesrd-7/1, Dated. 27/01/15, Recd On. 28/01/2015
- (g) Drawing No. quavesrd-7/6, Dated. 27/01/15, Recd On. 28/01/2015

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

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

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

4. 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 T2 of The Adopted Local Plan for Slough 2004.

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer
01753 87 5820

WARD(S): All

DATE: 17th February 2015**PART I
FOR DECISION****REVIEW OF THE LOCAL PLAN FOR SLOUGH****1 Purpose of Report**

The purpose of the report is to seek Member's approval to begin the process of reviewing the Local Plan for Slough.

Recommendation(s)/Proposed Action

1.1 The Committee is requested to resolve:

- (a) That the Council formally agrees to carry out a Review of the Local Plan for Slough;
- (b) That all interested parties be notified of the intention to review the Local Plan;
- (b) That the Council prepares a Statement of Community Involvement; and
- (c) That the Council prepares a Local Development Scheme which will set out the time table for the preparation of the Review of the Local Plan for Slough.

2 Community Strategy Priorities

2.1 The Review of the Local Plan for Slough supports the following objectives

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

3 Other Implications**(a) Risk Management**

The failure to review the Local Plan could prevent the Council from delivering fundamental aspects of its 5 year plan, and its resident and business communities the benefit of economic growth and commercial and residential development.

(b) Human Rights Act and Other Legal Implications

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

(c) Equalities Impact Assessment

It is considered there will be no equality impacts at this stage.

(d) Workforce

A bid for additional funding has been included as part of the Council's 5 Year Plan. This envisages that there will be a need for an additional full time equivalent member of staff over a three year period as well the need to commission specialist reports.

4 Supporting Information

- 4.1 The Core Strategy for Slough, which was adopted in 2008, covers the period up to 2026. The Site Allocations Document was adopted in 2010 but other elements of Slough's Development Plan such as the "saved" policies of the Local Plan, the Minerals Plan and the Waste Plan are much older.
- 4.2 The "self assessment" exercise carried out in 2013 showed that the policies in the various plans were still compliant with the National Planning Policy Framework and were performing well. We also still have in excess of a 15 year supply of housing land.
- 4.3 Nevertheless the NPPF came into force in 2012 and although the plan remains robust in the short term it is recognised that we have now reached the point where we will have to begin to review the Local Plan so that it does not become out of date.

The Council's Five Year Plan

- 4.4 On the 19th January the Cabinet approved the 5 Year Plan which sets out a vision for the Borough against which the Council will prioritise its resources.
- 4.5 One of the key outcomes that will be used to shape the Council's response to the challenges facing the town is "*changing, retaining and growing*". As part of this the 5 Year Plan states that:
 - Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow and stay
 - There will be more homes in the borough, with quality improving across all tenures to support our ambition for Slough
 - The centre of Slough will be vibrant, providing business, living and cultural opportunities.
- 4.6 In order to achieve this, the 5 Year Plan proposes that we will develop planning policies which deliver more high value business properties to meet modern needs. We will also build an average of 550 new homes a year over the 5 year period compared to the current target of 315. At the same time we will make better use of land for new high quality family housing and high density residential developments through the Local Plan.
- 4.7 Whilst most of the objectives of the 5 Year Plan, including the increase in house building, can be achieved by using existing planning policies, it is clear that we now need to start to review the Local Plan for Slough in order to sustain this over a longer period. As a result a growth bid has been prepared to finance this as part of the 5 Year Plan.
- 4.8 The start date for the Council's 5 Year Plan is 2015 and so it is suggested that the Local Plan should cover the twenty year period from 2015 to 2035.

Third Runway at Heathrow

- 4.9 One of the reasons why we have not begun to review the Local Plan up until now is because of the uncertainty about the future of Heathrow. The construction of a third runway would obviously have a significant effect upon the way that Slough is planned in the future. Although a final decision about this is unlikely to be taken for some time, the Airports Commission is due to publish its recommendation in the summer. This should be able to

provide the context for a review of the Local Plan, although there will continue to be uncertainty about the future of Heathrow until the Government makes a decision.

- 4.10 As a result the time table for the review of the Local Plan will have to be flexible enough to take account of the decision making process for Heathrow. Whilst it may be possible to produce an “issues and options” document in the short term, it will not be possible to develop a spatial strategy for the Borough until a final decision has been made about whether a third runway will be built at Heathrow.

Strategic Housing Market Assessment for Berkshire

- 4.11 The housing figures in the Core Strategy are derived from the South East Plan. In the absence of any Regional Plans each authority has to produce its own housing allocation. As a first step towards this we have joined together with all of the other Council’s in the Berkshire to commission a Strategic Housing Market Assessment (SHMA). This will define how Councils fit into Housing Market Areas and produce a figure for what the “objectively assessed housing need” is for each authority.
- 4.12 This is the key starting point for any review of the Local Plan and the initial results should be available in the summer.
- 4.13 It will also be necessary to commission other research to build up the evidence base that is needed to review the plan. We have already begun this process by joining in with a retail study being carried out by Windsor and Maidenhead. This will help to define the size of Slough’s catchment area and collect information about what people think of the shopping centre.

Other Authorities’ Local Plans

- 4.14 Another factor to consider in deciding when to review of the Local Plan for Slough is the progress that adjoining authorities are making in preparing their plans.
- 4.15 Windsor and Maidenhead have not produced a Core Strategy and have been trying to produce a Local Plan for some time. They produced a Preferred Options consultation document in January 2014 but are not intending to progress the plan further until we have the results of the Berkshire Strategic Housing Market Assessment.
- 4.16 South Bucks adopted its Core Strategy in 2011 but has now announced its intension to review it beginning with a “call for sites” in the spring. The initial results of the Buckinghamshire Strategic Market Housing Assessment suggests that South Bucks is in the same Housing Market Area as east Berkshire which may have implications for the planning of both areas.
- 4.17 As a result it would appear sensible to begin to review the Local Plan for Slough in parallel with adjoining authorities so that issues can be addressed in a coordinated way. This will also make it easier for all parties to fulfil their obligations to comply with the Duty to Cooperate.
- 4.18 It also means that there is greater scope for the joint working which has already started to some extent.

The Centre of Slough Strategy

- 4.19 One of the key outcomes from the 5 Year Plan is the need to produce a Centre of Slough Strategy. Although this will prepared as a “Council” document, it will be carried out in a sufficiently robust way for it to be used for planning purposes in the future.

4.20 Work has already begun on this and it is envisaged that the Strategy should be produced by the autumn. This can then be taken forward as a key input into the Review of the Local Plan.

Proposed Timetable

4.21 As explained above, there are a number of key factors which will affect the timing of the review of the Local Plan for Slough. As a result, although it is proposed to prepare and adopt the plan in the next three years, it is not possible to specify when all of the stages will be completed.

4.22 In order to comply with the 'Duty to Cooperate' the first stage is to notify interested parties of the intention to review the plan.

4.23 It will be necessary to produce and publish a Local Development Scheme which sets out a timetable for the plan.

4.24 It will also be necessary to prepare a 'Statement of Community Involvement' which will set out how we will engage with interested parties.

4.25 In the short term the main focus of work will be the preparation of the Centre of Slough Strategy, liaising with those adjoining authorities who are preparing plans and developing the necessary evidence base which includes the Strategic Housing Market Assessment for Berkshire.

5 Conclusion

5.1 We have now reached the point where it is necessary to begin to review the Local Plan for Slough. This report sets out what the initial stages of this will involve as well as the key factors which will affect the timing of the review.

6 Background Papers

1. Slough Core Strategy 2006-2026
2. Site Allocations DPD 2010
3. Five Year Plan for Slough

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	P			
Bains	P	P	P	P	Ap	P			
Dar	P	P	P	P	P	P			
M. Holledge	P	P	P	P	P	P			
Plenty	P	P	P	P	P	P			
Rasib	P	P	P	P	Ap	P			
Sidhu	P	P*	P	P	Ap	P			
Smith	P	P	P	P	P	P*			
Swindlehurst	P	P*	Ap	P*	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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