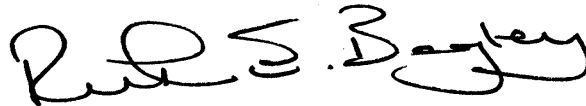


Date of issue: 23<sup>rd</sup> June, 2015

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst)
<b>DATE AND TIME:</b>	WEDNESDAY, 1ST JULY, 2015 AT 6.30PM
<b>VENUE:</b>	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



**RUTH BAGLEY**  
Chief Executive

AGENDA

PART 1

AGENDA  
ITEM

REPORT TITLE

PAGE

WARD

1. Apologies for Absence

**AGENDA**  
**ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

**CONSTITUTIONAL MATTERS**

2. Declarations of Interest

*All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 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 1st June, 2015 3 - 6

5. Human Rights Act Statement - To Note 7 - 8

**PLANNING APPLICATIONS**

6. P/00348/008 - 672 Galvin Road, Slough, SL1 4AN 9 - 16 Chalvey

***Officer Recommendation:*** Approve, subject to conditions

7. P/00218/027 - Observatory House, Windsor Road, Slough, SL1 2EY 17 - 28 Upton

***Officer Recommendation:*** Delegate to Planning Manager

8. P/15921/001 - 292-298 High Street, Slough, SL1 4NA 29 - 46 Upton

***Officer Recommendation:*** Delegate to Planning Manager

9. P/02631/018 - The Langley Academy, Langley Road, Slough 47 - 60 Langley Kedermister

***Officer Recommendation:*** Delegate to Planning Manager



**AGENDA**  
**ITEM**

**REPORT TITLE**

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**MATTERS FOR INFORMATION**

- |     |                           |         |  |
|-----|---------------------------|---------|--|
| 10. | Planning Appeal Decisions | 61 - 66 |  |
| 11. | Members Attendance Record | 67 - 68 |  |
| 12. | Date of Next Meeting      |         |  |

30<sup>th</sup> July, 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 Monday, 1st June, 2015.**

**Present:-** Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib (arrived 6.52 pm), Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst

**PART I**

**1. Apologies for Absence**

None.

**2. Declarations of Interest**

Councillor Bains declared a personal and prejudicial interest in respect of Agenda item 9- P/16122/000 - Driving Standards Agency, Driving Test Centre, Grays Place, Slough, in that he lived opposite the application site. He left the meeting whilst the application was considered and did not vote on the item.

Councillor Chaudhry declared an interest in respect of Agenda item 9- P/16122/000 - Driving Standards Agency, Driving Test Centre, Grays Place, Slough, in that the application site was within his Ward. He stated that he had an open mind and would vote on the item.

Councillor Swindlehurst declared an interest in Agenda item 8-P/00322/019 - Greenwatt Way, Slough, in that he was acquainted with the Applicant. He advised that he had not met him for some years, had an open mind and would debate and vote on the item.

**3. Guidance on Predetermination/Predisposition**

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

**4. Minutes of the Last Meeting held on 29th April, 2015**

**Resolved -** That the minutes of the meeting held on 29<sup>th</sup> April, 2015, be approved as a correct record.

**5. Human Rights Act Statement**

The Human Rights Act statement was noted.

**6. Planning Applications**

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

## Planning Committee - 01.06.15

Oral representations were made to the Committee by an objector and agent under the Public Participation Scheme and local members prior to the planning applications being considered by the Committee as follows:-

Application- P/00176/033 - 392 Bath Road, Slough, a Registered Objector and the Applicant's Agent, 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.

### 7. P/00176/033 - 392 Bath Road, Slough, SL1 6JA

Application	Decision
Demolition of existing building and change of use of site, and erection of a new automotive retail dealership, to include a new car showroom, workshop, Mot, valeting, vehicle display and parking facilities.	Delegated to the Planning Manager to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

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

### 8. P/16111/000 - Land Rear Of, 102-104 Farnham Road, Slough, Berkshire, SL1 4YS

Application	Decision
Erection of a four storey building with under-croft comprising 14 residential flats together with associated car parking, refuse and cycle stores.	Delegated to the Planning Manager for the signing of a satisfactory Section 106 Agreement (or unilateral planning obligation) as necessary; to agree any revised drawings; 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.



**Planning Committee - 01.06.15**

**9. P/00322/019 - Greenwatt Way, Slough, Berkshire, SL1 3SJ**

<b>Application</b>	<b>Decision</b>
Outline application for 60 extra care flats in a 4 storey building & full planning permission for a medical hub in a 3 storey building.	Delegated to the Planning Manager for the signing of a satisfactory Section 106 Agreement; to agree revised drawings requested; to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

**10. P/16122/000 - Driving Standards Agency, Driving Test Centre, Grays Place, Slough, SL2 5AF**

<b>Application</b>	<b>Decision</b>
Construction of 3.5 storey high building to provide 14no. flats (including accommodation in the roofspace) plus landlords office and basement to provide storage and facilities for residents, on site parking for 10no cars and 14 bicycles plus refuse store.	Delegated to the Planning Manager for the consideration of outstanding consultations, any minor design changes, completion of a s106 agreement, finalising conditions and final determination.

(Councillor Bains left the meeting at 7.45 pm whilst the above item was considered and re-joined the meeting at 8.05 pm).

**11. P/16138/000 - 9-11 David Road, Poyle Trading Estate, Colnbrook, Slough, Berkshire, SL3 0DB**

<b>Application</b>	<b>Decision</b>
Demolition of existing buildings and construction of a new two storey building for use as a store and preparation centre in connection with the neighbouring bakery.	Delegated to the Planning Manager for resolution of outstanding highway issues, consideration of outstanding consultations, any minor design changes, finalising conditions completion of a S106 Agreement to tie all four sites owned by the applicant together and final determination. In the event that the S106 cannot be agreed, that the application is returned to the Committee for decision.

## Planning Committee - 01.06.15

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

<b>Application</b>	<b>Decision</b>
Erection of 2789 square metre warehouse building with ancillary office space and associated parking following demolition of existing buildings	Changes to the original scheme endorsed and application delegated to the Planning Manager for consideration of tree report, finalising conditions, completion of Section 106 Agreement and final determination.

### 13. Planning Appeal Decisions

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

### 14. Members Attendance Record

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

### 15. Date of Next Meeting

The date of the next meeting was confirmed as Wednesday, 1<sup>st</sup> July, 2015.

Chair

(Note: The Meeting opened at 6.30pm and closed at 8.50pm).

The Human Rights Act 1998 was brought into force in this country on 2<sup>nd</sup> 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

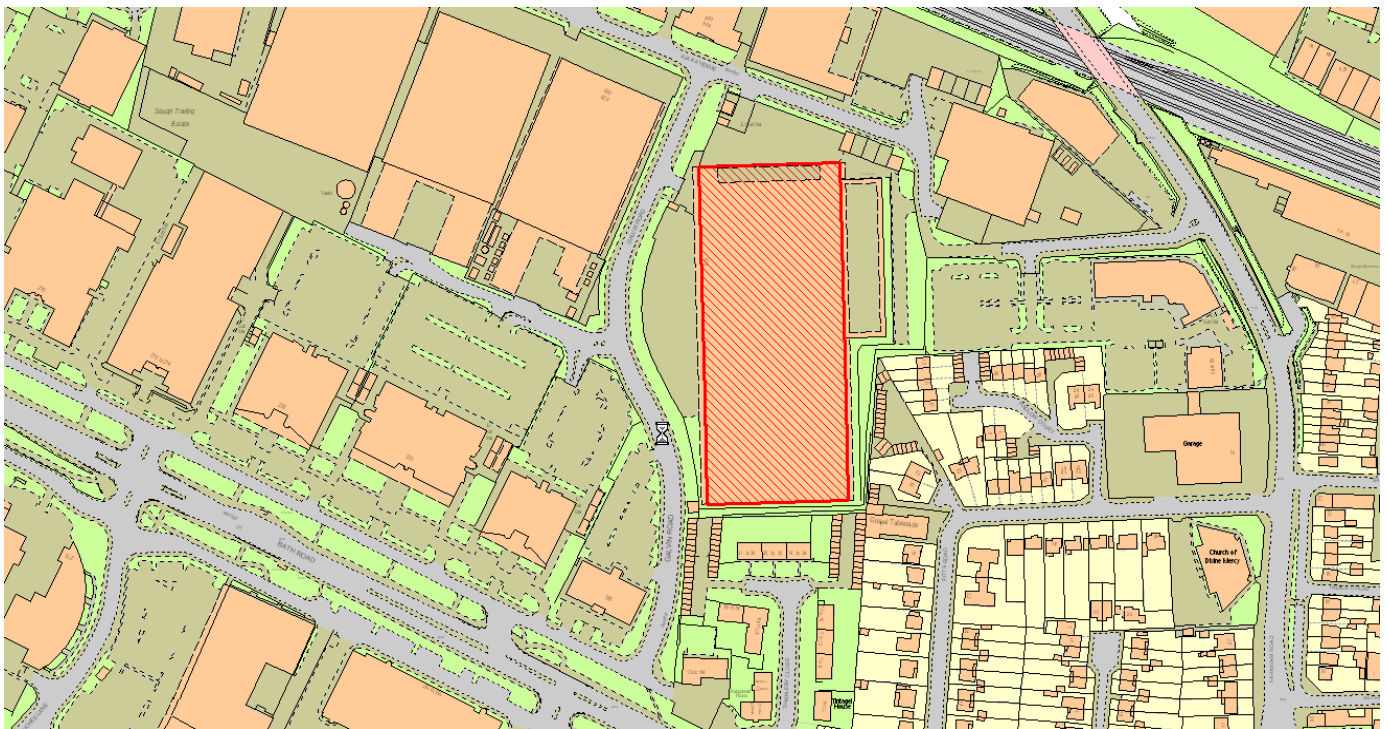
	<b>USE CLASSES – Principal uses</b>
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest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

	<b>OFFICER ABBREVIATIONS</b>
WM	Wesley McCarthy
PS	Paul Stimpson
CS	Chris Smyth
JD	Jonathan Dymond
HA	Howard Albertini
IH	Ian Hann
NR	Neetal Rajput
SB	Sharon Belcher
AM	Ann Mead
FI	Fariba Ismat
FS	Francis Saayeng

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Registration Date:	24-Apr-2015	Applic. No:	P/00348/008
Officer:	Neetal Rajput	Ward:	Chalvey
		Applic type:	Major
		13 week date:	24 <sup>th</sup> July 2015
Applicant:	Emma Page, Barclays Bank Plc		
Agent:	Mr. Wai-Kit Cheung, Belectric Solar Ltd Thorney Weir House, Thorney Mill Road, Iver, SL0 9AQ		
Location:	672, Galvin Road, Slough, SL1 4AN		
Proposal:	Proposed installation of solar photovoltaic panels with a generating capacity of 1.6 megawatt peak on existing roof slope of a data centre.		

**Recommendation:** Approve, subject to conditions



## 1.0 **SUMMARY OF RECOMMENDATION**

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

Approve, subject to conditions.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 This is a full planning application for the installation of solar photovoltaic (PV) panels with a generating capacity of 1.6 megawatt peak on existing roof slope of the data centre.
- 2.2 There will be a total of 14,040 no. of thin-film and frameless solar PV modules, with a surface area of 12,500m<sup>2</sup>. Each panel will dimension 0.6m wide x 1.2m long and will be fixed to support bracket. The PV panels will cover as much as the roof space to allow for maximum coverage, although there will be a set back of 2.5m from the eaves.
- 2.3 The thin-film solar modules will only protrude approximately 0.15m above the existing roof slope. The solar cells will be dark blue, frameless (i.e. no silver edges) and have anti-reflective surfacing, thereby designed to absorb light. As such, the solar cells will generate only minimal glint or glare.

### 3.0 **Application Site**

- 3.1 The site is occupied by Barclays Bank as a data centre (use class of sui generis) and has a site area of 1.25 hectares. The main entrance to the premises is from Galvin Road.
- 3.2 The application site is located with Slough Trading Estate Existing Business Area and within the area covered by the Slough Trading Estate Simplified Planning Zone Scheme. The development however falls outside the scope of this Scheme and requires planning permission.
- 3.3 The building is constructed of metal cladding and has a curved roof with a maximum height of 17.5m, which slopes down to approximately 13.5m to the eaves.
- 3.4 The application site is surrounded by industrial and warehouse developments (to the north and west) and residential dwellings (to the east and south). The closest residential development is to the south of the site at an approximate distance of 21m.
- 3.5 The site is not located within a Conservation Area. The nearest heritage asset is the grade II listed building, namely The Three Tuns Inn which is approximately 280m to the southeast to the application site.

#### 4.0 **Site History**

4.1 There are no relevant planning applications relating to this site.

#### 5.0 **Neighbour Notification**

5.1 29, Thirkleby Close, Slough, SL1 3XF, 26, Thirkleby Close, Slough, SL1 3XF, 27, Thirkleby Close, Slough, SL1 3XF, 28, Thirkleby Close, Slough, SL1 3XF, 25, Thirkleby Close, Slough, SL1 3XF, 30, Thirkleby Close, Slough, SL1 3XF, 23, Thirkleby Close, Slough, SL1 3XF, 20, Thirkleby Close, Slough, SL1 3XF, 21, Thirkleby Close, Slough, SL1 3XF, 22, Thirkleby Close, Slough, SL1 3XF, 19, Thirkleby Close, Slough, SL1 3XF, 24, Thirkleby Close, Slough, SL1 3XF, 21, Hadlow Court, Slough, SL1 3XQ, 17, Hadlow Court, Slough, SL1 3XQ, 19, Hadlow Court, Slough, SL1 3XQ, 34, Thirkleby Close, Slough, SL1 3XF, 35, Thirkleby Close, Slough, SL1 3XF, 36, Thirkleby Close, Slough, SL1 3XF, 31, Thirkleby Close, Slough, SL1 3XF, 32, Thirkleby Close, Slough, SL1 3XF, 33, Thirkleby Close, Slough, SL1 3XF, 13, Hadlow Court, Slough, SL1 3XQ, Autoworks, 663, Ajax Avenue, Slough, SL1 4BG, 15, Hadlow Court, Slough, SL1 3XQ, 23, Pitts Road, Slough, SL1 3XG, Savvis Ltd, 630, Ajax Avenue, Slough, SL1 4DG, Mansour House, 188, Bath Road, Slough, SL1 3XE, Unatrac Ltd, 188, Bath Road, Slough, SL1 3GA, 17, Pitts Road, Slough, SL1 3XG, 19a, Pitts Road, Slough, SL1 3XG, 21, Pitts Road, Slough, SL1 3XG, 21a, Pitts Road, Slough, SL1 3XG, Ipsen Ltd, 190, Bath Road, Slough, SL1 3XE, Burnham Garage, 664, Ajax Avenue, Slough, SL1 4BG, 665, Ajax Avenue, Slough, SL1 4BG, 670, Ajax Avenue, Slough, SL1 4BG, 19, Pitts Road, Slough, SL1 3XG, Gospel Tebernacle, Pitts Road, Slough, SL1 3XF

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site on 12<sup>th</sup> May 2015 and the application has been advertised in The Slough Express on 15<sup>th</sup> May 2015.

5.2 No representations received.

#### 6.0 **Consultation**

##### 6.1 **Environmental Quality**

No comments received.

### **PART B: PLANNING APPRAISAL**

#### 7.0 **Policy Background**

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

National Planning Policy Framework and the Planning Practice Guidance

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

Core Policy 1 – Spatial Strategy

## Core Policy 8 – Sustainability and the Environment

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EMP2 – Criteria for Business Developments

Policy EMP7 – Slough Trading Estate

Policy EMP12 – Remaining Existing Business Areas

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.

Other relevant documents

Slough Local Development Framework Proposals Map

Slough Borough Council Developer's Guide Parts 1-4

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with and potential impact on neighbouring properties;

### 8.0 **Principle of Development**

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning



policies for England and how these are expected to be applied. The NPPF establishes a presumption in favour of sustainable development. For decision taking, this means that proposals for development that accords with the development plan shall be approved without delay.

- 8.2 The requirement to move to a low carbon economy is highlighted in the NPPF, first as a dimension of sustainable development; second as a core planning principle in supporting the transition to a low carbon future; third in the building of a strong competitive low carbon economy in which planning should encourage sustainable economic growth; fourth in the advice that when determining applications, LPAs should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.
- 8.3 The Planning Practice Guidance, paragraph 001 (Ref. ID: 5-001-20140306) states planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable. Furthermore, paragraph 012 (Ref. ID 5-012-20140306) provides guidance on the particular planning considerations related to PV system, these include the following:
- the importance of siting systems in situations where they can collect the most energy from the sun;
  - need for sufficient area of solar modules to produce the required energy output from the system;
  - the effect on a protected area such as an Area of Outstanding Natural Beauty or other designated areas;
  - the colour and appearance of the modules, particularly if not a standard design.
- 8.4 The proposed PV system will be south facing, as such it will maximise the collection of energy from the sun. The proposed panels will cover sufficient area of the roof space to produce and deliver the required energy output from the system. There are no protected areas such as AONBs or other designated areas within close vicinity of the site as the surrounding area is industrial in nature. In terms of the colour and appearance of the modules, these will be anti-reflective and hence minimise glint and glare. Given the latter, it is considered that the proposal will accord with the guidance set out within the Planning Practice Guidance.
- 8.5 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This policy requires that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.
- 8.6 Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008, states that: "All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate: All development should, where feasible, include measures to:
- a) Generate energy from renewable resources"
- 8.7 This application needs to be weighed up having regard to the importance of utilising renewable energy in response to climate change on the one hand and any potential detrimental harm resulting from the visual impact of the solar panels on the character and

appearance of the building and general street scene along with neighbour impact on the other.

- 8.8 The proposed development will save approximately 651 tonnes of carbon dioxide emissions per annum. Therefore, it is considered that proposed development will make a valuable contribution towards national targets for reducing carbon dioxide emissions and increasing the amount of energy that is generated from renewable sources.
- 8.9 Furthermore, the proposed solar PV system would generate a total of 1.43 gigawatt hour of electricity per annum. The building has a base energy consumption totalling 15 gigawatt hour per annum, this means that the energy generated by the proposed solar PVs will contribute approximately 10% of the building's total energy needs. The cumulative impact of small schemes such as this, can make a significant contribution to the effects of climate change and is aligned with Core Policy 8 from the Core Strategy. As such, the principle of the proposal is considered to be acceptable.

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

- 9.1 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 ....."
- 9.2 Core Policy 8 goes on further to say: "All development will:  
a) Be of a high quality design  
b) Respect its location and surroundings"
- 9.3 There are no sensitive landscape designations within close proximity of the site as the surrounding area is industrial in nature. Therefore, impacts regarding landscape and visual are considered to be minimal.
- 9.4 With regard to the heritage assets, in particular The Three Tuns which is a grade II listed building, there is not considered to be a detrimental impact to the setting of the listed building given the distance to the application site of approximately 280m.
- 9.5 The proposed solar modules will protrude approximately 0.15m above the existing roof slope, as such they will not add a significant height to the building. Given the projection, it is not considered that there will be detrimental impact to the street scene or visual amenity of those within the vicinity of the site.
- 9.6 The proposal is considered to be acceptable in design and street scene terms, this is in accordance with the NPPF, in particular paragraph 14, whereby the impact upon the street scene and heritage asset has been assessed and would not significantly and demonstrably outweigh the benefits of the proposal in terms of delivering a reduction in climate change targets.

#### 10.0 **Relationship With and Potential Impact on Neighbouring Properties**

- 10.1 It is considered that the main area for consideration in relation to the potential impact on neighbouring occupiers would be the visual impact as a result of the proposed development.

- 10.2 The proposed PV panels will be on an existing commercial building and mostly surrounded by industrial related uses. The height of the existing data centre (17.5m maximum roof height and slopes down to 13.5m to the eaves) means that residents situated within close proximity of the development will not be able to visually see the PV panels due to the existing scale and massing of the building and the shallowness of the roof slope.
- 10.3 Moreover, the solar cells will cause minimal glint and glare issues, as they are thin-film, frameless and designed to absorb energy of the sun and not to reflect it. In terms of acoustic impacts, the solar modules do not generate any noise disturbance.
- 10.4 On balance it is considered that the longer term benefits of installing renewable energy outweigh the potential concerns about visual impact in this instance.

#### 11.0 **Process**

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

#### 12.0 **Summary**

- 12.1 The proposal has been considered against relevant development plan policies and all other relevant material considerations.

### **PART C: RECOMMENDATION**

#### 13.0 **Recommendation**

- 13.1 Approve, subject to conditions.

### **PART D: CONDITIONS**

- 14.1 The following conditions and informative are proposed:

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 drawings and information hereby approved by the Local Planning Authority:

- (a) Drawing No. LP\_01, Dated 15/02/2015, Recd On 17/04/2015
- (b) Drawing No. PE\_01, Dated 19/02/2015, Recd On 17/04/2015
- (c) Drawing No. PRP\_01, Dated 19/02/2015, Recd On 17/04/2015
- (d) Drawing No. CS\_01, Dated 15/02/2015, Recd On 17/04/2015

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. The materials and colour of the solar photovoltaic panels shall be in accordance with the details set out within Covering Letter issued by Belectric Solar Ltd, Dated & Recd On 17/04/2015 and shall only protrude approximately 0.15m above the existing roof slope unless otherwise agreed in writing by the Local Planning Authority.

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.

INFORMATIVE(S):

1. 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.



1.0 **SUMMARY OF RECOMMENDATION**

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

1.2 This application is to be decided at Planning Committee as it is a major development.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application for the remodeling and refurbishment of the existing building to provide an updated high quality contemporary office building for single or multi occupancy and to provide an additional 1,948 sq. metres of office space.

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

- Planning Report
- Design and Access Statement
- Transport Note
- Workplace Travel Plan
- Noise Assessment
- BREEAM Statement

2.3 The plans that have been submitted shows that the footprint and the height of the building will not be increased apart from the provision of a screened plant area on the roof and the additional floor space will be created through internal alterations, including the removal of the large atrium that runs through all floors on the building.

2.4 The main element of the scheme is a complete redesign of the external appearance of the building. This would be achieved by taking the existing 1980's building back to the frame and replacing the cladding with clear glazing and curtain walling while squaring off of the building's chamfered corners, reconfiguration of the entrance and roof together with the incorporation of two new staircases to the side of the building. Plant for the office would be positioned on the roof. The finished appearance is considered by the applicants to result in a building which would be a contemporary, high quality, sustainable, publicly accessible building replacing the existing tired, outdated and visually poor building.

2.5 The development would be accessed by the existing access from Windsor Road. A total of 252 car parking spaces would be provided in the neighbouring multi storey car park and around the building, which is a reduction in 9 parking spaces from those currently on the site.

2.6 The site would be landscaped as existing with trees and planting to the Windsor Road and Herschel Street frontages and supplemented as required.

2.7 The existing Herschel Monument which is located within the site facing onto Herschel Street would not be affected by these proposals.

2.8 The proposed scheme is similar to one which was before Planning Committee in January 2015 and approved in May 2015 following the signing of a Section 106 Agreement. The main change is that the plant which was on the 5<sup>th</sup> floor of the approved scheme has been moved to the roof / 6<sup>th</sup> floor and the reclaimed area used for office space increasing the additional floor space from 1,438 sqm to 1948 sqm, an increase of 500 sqm. Additional windows have

also been provided to service this increase in floor space.

### 3.0 **Application Site**

3.1 The site is a rectangular site to the south east of the Windsor Road and Hershel Street junction. The site is currently occupied by a five storey flat roofed office building which is currently vacant and hoardings have been erected around it. The existing building is designed with mostly coloured glazing with a main recessed entrance, sculptured corners and mansard style roof with dormer windows.

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

### 4.0 **Relevant Site History**

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

4.2 As stated above planning permission was approved for the re-cladding and re-fenestration of the existing building with internal alterations to increase the office space to 1,438 sqm in May 2015 (P/00218/026) upon which the current application looks to extend the floor space further.

### 5.0 **Neighbour Notification**

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

58, Travel Lodge, Herschel Street

Notice placed on site and published in local press.

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

### 6.0 **Consultation**

#### 6.1 **Transport and Highways**

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

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

#### **National guidance**

- National Planning Policy Framework and technical guidance notes.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

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

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

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

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

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

#### Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EMP2 (Criteria for Business Developments)
- T2 (Parking Restraint)

7.2 The main planning considerations are therefore considered to be:

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

#### 8.0 **Principle of the redevelopment & land use**

8.1 The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.



- 8.2 Core Policy 5 states that intensive employment generating uses such as offices will be located in the town centre in accordance with the spatial strategy.
- 8.3 Policy EMP2 (Criteria for Business Developments) states:  
*“Proposals for business developments will only be permitted if they comply with all of the following criteria:*  
*a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;*  
*b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, over- looking, or overbearing appearance of the new building;*  
*c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*  
*d) appropriate servicing and lorry parking is provided within the site;*  
*e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;*  
*f) the proposal incorporates an appropriate landscaping scheme;*  
*g) the proposal would not significantly reduce the variety and range of business premises;”*
- 8.4 The principle for the type of redevelopment is considered to be acceptable within the Slough town centre area as there is no change in the use of the site which is an existing office building and is acceptable and compatible with other surrounding uses.
- 8.5 No objections are raised to the principle of the redesign and increase in floor space of the existing office building in relation to the National Planning Policy Framework, Core Policy 5 or Local Plan Policy EMP2.
- 9.0 **Design and Appearance**
- 9.1 The National Planning Policy Framework states that *“great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*
- 9.2 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.3 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:  
 a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;  
 b) Respect its location and surroundings;  
 c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and  
 d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.4 The footprint of the building will remain the same as the current building and that which was previously approved so will not be out of keeping with the surrounding area within Windsor Road. Likewise the height of the building would be no higher than the existing building and will have no impact upon the character and appearance of the street scene. The plant will be relocated on the roof the building but will be set back from the front of the building and therefore would not be overly visible from the street. Although more plant would be in this

location than previously approved it will be screened, with further details to be secured via condition to ensure such screening would be appropriate. Existing planting would be retained and improved where required on the road frontages to help soften and break up the scale of the development.

- 9.5 The plans show that the building will retain its entrance on the Windsor Road frontage but will be moved to be in line with the front elevation, where it is currently recessed from the front elevation, and will be enhanced with a vertical column that will run down the front of the building to enhance the entrance. Retaining the existing entrance points is considered to be logical and would retain the Windsor Road frontage as being the main frontage, as previously set out in the previous approval.
- 9.6 Full details of the elevations and appearance of the building have been provided, and are the same as previously approved. The architectural style proposed for the development uses clean, simple lines and is modern in appearance. This fits in with the surrounding street scene where the buildings have many differing styles and appearances. The building would be finished in clear glazing with some curtain walling and would provide a modern looking office. The side elevations would be further broken up with the side stair case that is being installed and while in a different material this would provide a more interesting façade still in keeping with its surroundings and will have no detrimental impact upon the character of the area. Overall the design and appearance of the development is considered to compliment the other office buildings providing a high quality frontage to Windsor Road and that this would improve the appearance of the site from the existing tired looking building which is currently in situ.
- 9.7 The current design creates a modern box which adopts clean simple lines to achieve a contemporary appearance and one which maximises internal floorspace. While it is unfortunate that the detailing on the original building at the upper levels will be lost in favour of a simpler design and a “squaring off” with the resulting building appearing somewhat bulkier, although there is no overall increase in the height of the building, nor increase in the size of the footprint. Furthermore this has previously been considered acceptable as per the previous approval. The building maintains a vertical emphasis but loses the balancing horizontal emphasis at the upper levels which is apparent on the existing building created by the various set backs and use of mansard roofs. The central arch feature over the main entrance is reproduced in a simpler contemporary form.
- 9.8 The existing landscape setting around the site is being retained as is the existing Herschel Street Statue. The setting of the Herschel Street Statue will not be adversely impacted by the change in the building and additional planting around the statue could be secured via the landscaping condition in order to improve the setting of the statue.
- 9.9 The changes to the design and appearance of the building would not be out of keeping with the commercial nature of its surroundings and would add further to the gradual regeneration of the main Windsor Road frontage, which is one of the key entrances into Slough town centre. The existing building was constructed in 1980s and no longer meets the requirements of the modern office occupier, in terms of floor space, efficiency nor energy conservation and to this extent the modernisation and upgrading of the building is to be welcomed. The remodelled building will have more generous and usable footplates and more efficient floor to ceiling heights. However, as with any development, a successful remodelling and refurbishment will depend upon the quality of the external finishes, but which are shown to be of a high quality.
- 9.10 The design and appearance of the development is considered to be consistent with the relevant policies and government guidance.

10.0 **Impact on adjoining sites**

10.1 Policy EMP2 of the Local Plan requires that: *“there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.*

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

10.3 The proposed layout of the site would not have any further impact upon neighbouring properties than the existing building or the previous approval does as it will be the same mass and bulk as the current building. While windows would overlook the neighbouring site this is an existing situation which will not change or be worsened by the current proposals and there would be no impact upon the amenity of this building.

10.4 In terms of environmental effects, air conditioning and plant, would be on the roof of the building and a condition can be attached to any permission to require details of such equipment be agreed before its use to ensure that there is no impact upon the neighbouring residential properties in terms of noise and disturbance, in the same terms as the previous approval. A standard lighting condition can be attached to any permission to secure adequate lighting around the site.

10.5 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

11.0 **Traffic and Highways Implications**

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

*Development proposals will, either individually or collectively, have to make appropriate provisions for:*

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

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

11.2 Policy EMP2 (Criteria for Business Developments) of the Local Plan states that: *“Proposals for business developments will only be permitted if they comply with all of the following criteria:*

- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*
- d) appropriate servicing and lorry parking is provided within the site;*
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site”.*

- 11.3 It is proposed that the development would provide 221 car parking spaces in the neighbouring multi storey car park and 31 around the building itself which is an overall reduction of 9 parking spaces. To this end, the proposal is consistent with Council's policy of *no overall increase in the number of parking spaces permitted within the town centre commercial redevelopment schemes* (Core Policy 7) while still complying with the Council's adopted parking standards and be at the same numbers as previously considered acceptable in the extant permission. Additionally while the floor space will be increased as a result of these proposals the site is in a sustainable location close to the bus and rail station so the marginal loss of parking is considered acceptable in this location.
- 11.4 While there is a road widening line that runs along Windsor Road the land required is already within the highway and therefore does not need to be dedicated.
- 11.5 With the existing access being used it is considered that the proposals will have no adverse impact upon highway safety it will result in an increase in trip numbers and this was previously covered with a contribution being made towards the Windsor Road widening scheme and the use of a Travel Plan. The applicants have agreed to continue this approach and will uplift the contributions accordingly for the increase in floor space above that which was previously approved. Confirmation is being sort from the Council's Highways and Transport consultants that this is acceptable, along with other issues in the previous Section 106 Agreement including Real Time Passenger Information Screens, Travel Plans and electric charging points.

## 12.0 **Summary**

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

## **PART C: RECOMMENDATION**

### 13.0 **Recommendation**

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

## 14.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

### 14.1 **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:

(a) Drawing No 050\_010 C Dated 20/10/2014 Recd On 13/04/2015

- (b) Drawing No 050\_011 B Dated 05/11/2014 Recd On 13/04/2015
- (c) Drawing No 050\_012 B Dated 05/11/2014 Recd On 13/04/2015
- (d) Drawing No 050\_013 B Dated 05/11/2014 Recd On 13/04/2015
- (e) Drawing No 050\_014 B Dated 05/11/2014 Recd On 13/04/2015
- (f) Drawing No 050\_015 C Dated 20/10/2014 Recd On 13/04/2015
- (g) Drawing No 050\_016 B Dated 20/10/2014 Recd On 13/04/2015
- (h) Drawing No 050\_017A Dated 20/03/2015 Recd On 13/04/2015
- (i) Drawing No 050\_021 C Dated 20/10/2014 Recd On 13/04/2015
- (j) Drawing No 050\_022 C Dated 20/10/2014 Recd On 13/04/2015
- (k) Drawing No 050\_023 B Dated 20/10/2014 Recd On 13/04/2015
- (l) Drawing No 050\_024 C Dated 20/10/2014 Recd On 13/04/2015
- (m) Drawing No 050\_025 B Dated 20/10/2014 Recd On 13/04/2015
- (n) Drawing No 050\_026 B Dated 20/10/2014 Recd On 13/04/2015
- (o) Drawing No 050\_027 B Dated 20/10/2014 Recd On 13/04/2015
- (p) Drawing No 050\_028 B Dated 20/10/2014 Recd On 13/04/2015
- (q) Drawing No 050\_051 B Dated 20/10/2014 Recd On 13/04/2015
- (r) Drawing No 050\_052 B Dated 20/10/2014 Recd On 13/04/2015
- (s) Drawing No 050\_053 B Dated 20/10/2014 Recd On 13/04/2015
- (t) Drawing No 050\_054 B Dated 20/10/2014 Recd On 13/04/2015

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

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

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

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

5. 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 nett internal floor space of the building hereby permitted shall not exceed 9,564 sq. metres and no extension or alteration either external or internal, involving an increase in floor space above the approved 9,564 sqm including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority.

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

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

parking of motor vehicles.

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

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

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

8. No development shall be begun until details of the cycle parking provision of that phase (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of that phase of the development and shall be retained for so long as the development continues to be used for the purposes authorised by this permission.

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

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

REASON To protect the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

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

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

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

INFORMATIVE(S):

1. 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.





## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the application to the Planning Manager for consideration of any substantive objections post Committee, completion of a Section 106 Agreement, any detailed design changes, finalising conditions and final determination.

### **PART A: BACKGROUND**

## 2.0 **Proposal**

- 2.1 This is an application principally for conversion of part of the existing offices to residential apartments (floors 1 and 10), and includes some partial demolition of the existing building at ground and first floor levels. The application also proposes external changes to the building and internal changes to the ground floor retail space.

This application builds upon a previous prior approval notification, approved by the Council on 6<sup>th</sup> October 2014 for conversion of offices to residential (floors 2 – 9) to provide 40 no. flats.

In detail the proposals include:

- Partial demolition of the offices at first floor level, leaving only the base to the rear tower
- Demolition of offices at first floor level, limited demolition at ground floor and bridge over the pedestrian walkway between High Street and Hatfield Road to “open up” the pedestrian walkway between the High Street and Hatfield Multi Storey car park
- Demolition of rear part of Class A3 unit (no. 292 High Street) and existing rear escape stairs.
- Convert the front parts of units at 296 and 298 to a single Class A1 retail unit and the rear part to a rear lobby serving the main residential tower.
- Changes and alterations to remaining ground floor units (excluding units nos. 288, 290 and 294 which do not form part of the planning application)
- Conversion of retained first floor offices to provide 2 no. X 1 bed and 3 no. X2 bed flats).
- Conversion of 10th floor to provide 4 no. X 1 bed and 1 no. X 2 bed flats
- Re-cladding of the exiting building, installation of doors in lieu of windows to serve proposed balconies, balustrade at first floor level on the High Street frontage and replacement windows
- External works to include reconfiguration of existing surface car park (13 no. car parking spaces), landscaping, cycle parking (50 no. cycle spaces), refuse store and improvements to pedestrian routes.

## 3.0 **Application Site**

- 3.1 The application site consists of no.292 - 298 High Street located on the south side eastern end of the Slough High Street in the Secondary Shopping Frontage. The site comprises a mixed office and retail development granted permission in 1964 with on site surface car parking provision at the rear, comprising a 9 storey office tower sitting above on a two storey podium which fronts Slough High Street. The building includes several shop units comprising A1/A2/A3 uses and a ground floor reception area with additional office space above extending over the whole first floor level.

3.2 The building had a makeover in the late 1980s /1990s when the tower's floor slabs were extended and the whole building was clad in grey curtain walling. The office space in its entirety from ground floor reception up to the tenth floor is accessed off plot 298. The premises were used as offices for IT company until 2010. Since then most of the building has been empty and redundant, with only unit 294 remaining in active use. The existing side alleyway is between 298 and 300 High Street and is currently the main connection between the High Street and the multi- storey car park on Hatfield Road. The overall impact of the building is of a run – down, tired looking building that contributes negatively to its context and general surrounding area.

#### 4.0 **Relevant Site History**

4.1 The application site has a long planning history. From 1964 – 2014 various permissions were granted.

4.2 F/15921/000 Prior Approval not required for a change of use from offices to residential (16 x 1) bedrooms and 24 x 2 bedroom flats on the second to the ninth floors. Granted on 6/10/2014.

4.3 Pre application advice was provided in respect of this proposal.

#### 5.0 **Neighbour Notification**

5.1 300, HIGH STREET, SLOUGH, BERKSHIRE, 315a, High Street, Slough, SL1 1BD, Chicken George, 315, High Street, Slough, SL1 1BD, 307, High Street, Slough, SL1 1BD, Flat 1, 307, High Street, Slough, SL1 1BD, 305a, High Street, Slough, SL1 1BD, 305b, High Street, Slough, SL1 1BD, 311a, High Street, Slough, SL1 1BD, 313, High Street, Slough, SL1 1BD, Top Cut Hair Salon, 305, High Street, Slough, SL1 1BD, Euro Food & Wine, 309, High Street, Slough, SL1 1BD, 311, High Street, Slough, SL1 1BD

Late Press Notice and Site Notice placed on site. The 21 day consultation date will expire on 10th July 2015. Any objections received will be reported on the Amendment Sheet.

#### 6.0 **Consultation**

##### 6.1 **Highways and Transport:**

Traffic generation and contributions (residential)

The proposed development will lead to a reduction in vehicle trips compared to use as B1 office.

##### *Hatfield Road*

The section of Hatfield Road immediately behind the development site is adopted, but it has no footway on the north side of the road. The section of Hatfield Road starting circa 50m to the west of the development and leading to The Grove is unadopted and in very poor structural condition. It is regularly fly-tipped and the parking on-street is unenforced meaning that service vehicles find it difficult to drive along the road. The nature of Hatfield Road is now changing as the offices are being converted to residential and there is now a greater need for footways on both sides of the road.

The local highway authority is seeking to reconstruct the road and construct a new footway along the north-side as part of works to bring the road up to adoptable standard. A number of developments have recently come forward for redevelopment including 276 High Street and 300-310 High Street. Both of these developments have agreed to dedicate land to the local highway authority along the southern boundary of their sites to create a 1.2m wide

footway. It is therefore requested that a similar width is dedicated to the local highway authority.

In respect of this development it is noted that two parking spaces are proposed on the southern boundary of the development site and it would not be possible to keep these spaces if the land was to be dedicated. So I would suggest that there are two options:

1. The spaces are deleted and the footway provided with landscaping between the footway and the building, maintaining space for access to the bin store and sub-station.
2. Alternatively a loading bay is provided instead of spaces 14 and 15, which could be used by the retail units and the refuse vehicles serving the site. This loading bay would then be adopted and a loading TRO would cover it during day time hours. Further discussion on the points above would be appropriate.

In order to create the 1.2m footway across the rest of the frontage then space no. 1 should be swapped over to the east side of the aisle and the retail cycle parking provided in the form of a single locker and this would enable spaces 2-8 to shuffle down and enable 1.2m to be dedicated along the southern boundary.

#### *Car Parking*

15 car spaces including 1 reserved disabled parking has been provided by the developer at the rear of the property. Taking account of the above comments it would xbe acceptable to provide 13 parking spaces rather than 15 as described above as the local highway authority places great need on addrsessing the issues along Hatfield Road. The proximity of the Hatfield car park will allow residents without parking to purchase a season ticket from the Council should they require parking.

In order to mitigate the impact of additional on-street parking requirements on the existing residents in the town centre, residents of this development should be excluded from being eligible to apply for a parking permit within any existing or future residents parking scheme; this should be secured as part of the S106 agreement. Likewise a contribution of £3,000 is sought to upgrade the existing waiting restrictions on the vadopted section of Hatfield Road to double yellow lines to prevent overspill parking at night (outside of the time restrictions), as this is likely to occur on the footway.

#### *Cycle Parking*

50 cycle parking spaces have been provided on the ground floor that is accesed from within the entrance foyer. The access arrangements to the cycle store are welcomed and should ensure greater securitiy and therefore use of the cycle parking racks.

It would appear that double stacking cycle racks are proposed for the cycle store as only 25 bikes are shown. For the Josta 2-tier rack <http://cycle-works.com/product/josta-2-tier-rack/> these are critical dimenions that are required:

To design your site, please follow these guidelines:

- The headroom is the most important factor for this racking system. A minimum of 2600mm is required for maximum capacity.
- Please leave 300mm to any adjoining side wall to give space for the handlebars of the first bikes on either side.
- The racks are then spaced at between 400mm and 500mm apart. We have found 450mm to be a good planning spacing, giving capacity as well as ensuring ease of use.
- These racks can also be installed at headroom of 2400mm, but for this, the racks need to be spaced at 600mm minimum.
- Please allow 2000mm for the rack itself. For access, the manufacturer's minimum

- requirement is 1700mm. However, we have found that 2000mm works well.
- The racks can also be installed from a central spine. For this option, please leave 1700mm-2000mm for access on both sides. The 2-sided unit is 3100m wide.
  - Racks can also be installed at a 45 or 55 degree angle.

Therefore the cycle store will need to be re-designed that it is a minimum of 2.6m high and 4m in width to accommodate the racks. This will mean a slight reduction in the size of Unit

1. Additional 4 bicycle parking spaces have been provided for the retail element of the scheme. Taking account of my comments above (re-car parking) I would recommend that these are re-provided in the form of a single locker to provide secure cycle parking for retail use. I can confirm the cycle parking is in accordance with the guidelines set out in the Slough Developers Guide Part 3 (see condition 19).

#### Doors Opening Over the Highway

I note that the doors on unit 290 High Street are shown to open over the highway, this is unacceptable and needs to be inward opening doors (see condition 16).

#### Refuse and recycling

Applicant has provided location of refuse storage on plans submitted which is acceptable.

#### Access and Side Passage:

The local highway authority welcomes the opening up of the side passage and the removal of building above. The current passage is affected by a number of anti-social behaviour problems and personal security issues. Additionally I also welcome the removal of the bollards outside the front entrance of the building and the introduction of a removable/sinkable bollard at the entrance of the pedestrian passage. Can the developer implement a similar removable/sinkable bollard at the Hatfield entrance of the landscaped pedestrian street in order to deter vehicles mounting the access.

It is recommended that the whole width of the path is dedicated to the local highway free of charge to be maintainable at the public expense. At the pre-application meeting it was discussed that the Art in the Centre Materials i.e. those of the same specification as used in the High Street would be used to give a high quality finish to the development. These materials should be secured through a planning condition / S106 obligation. The applicant will need to enter into a S278 agreement to undertake the highway works to the side passage and then dedicate the land through a S38 agreement.

Whilst I note that a shared surface is proposed at the rear of the site, following further consideration I would request that the kerbline is raised on sections where dropped kerbs are not required. This will ensure that the surface water of the site is drained within the site and does not runoff onto the public highway.

I am strongly of the view that the opening up of the side passage and its construction and dedication as public highway will help to transform this area and its public realm and help make it an attractive place to live.

#### Highway works and contributions summary

Prior to commencing works, 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 / section 38 agreement for the satisfactory implementation of the works identified in the highways schedule.

*The Highway schedule includes:*

- Street lighting modifications (as necessary)
- Drainage connections (as necessary)
- Reconstruction of footway (as necessary)
- Dedication as highway maintainable at the public expense, free of charge, of an area to be provided as 1.2m wide footway along the frontage of the development with Hatfield Road;
- Construction and dedication as highway maintainable at the public expense, free of charge, the side passage connecting High Street with Hatfield Road using Art of the Centre materials;
- Construction and dedication as highway maintainable at the public expense, the loading bay on Hatfield Road (see comments above); and
- Implementation of droppable bollards at both ends of the passage, removal of redundant bollards.

*Transport Schedule:*

- £3,000 contribution towards funding the amendments to the Traffic Regulation Order for the waiting/loading restrictions on Hatfield Road (prior to commencement);
- Residents of the development ineligible to apply for parking permits;

## 6.2 Environmental Quality

In line with the Institute of Air Quality Management best practice and the Council forthcoming Low Emission Strategy to tackle poor air quality. It is recommended that at least one electric vehicle 'fast' charging point be installed in the car parking area in readiness for first occupation of the development. It is also recommended that the developer installs external electrical cables so that additional electric charging points can be installed at a later date to meet any future demand without having to re-wire the parking area (see condition 17)

## 6.3 Contaminated Land

If there are no earthworks proposed as part of the planning proposal, even accounting for the extension of the site beyond the perimeter of the prior-approval proposal, the recommendations made in the attached memo are still valid.

If earthworks are undertaken, then please see below 'watching brief' condition, just so as to capture potential contaminative land encounters (see condition 14).

## **PART B: PLANNING APPRAISAL**

### 7.0 Policy Background

#### 7.1 The National Planning Policy Framework and Planning Practice Guidance

Slough Local Development Framework Core Strategy 2006-2026 Development Plan

Document Policies:

Core Policy 1 – Spatial Strategy

Core Policy 3 - Housing Distribution.

Core Policy 4 – type of Housing

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

Local Plan for Slough March 2004 Policies:

EN1 – Standard of Design

- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H7 – Town centre Housing
- H11 – Change of Use to Residential
- H14 – Amenity Space
- T2 – Parking Restraint
- T8 - Cycling

#### Flat Conversion Guidelines

7.2 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

8.0 The main planning considerations relevant to the assessment of this application are considered to be:

- 1) Principle of development;
- 2) Design, appearance and impact on the street scene
- 3) Potential impact on neighbouring properties;
- 4) Quality of Housing
- 5) Access, Highways and Transport
- 6) Landscaping and Amenity Space
- 7) S106

#### 8.1 **Principle of Development**

The National Planning Policy Framework states planning should:

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

- 8.2 Core Policy 1 of the LDF Core Strategy states: Proposals for high density housing..... will be located in the appropriate parts of the town centre. Core Policy 3 allocates a minimum of 3000 dwellings to the Town Centre. Core Policy 4 states that: High-density housing should be located in Slough town centre.
- 8.3 Policy H7 of the Local Plan states: .....Within the Town Centre Commercial Core area, priority will be given to the development of mixed use schemes, including a residential element, unless it can be demonstrated that the site is unsuitable for residential use.
- 8.4 Policy H11 states: Proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to their meeting all of the following criteria:
- a. a satisfactory independent access is provided;
  - b. any parking provision meet the aims of the integrated transport strategy;
  - c. satisfactory minimum room sizes and internal layouts are achieved; and
  - d. satisfactory sound insulation measures are taken between each residential unit and adjoining properties.

Proposals should also provide appropriate amenity area which can take the form of roof gardens, balconies, or more traditional forms of amenity space such as ground level gardens

- 8.5 The principle of providing housing in the Town Centre Area is acceptable as being a sustainable form of development. It would make effective and efficient use of an existing underutilised building, promotes a mixed scheme, in terms of retaining retail on the ground floor and would add to the vitality of the town centre in accordance with the principles underlying the aims and objectives of the National Planning Policy Framework. It further complies with the requirements of Core Policies 1, 3 and 4 of the Local Development Core Strategy, Development Plan Document, in terms of housing location and distribution, housing type and density. The proposals further comply with the principles of Policy H7 of the Adopted Local Plan which supports the principle of such schemes within the Town Centre Commercial Core Area.
- 8.6 No objections are raised to the principle of housing, in accordance with the NPPF, the Slough LDF Core Strategy or the adopted Local Plan for Slough

9.0 **Design, appearance and impact on the street scene**

- 9.1 The National Planning Policy Framework states: planning should always seek to secure high quality design and a good standard of amenity. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 9.2 Core Policy 8 of the LDF Core Strategy states: All development will:
- (a) Be of a high quality design that is practical attractive safe accessible and adaptable
  - (b) Respect its location and surroundings
  - (c) Provide appropriate public space amenity space and landscaping as an integral part of the design
  - (d) Be in accordance with the Spatial Strategy in terms of its height scale massing and architectural style



- 9.3 Policy EN1 of the Adopted Local Plan states: Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:
- a. scale;
  - b. height;
  - c. massing/Bulk;
  - d. layout;
  - e. siting;
  - f. building form and design;
  - g. architectural style;
  - h. materials;
  - i. access points and servicing;
  - j. visual impact;
  - k. relationship to nearby properties;
  - l. relationship to mature trees; and
  - m. relationship to water courses.

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

- 9.4 With respect to issues of design and impact on the street scene and character of the area, these relate principally to the external changes to the building in terms of the cladding, installation of new windows and balconies, balustrade to the High Street frontage, creation of new shop fronts demolition of parts of the existing building, removal of the rear escape stairs, reconfiguration of the rear car park, and the provision of bin store and landscaping.
- 9.5 The proposals significantly improve the appearance of a tired looking building, creating a modern appearance with the use of good quality materials. Combined the changes will help to rejuvenate this end of the High Street which has undergone decline in recent years. It will further add vitality and viability to the Town Centre and help to build on other regeneration schemes which have been coming forward over a number of years.
- 9.6 Given that the proposals would not result in any increase either to the footprint, bulk or height of the existing building, it is concluded that the proposals will not have any adverse impact on the character and appearance of the street scene or surrounding area. Indeed the proposals will bring about significant visual enhancements for this part of the town centre.
- 9.7 No objections are raised on grounds of Design or Street Scene Impact in accordance with the NPPF, Core Policy 8 of the LDF Core Strategy or Policy EN1 of the Adopted Local Plan.

10.0 **Impact on Neighbouring Amenity**

- 10.1 The overarching Core Principles of the NPPF state that: Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 10.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that: All development will respect its location and surroundings.
- 10.3 Policy H13 of the Adopted local Plan for Slough states: the scheme is designated so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas. Policy EN1 states that : Development proposals must be compatible with and/or improve their surroundings in terms of relationship to nearby properties
- 10.4 The main issues identified relate to the potential for the direct overlooking of neighbouring land with the potential to restrict or prevent its future redevelopment. However, the context to this application is that the most of the building (floors 2 – 9) does not require specific planning permission to convert the building from offices to residential as this is permitted under the prior approval notification procedure. For the most part, the windows are all existing and the local planning authority has no control over matters of overlooking under this procedure. Under the current application, some of the windows are being replaced with doors to provide access to external balconies. Given the current scenario, it is not considered that the installation of these doors and balconies would be material in the determination of this application.
- 10.5 No objections are raised on grounds of overlooking in relation to the NPPF, LDF Core Strategy or adopted Local Plan for Slough

11.0 **Quality of Housing**

- 11.1 The overarching principles of the NPPF state that: planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy H11 of the adopted Local Plan states: proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to meeting all of the following criteria:
- (c) satisfactory minimum room sizes and internal layouts.
- 11.2 This assessed against the following criteria: Aspect, Daylight and Sunlight and Room Sizes.
- 11.3 All flats have a reasonable aspect, and benefit from good daylighting. Most flats will receive adequate sunlight other than those facing north onto High Street. Although those flats which face north also have some rooms with an aspect facing either to the east or to the west. In terms of room sizes only the flats being proposed on the first and tenth floors have been assessed in relation to this application. It is confirmed that the rooms sizes comply with the guidance given in the Council's Flat Conversion Guidelines.
- 11.4 No objections are raised on grounds of housing quality in relation to the NPPF or Policy H11 of the adopted Local Plan.

12.0 **Access, Highways and Transport**

- 12.1 Vehicular access will continue from Hatfield Road, although the number of car parking spaces on site is being reduced from 21 no. down to 13 no. The Council is seeking the dedication of land along the southern boundary of the site with Hatfield Road to allow a 1.2 metre wide footway to be created as part of a reconstruction of the service road. This has been agreed with the applicant. Servicing for the shops will continue to take place from Hatfield Road to the rear of the site.
- 12.2 A total of 13 no. car parking spaces is proposed, however, future residents would be able to purchase season tickets to park in the adjacent Hatfield car park. In order to mitigate the impact of additional on-street parking requirements on the existing residents in the town centre, residents of this development should be excluded from being eligible to apply for a parking permit within any existing or future residents parking scheme; this should be secured as part of the S106 agreement. Likewise a contribution of £3,000 is sought to upgrade the existing waiting restrictions on the vadopted section of Hatfield Road to double yellow lines to prevent overspill parking at night (outside of the time restrictions), as this is likely to occur on the footway.
- 12.3 The principle pedestrian access to the residential flats is from the pedestrian walkway, which links High Street with Hatfield Road and which is being “opened up” and “upgraded” under the current proposal. There is also a pedestrian access from the rear car park. There is a dedicated residential reception area with both stair and lift access to all floors. Pedestrian access to the retail units is retained from High Street.
- 12.4 The pedestrian walkway is to be dedicated to the Highway Authority for adoption as highway and maintainable at public expense. Demountable bollards are proposed for the pedestrian walkway to prevent unauthorised vehicle access. It is also proposed that the walkway be resurfaced using Art at the Centre materials i.e. those of the same specification as used in the High Street which would be used to give a high quality finish tof the development. Incidental landscape is also proposed to improve the image of the pedestrian street. These matters to be covered by condition or in a S106 Agreement.
- 12.5 No objections are raised in relation to access transport or highways having regards to the national Planning policy Framework, Core Policy 7 of the LDF Core Strategy and Policies H11 and t2 of the adopted Local Plan, subject to appropriate planning conditions being imposed and completion of a 106 Agreement.
- 13.0 **Landscape and Amenity Space**
- 13.1 Incidental landscaping is proposed to the car park and rear of the building. Incidental landscape is also proposed to improve the image of the pedestrian street and to provide a more attractive entrance to the flats. A number of the flats have access to a balcony or Juliette balcony. In addition there is a small public park on the opposite side of High Street at the junction with Yew Tree Road.
- 13.2 Given that this is a town centre site which has access to a range of shops and services and given that most flats have access to a balcony no objections are raised on grounds of landscaping or amenity space provision in relation to Policies H14 and EN3 of the adopted Local Plan.
- 14.0 **S106 Agreement**
- 14.1 Whilst the scheme in its totality comprises significantly more than 15 no. units which itself represents the threshold whereby affordable housing is required, most of the units where “approved” under the prior notification procedures and are permitted development. For the purposes of determining this application consideration is only being given to the provision of

10 no. flats which are being provided on the first and tenth floors. This falls below the threshold whereby financial contributions are sought for affordable housing and education.

14.2 With respect to other matters the applicant has agreed Heads of Terms in respect of the following:

Prior to commencing works, 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 / section 38 agreement for the satisfactory implementation of the works identified in the highways schedule.

The Highway schedule includes:

- Street lighting modifications (as necessary)
- Drainage connections (as necessary)
- Reconstruction of footway (as necessary)
- Dedication as highway maintainable at the public expense, free of charge, of an area to be provided as 1.2m wide footway along the frontage of the development with Hatfield Road;
- Construction and dedication as highway maintainable at the public expense, free of charge, the side passage connecting High Street with Hatfield Road using Art of the Centre materials;
- Construction and dedication as highway maintainable at the public expense, the loading bay on Hatfield Road (see comments above); and
- Implementation of droppable bollards at both ends of the passage, removal of redundant bollards.

Transport Schedule:

- £3,000 contribution towards funding the amendments to the Traffic Regulation Order for the waiting/loading restrictions on Hatfield Road (prior to commencement);
- Residents of the development ineligible to apply for parking permits;

15.0 **Summary**

15.1 The proposal represents an important regeneration project for the eastern end of the High Street which has undergone gradual improvement during recent years. It will visually enhance the general street scene and further improve the vitality and viability of the town centre. It will also widen housing choice.

## **PART C: RECOMMENDATION**

16.1 **Recommendation**

16.2 Delegate the application to the Planning Manager for consideration of any substantive objections post Committee, completion of a Section 106 Agreement, any detailed design changes, finalising conditions and final determination.

16.3 **CONDITIONS AND REASONS:**

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.

*To be confirmed*

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

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

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

REASON: To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Core Policy 8 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) development Plan Document December 2008

5. No windows, other than those hereby approved, shall be formed in the 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.

6. The garage, 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 T2 of The Adopted Local Plan for Slough 2004.

7. The parking spaces hereby permitted shall only be used to accommodate cars which are used ancillary to the enjoyment of the flats on the site and shall not be used for any trade or business purposes; 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.

8. 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.

9. Landscaping shall be carried out in accordance with the approved landscaping scheme hereby approved.

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. The internal layout of the development 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 H15 of The Adopted Local Plan for Slough 2004.

11. Before the development hereby permitted in begun, a scheme to control/reduce noise emanating from the development (including details of existing noise levels) shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall be implemented on site prior to occupation of the development and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON: To protect the amenity of nearby occupiers in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) development Plan Document December 2008.

12. Full details of the surface water disposal from the access road and car parking areas shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON: To prevent the risk of flooding in accordance with the National Planning policy Framework

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

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

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

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

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

The scheme shall include:

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

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

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

15. The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.”

16. No other part of the development shall be occupied until the new means of access has been altered in accordance with the approved drawing 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 and to ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

17. No doors or gates to open over the highway.

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

18. 1 No. electric vehicle 'fast' charging point shall be installed in the car parking area prior to first occupation of the development and the developer shall as part of the development install external electrical cables so that additional electric charging points can be installed at a later date to meet any future demand without having to re-wire the parking area.

REASON: To ensure that the development is in line with the Institute of Air Quality Management best practice and the Council forthcoming Low Emission Strategy to tackle poor air quality and provide electric vehicle charging points within the car park area for future residents of the development.

19 Development shall not commence until details of cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

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. 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.

3. The applicant is advised of their requirement to comply with the Party Wall Act 1996, including the need to serve appropriate notices on neighbours before work commences.

4. Applicants are advised to discuss the new requirements for access for the disabled under the Building Regulations with the Council's Building Control Service.

5. 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.

6. 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.

7. 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.

8. 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.

9. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.



10. 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.

11. 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.

12. 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.

13. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement 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.

14. The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a section 38 agreement of the said act for its ultimate adoption.

15. The access road will be declared as "Prospectively Maintainable Highway" under section 87 of the New Roads and Street Works Act 1991.

16. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990

17. The applicant must enter into an agreement under s177 of the Highways Act 1980 to allow the building/ to oversail the highway (once dedicated).

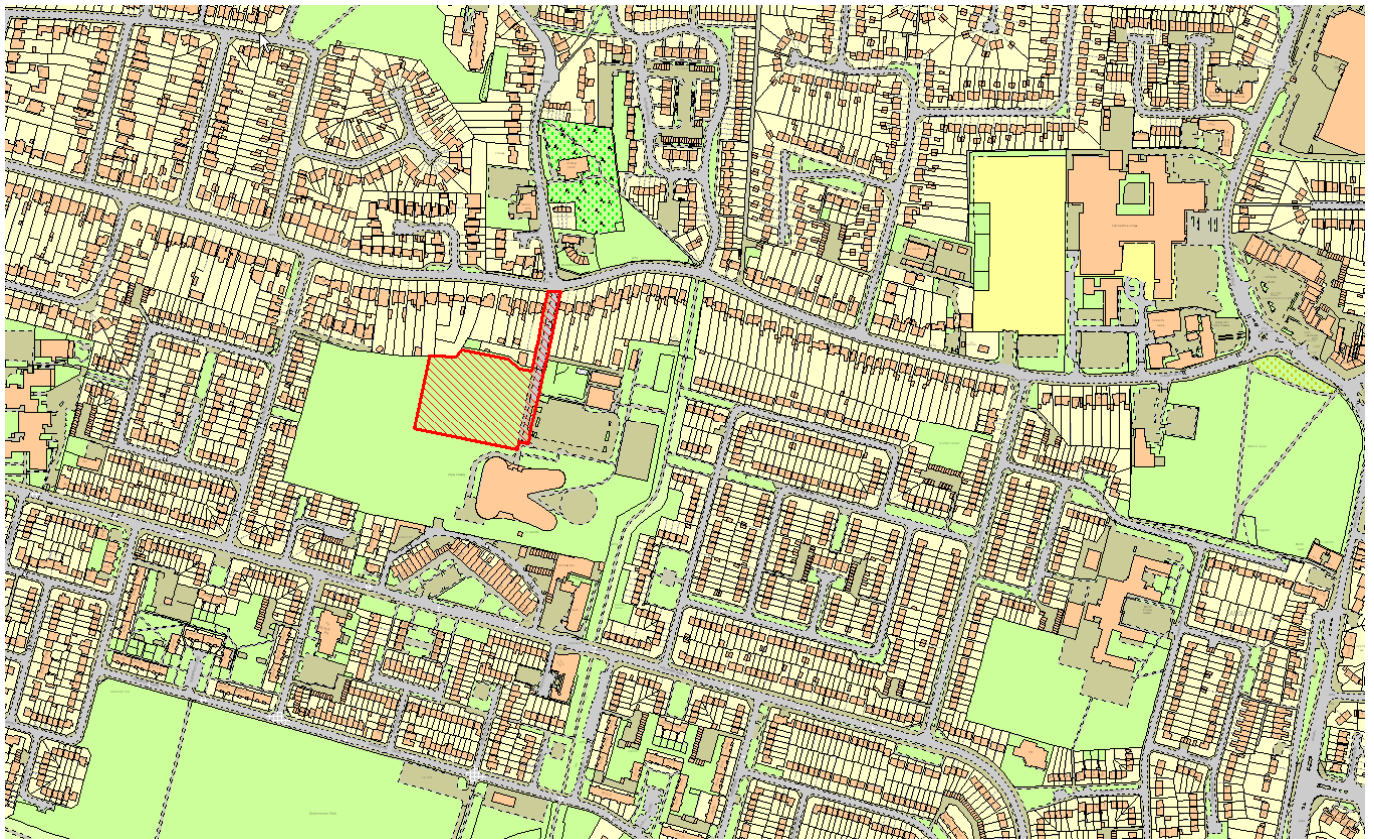
18. The applicant must enter into an agreement under s178 of the Highways Act 1980 to allow a rail or beam to oversail the highway in the form of a crane for construction.

19. The applicant must enter into an agreement under s179 of the Highways Act 1980 to allow the basement to undersail the highway (once dedicated).

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Registration Date:	10-Feb-2015	Applic. No:	P/02631/018
Officer:	Mr. Albertini	Ward:	Langley Kedermister
		Applic type:	Major
		13 week date:	12 <sup>th</sup> May 2015
Applicant:	The Langley Academy Trust		
Agent:	Mr. Chris Maltby, Edgeplan Barnett House, 53, Fountain Street, Manchester, M2 2AN		
Location:	The Langley Academy, Langley Road, Slough, SL3 7EF		
Proposal:	ERECTION OF TWO STOREY PRIMARY SCHOOL WITH NURSERY AND ASSOCIATED ACCESS, CAR AND CYCLE PARKING, PLAY AND AMENITY SPACE.		

**Recommendation:** Delegate to the Planning Manager



## **Supplementary Report**

### **1.0 SUMMARY OF RECOMMENDATION**

Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, variation and addition of planning conditions.

### **PART A: BACKGROUND**

#### **2.0 Update**

- 2.1 This application was presented to the 29<sup>th</sup> April 2015 Planning Committee with a recommendation to delegate a decision to the Planning Manager. The Planning Committee deferred a decision to allow for further information to be gathered regarding the implications of a pedestrian/cycle access from Cockett Road and to investigate an alternative access from the south. The April report is at Appendix 1 and in particular section 8 addresses access issues and is referred to on the April amendment sheet.
- 2.2 The further information about the implications of the Cockett Road access will be reported on the Committee amendment sheet. A car parking survey is being undertaken for streets near the 3 pedestrian access points proposed or under investigation – Cockett Road; Trelwaney Ave; Green Drive.
- 2.3 Details of a possible access from the south, behind Trelawney Ave. shops and flats, are presented and residents and shops adjacent have been consulted.
- 2.4 The Trelawney Ave access would involve construction of a 3 metre wide path, for pedestrians and cyclists, alongside the Holy Family Church site with a gate into the Langley Academy school site in the north east corner of the garage court behind Trelwaney Ave. shops and flats. This involves the loss of 4 garages; narrowing of part of the service road to create a suitable width path and consequent rearranging of parking spaces and bins stores south of the garage court affected by the path. The narrowing of the eastern entry to the service road results in a width suitable only for one way working. The rest of the service road would be two way as now.
- 2.5 In addition; to discourage drop off/pick up parent car traffic using the service road the proposal involves an extension of the shops car park. The existing car park has 27 spaces and would be expanded by 20 spaces. This involves the loss of part of the grass area and two trees. One tree is in poor condition. The large tree will be retained and new tree planting is proposed.
- 2.6 The Trelawney Ave access proposal is now the preferred option as this provides additional parking that could be used by the school during drop off and collection times. This means that there will be less pressure on the existing roads around the school at the beginning and end of the school day. The Trelawney Ave alternative is not perfect because of the possibility of parents using the service road for drop off and pick up; gating the service road has been considered but is impractical in terms of who would control it. School Keep Clear markings and double height

kerbs are proposed for the eastern entry to the service road to keep it clear of parked vehicles.

- 2.7 The extended car park has the added benefit of providing more parking for shop customers, which will provide mitigation towards the inconvenience of the new access path. It would have been preferable to locate the access path to the school along the western boundary of the shops site, but this was not considered deliverable for reasons of cost, programme and would have meant the relocation of businesses based in the industrial yard in the north west corner of the site.
- 2.8 The Cockett Road access proposal is still considered a possible option as this is convenient and attractive for pupils coming from the west. But it is acknowledged that it will increase pressure on Cockett Road, Gosling Road and Gosling Green which already experience parking pressure at school drop off and collection times.
- 2.9 The gate into the Academy site would be used only at primary school opening and closing times. The intention is that it would be used by primary pupils only and not secondary pupils. Control of this would be reliant upon the gate being staffed and instructions to pupils. A new path within the school ground would be needed to link the gate to the primary school building.
- 2.10 As part of the primary school proposal a new pedestrian access to the secondary school is proposed at the bottom end of Green Drive which is not far from the Trelwaney Ave. shops.
- 2.11 If the Trelawney Avenue access is approved the necessary works can be secured through a Section 106 planning obligation either by the school building contractor doing the work, which is the likely option, or the Council receiving a sum of money to do the work itself. However some of the work will require a separate planning approval before work can go ahead.

### 3.0 **Neighbour Notification**

- 3.1 Trelawney Ave; Holy Family Church  
Trelawney Ave. 226 – 322 (shops and flats above)
- 3.2 Any observations received will be reported on the meeting amendment sheet.
- 3.3 Regarding the Cockett Road access proposal 31 additional objections were received after the date of the Committee. 9 of the additional observations have not identified their address. Issues raised are similar to those outlined in the amendment sheet. An 18 signature petition against the Cockett Rd proposal was also received at the meeting together with photos of parking in the road at school closing/opening time.

### 4.0 **Consultation**

- 4.1 **Traffic /Highways**  
Comments incorporated into para 3.6 to 3.9; parking survey information will be reported on the meeting amendment sheet.

4.2 Housing  
Agree the Trelawney Ave access proposal in principle.

5.0 Sport England

5.1 In response to Sport England's objection to the application it has been referred to the Secretary of State (see para 7.6 of April report). He has confirmed that the Council can determine the application.

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

6.1 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 (NPPF) 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 Planning Advisory Service (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

7.0 **Planning Obligations**

7.1 The following need to be secured to make the proposal acceptable :

A Travel Plan  
Travel Plan monitoring costs  
Cost of implementing waiting restrictions in Langley Rd (Talbot Road to Cockett Road).

Either :

Contribution for school markings in Cockett Road and towards a new zebra crossing or other crossing improvement in the vicinity of the school.

Or

Carry out off site works or provide a financial contribution for Trelawney Avenue pedestrian/cycleway access (form path and extend car park and

associated accommodation works). Subject to planning permission being granted and the Council (Housing) agreeing the details of the works.

## **PART C: RECOMMENDATION**

### **8 Recommendation**

- 8.1 Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, variation and addition of planning conditions.

## **PART D: LIST OF CONDITIONS.**

### **9.0 Conditions**

- 9.1 Conditions are as listed in section D of the appended April report. Condition 2 (drawings approved) will be updated to include revised car park layout and whichever pedestrian access option is agreed. Condition 8 will be altered if the Trelawney Ave. access is agreed and added to, to include reference to timing of opening (school start/finish) and staffing of gate.

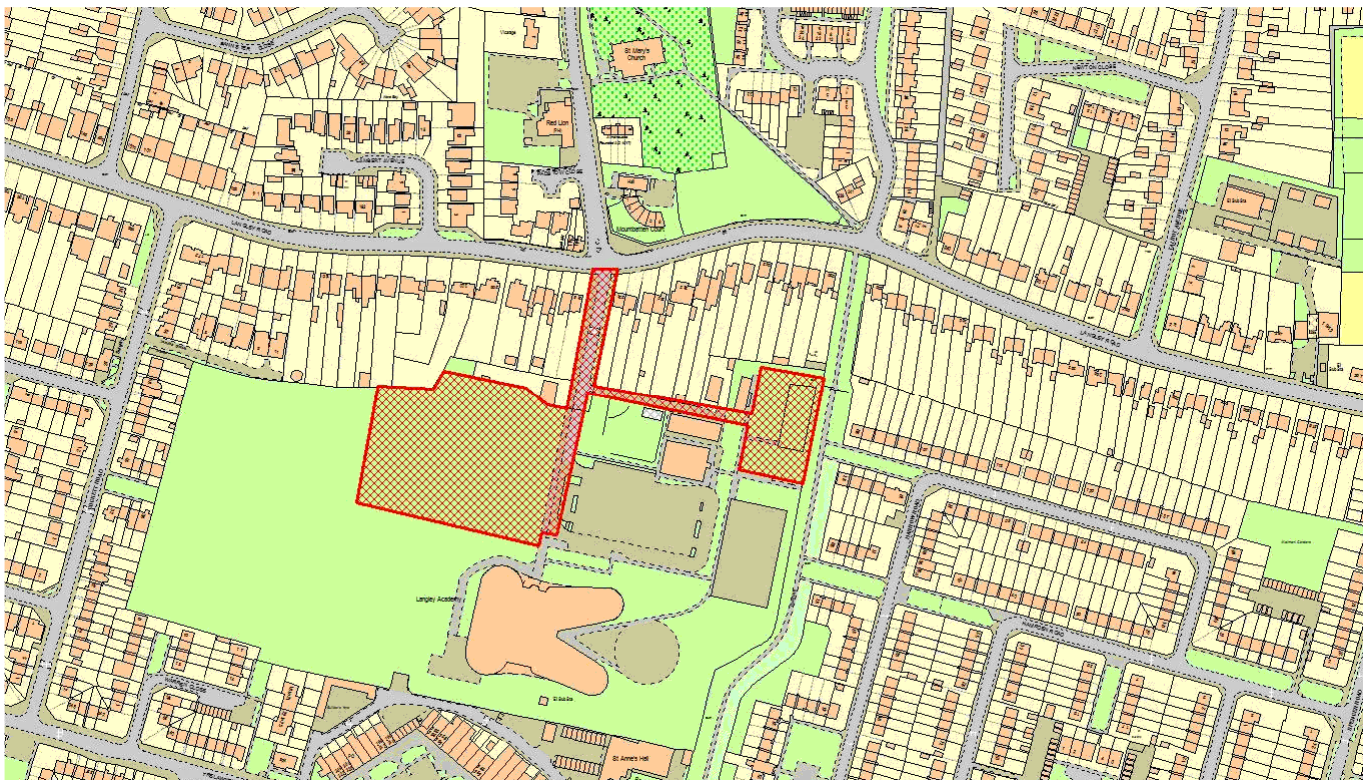


**Appendix**

29<sup>th</sup> April 2015 Committee report and amendment sheet.

Registration Date:	10-Feb-2015	Applic. No:	P/02631/018
Officer:	Mr. Albertini	Ward:	Kedermister
		Applic type:	Major
		13 week date:	12 <sup>th</sup> May 2015
Applicant:	The Langley Academy Trust		
Agent:	Mr. Chris Maltby, Edgeplan Barnett House, 53, Fountain Street, Manchester, M2 2AN		
Location:	The Langley Academy, Langley Road, Slough, SL3 7EF		
Proposal:	ERECTION OF TWO STOREY PRIMARY SCHOOL WITH NURSERY AND ASSOCIATED ACCESS, CAR AND CYCLE PARKING, PLAY AND AMENITY SPACE.		

Recommendation: Delegated to Planning Manager





## 1.0 **SUMMARY OF RECOMMENDATION**

Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, 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 two storey building for 630 pupils incorporating a 40 pupil nursery. The primary school will be run as a Free School. To the south a 40 space car park is proposed with outdoor recreation areas to the west and alongside the north elevation. The total floorspace will be 3425 sqm (gross internal area).

2.2 The building is orientated west – east with entrance at the north east corner next to the existing Langley Academy access road.

2.3 Vehicular access will be from the existing site access road off Langley Road. However pupil access will be split between two pedestrian access points – one will be the existing Langley Academy gate on Green Drive, to the east. The other will be a new pedestrian gate on the west boundary on to Cockett Road – the latter is a revision of the original scheme. This will disperse the inevitable concentration of pupils and in particular disperse parent drop off/pick up car traffic. Langley Academy pupils, who currently use Green Drive, will be directed to another side gate on Green Drive but nearer to the Academy building.

2.4 A travel plan is also proposed to encourage use of non car modes of travel.

2.5 In terms of sustainability at least 10% of the projected energy demand will be from renewable technologies – probably photovoltaic panels and a small combined heat and power plant. The school will also be built to BREEAM very good standard.

2.6 The main building will 8 metres high rising to 10 metres for the central portion of the building to accommodate a plant area set back from the edge of the building.

2.7 The materials for the elevations will be timber and render. Some windows will feature coloured glazing.

## 3.0 **Application Site**

3.1 The 1.047 hectare site is on the north side of the Langley Academy site. It is near but does not abut, apart from one, the large gardens of homes in Langley Road. Between the 2 is the site controllers house and garden. The site contains a grass sports pitch at present. To the east is the existing car park and the main Academy building is to the south/south east about 45 metres away.

- 3.2 The site is located 1.4km from Langley station. Trelawney Ave shops etc. lie immediately south of the Academy secondary school building.
- 3.3 To the west are sports pitches and to the south/south west a grass pitch that has planning permission for an all weather floodlit pitch. That new pitch is intended to provide a replacement for the grass pitch lost.

#### 4.0 **Site History**

- 4.1 P/02631/019 Application for temporary classrooms in north east corner of the Langley Academy site.

P/02631/017 Artificial pitch and flood lights and changing rooms. Approved Jan 2015 (on site to south of proposed primary school)

P/02631/015 single storey building. Approved Oct 2011.

P/2631/011 Langley Academy new secondary School building. Approved 2005

#### 5.0 **Neighbour Notification**

- 5.1 Langley Rd 166 – 250 even  
Harrow Rd 87 and 89  
Cockett Road 40, 48 – 62 even  
Forsythia Gardens 1-11 odd.

- 5.2 1 letter received from a resident of Langley Road. Concerned about traffic, poor appearance of building compared to the main academy building, concerned about size of building; loss of sports facilities. Response – traffic matters are discussed in Section 8; the size of the building is appropriate for the extent of the site and surroundings; the design of the building is reasonable but it is unlikely to be of the same quality of the main Academy building. Loss of pitch is referred to in Section 7 below.

#### 6.0 **Consultation**

- 6.1 Traffic /Highways

Full comments to be on amendment sheet. Key issue is limiting use of cars and dispersing pupil traffic. No highway comments as no new access proposed.

- 6.2 Berkshire Archaeology  
No objection.

- 6.3 Sport England  
Object to loss of grass sports pitch. See Section 7 below.

- 6.4 Environment Agency  
No response. No flood issues known of.

## PART B: PLANNING APPRAISAL

### 7.0 **Policy Background**

- 7.1 Local Plan policy OSC2 (protection of School, Playing Field) restricts development of playing fields unless a specified exception applies. In this case one of the stated exceptions is applicable by way of new sports provision that will be comparable in terms of size, facilities and amenity and is located adjacent. Planning permission has already been granted for an artificial flood lit pitch on an adjacent site. Construction work is due to start soon.
- 7.2 National Planning Policy Framework para 74 also seeks protection of playing fields unless replacement provision is equivalent or better in terms of quality and quantity.
- 7.3 Both the Framework and Local Plan policy OSC2 can be considered as complied with by way of the proposed artificial pitch etc. In addition Langley Academy will allow community use of the new pitch which will further enhance the replacement provision by allowing wider use of the pitch than just schools.
- 7.4 Sport England are a statutory consultee under the Town and Country Planning Development Management Procedure Order 2010 in particular the primary school proposal will involve the loss of a sports pitch.
- 7.5 Sports England have considered the application in the light of National Planning Policy Framework and its own policy to protect playing fields 'A sporting Future for Playing Fields of England'. Sport England identify various exceptions where by sports fields can be lost. The two relevant to this case are :
- E4 Playing field lost would be replaced with equivalent or better playing field in terms of quality, quantity and accessibility.
- Or
- E5 The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field.
- 7.6 Although the applicant has made a case for one of the exceptions to apply Sport England have raised an objection. Discussions continue with Sport England but if the objection is not withdrawn the Council, under the 2010 Order, cannot approve the application unless it has first notified the planning application to the Secretary of State and he has subsequently confirmed that the application will not be called in for him to determine.
- 7.7 The provision of the artificial pitch, with flood lights and changing rooms is considered a reasonable replacement for the loss of 2 grass pitches. The 3G pitch and lighting will allow more intensive use than a grass pitch. The changing rooms will allow community use of the pitch. Furthermore, the loss of the second grass pitch, is for a much needed school which has a local benefit that can be considered to outweigh the loss of a grass pitch. The remainder of the Langley Academy playing field contains one full size and one small grass pitch.

7.8 By planning condition provision of the replacement pitch and a community use agreement can be secured.

## 8.0 **Transport, Access and Parking**

8.1 The 40 car parking spaces proposed are sufficient for the school and there is space for adequate cycle parking.

8.2 The existing access is sufficient for staff access

8.3 In line with arrangements at other new schools drop off/pick up space is not encouraged within the school site. Drop off will take place in surrounding streets near to pedestrian access points. To limit congestion at the Langley Road entrance pupils will not be allowed through that access. They will be directed to Green Drive and Cockett Road. Roads connected with Green Drive do already get well used by secondary school drop off/pick up car traffic. However, there are no other opportunities to further spread the load of pupils arriving etc. other than Cockett Rd.

8.4 As the Cockett Road entrance was not part of the planning application when first submitted adjacent residents have been re-notified of the application so that they have the chance to comment on the addition pedestrian access. However the flow of pupils is not expected to be so great that it will adversely affect the amenity of the area. Any comments received will be reported on the meeting amendment sheet.

8.5 Implementation of the Travel Plan will encourage non-car modes of travel.

8.6 Overall subject to the completion of a Section 106 planning obligation the proposal is considered to comply with Core Strategy policy 7 Transport. Any further transport related considerations will be reported on the meeting amendment sheet.

## 9.0 **Design, Layout and Environment Matters**

9.1 The size of the building is appropriate for the surroundings. It is not close to existing homes other than the site controllers house.

9.2 In terms of quality of the design and materials the proposal is adequate. It may not be to the same standard as the Langley Academy secondary school but the timber and render finish will tie in with existing buildings. The primary school will be funded by the Governments Education Funding Agency; they have a modular design used across the Country for the current wave of new schools.

9.3 The applicants proposal to achieve a standard of BREEAM very good is supported.

## 10.0 **Planning Obligations**

10.1 The following need to be secured to make the proposal acceptable :

A Travel Plan

Travel plan monitoring costs

Cost of implementing parking restrictions and school markings in Langley Rd and Cockett Rd.

## PART C: RECOMMENDATION

### 11.0 **Recommendation**

- 11.1 Delegate to the Planning Manager subject to completion of a satisfactory Section 106 planning obligation, 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:

- (a) Drawing No. LRF2 ADP XX ZZ DR A 906 Site Plan
- (b) Drawing No. LRF2 ADP XX ZZ DR L 1900 Hard Landscape Plan
- (c) Drawing No. LRF2 ADP 00 GF DR A 1025 Rev 1 ground floor
- (d) Drawing No. LRF2 ADP 01 FF DR A 1026 Rev 1 first floor
- (e) Drawing No. LRF2 ADP 03 RF DR A 1028 Rev 1 overall roof plan
- (f) Drawing No. LRF2 ADP 02 SF DR A 1027 Rev 1 roof level
- (g) Drawing No. LRF2 ADP XX ZZ DR A 1200 Rev 1 elevations
- (h) Drawing No. LRF2 ADP XX ZZ DR A 1201 Rev 1 elevations in context
- (j) Drawing No. LRF2 ADP XX ZZ DR A 1300 Rev 1 Sections

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 to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before development commences on site and the development shall be carried out in accordance with the details approved.

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

#### 4. Landscaping 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.

#### 5. Cycle parking

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

#### 6. Internal access roads

Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

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

#### 7. Surface Water drainage

No construction work shall commence until details of surface water drainage have been submitted to and approved in writing by the local planning authority. The building shall not be occupied until the approved drainage scheme has been implemented.

REASON In the interests of flood prevention.

#### 8. Access to Cockett Road

The building shall not be occupied until a pedestrian access route has been constructed from Cockett Road across the western site boundary to the new building in accordance with gate and path details that shall have first been submitted to and been approved in writing by the local planning authority.

REASON In the interest of encouraging non car modes of travel and in the interest of dispersing school traffic around the local highway network to reduce congestion.

#### 9. Green Drive

The building shall not be occupied until a second pedestrian access gate on Green Drive has been opened up for Langley Academy secondary school pupils.

REASON In the interest of encouraging non car modes of travel and in the interest of dispersing school traffic around the local highway network to reduce congestion.

#### 10. Pitch reprovision

The primary school building shall not be occupied until a artificial surface sports pitch has been laid out, provided with flood lighting and changing rooms on a site south of the application site in accordance with planning permission reference P/02631/017.

REASON In the interest of retaining and enhancing outdoor sports provision in the Borough and in particular to ensure that the grass pitch lost is replaced with equivalent facilities.

#### 11. Community Use Agreement - to be completed

##### INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

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**SLOUGH BOROUGH COUNCIL****REPORT TO:** PLANNING COMMITTEE**DATE:** 1<sup>st</sup> July 2015**PART 1****FOR INFORMATION****Planning Appeal Decisions**

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

<b>WARD(S)</b>	<b>ALL</b>	
<b>Ref</b>	<b>Appeal</b>	<b>Decision</b>
P/04215/004	<p>70, Seacourt Road, Slough, SL3 8EW</p> <p>CONSTRUCTION OF TWO STOREY SIDE AND PART SINGLE / PART DOUBLE STOREY REAR EXTENSION.</p> <p>Planning permission was refused for the following reason:</p> <ol style="list-style-type: none"> <li>The proposed first floor rear extension due to its excessive width and bulk would not appear subordinate to the original house thereby detracting from the appearance of the original house and that of the surrounding area. The proposal therefore is contrary to Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H15 and EN1 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.</li> </ol> <p>The Inspector allowed the appeal subject to following conditions and concluded that the main issue was the effect of the proposed development on the character and appearance of the local area.</p> <p><b>Conditions:</b></p> <ol style="list-style-type: none"> <li>The development hereby permitted shall begin not later than three years from the date of this decision.</li> <li>The materials to be used in the construction of the external surfaces of the building hereby permitted shall match those used in the existing building.</li> <li>The development hereby permitted shall be carried out in accordance with the following approved plan: Drg. No. 70SR/1.</li> </ol>	<p>Appeal Granted</p> <p>1<sup>st</sup> May 2015</p>

	<p><b>Supporting reasons:</b></p> <p>The appeal property is a two-storey, semi-detached house. It is situated in a predominantly residential area which is characterised by semi-detached, two-storey houses of generally similar scale and design. The appeal proposal includes construction of a two-storey, side and rear extension.</p> <ol style="list-style-type: none"> <li>1. The proposal appears subservient to the existing house when viewed from the street.</li> <li>2. To the rear the extension is similar to the adjoining property's rear projection and would have a hipped roof with a ridge height set significantly lower than the main house roof, which would help to limit the visual bulk of the extension.</li> <li>3. Overall the side and rear extensions would have a design which would be subservient to and in keeping with the host property. Whilst the rear projection would occupy slightly more than half of the width of the extended house, overall the development would have a sense of proportion and balance.</li> <li>4. The side of the extensions would stand close to the boundary with No 68, reducing the visual gap between the two properties at first floor level to about a metre. Whilst most of the pairs of semi-detached properties on this part of Seacourt Road have wider spaces between them at first floor level, the neighbouring pairs of houses at Nos 68-66 and 64-62 are built close to each other and the relatively narrow space between the appeal property and No 68 would be in keeping with the pattern of development on this small part of Seacourt Road.</li> </ol> <p><b>Conclusions</b></p> <ol style="list-style-type: none"> <li>1. For the above reasons, I conclude that the development would be in keeping with the character and appearance of the local area and it would comply with the aims of good design sought by Core Policy 8 of the Slough Local Development Framework Core Strategy and Policies EN1 and H15 of the Local Plan for Slough. Therefore, I conclude that the appeal should be allowed.</li> </ol> <p><b>Conditions</b></p> <ol style="list-style-type: none"> <li>1. In order to ensure the satisfactory appearance of the proposed extensions, a condition requiring the materials used in the external surfaces of the extension to match those of the host building would be reasonable and necessary and, for the avoidance of doubt and in the interests of good planning, I impose a condition requiring the development to be carried out in accordance with the approved plans.</li> </ol>	
P/07222/001	<p>86, London Road, Slough, SL3 7HR</p> <p>ERECTION OF A PAIR OF TWO STOREY SEMI DETACHED DWELLINGS WITH ROOMS IN ROOF SPACE FOLLOWING DEMOLITION OF EXISTING BUILDING.</p>	<p>Appeal Dismissed</p> <p>29<sup>th</sup> May 2015</p>

<p>P/15963/000</p>	<p>323, Goodman Park, Slough, SL2 5NW</p> <p>RETENTION OF A SINGLE STOREY FRONT INFILL EXTENSION</p> <p>Planning permission was refused for the following reason:</p> <ol style="list-style-type: none"> <li>1. The existing full width front extension particularly when viewed in conjunction with the neighbouring unauthorised full width front extension at no. 321 Goodman Park results in a development which appears overly dominant and overbearing in the street, detracting from the character and appearance of the original house and that of the surrounding area. The development is thereby contrary to National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H15 and EN1 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.</li> <li>2. The Inspector allowed the appeal and concluded that the main issue was the effect of the proposal on the character and appearance of the host building and the street scene.</li> </ol> <p><b>Supporting reasons:</b></p> <ol style="list-style-type: none"> <li>3. Common themes in the three development plan policies cited in the Council’s refusal reason include the need to ensure high quality design and the need to respect and reflect the design and character of existing buildings and street scenes. In these respects they are broadly consistent with national policy guidance in the <i>National Planning Policy Framework</i>.</li> <li>4. One SPD guideline states that front extensions will normally be restricted to front porches only and that full width front extensions are considered overly dominant and out of keeping with the character and appearance of the original house. Bearing in mind the wide range of different factors and site circumstances, that assertion appears at odds with the well-established approach (acknowledged in the SPD) of judging each application on its own individual merits.</li> <li>5. In this case Goodman Park is a residential estate very similar in overall design and form. The single storey flat-roofed front porch features, which appear to have been part of the original design, are subsidiary features and many around the estate have been altered or extended in various ways and remain as subsidiary features in the terraces and most do not detract to any significant degree from the character and appearance of the terraces and street scenes.</li> </ol>	<p>Appeal Granted</p> <p>13<sup>th</sup> April 2015</p>
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	<p>6. No. 323 is within a terrace of seven dwellings where several of the open porches have been infilled, but the original flat-roofed form has been retained. At no. 323 and neighbouring no. 321 a pitched roof has been added across the full width of the dwelling's frontage. The original depth of the projection has however been retained and the extension sits well back from the public footpath. I find it to be a proportionate feature in relation to the dwelling and the terrace as a whole, notwithstanding that it adjoins a similar extension at no. 321. I conclude therefore that the appeal proposal does not appear overly dominant in the street scene and it does not harm the character and appearance of the dwelling, terrace or street scene.</p> <p>7. It follows that I find no material conflict with the development plan policies cited in the refusal reason or with the <i>Framework</i>. Thus the appeal succeeds and, as this is a retrospective application, no conditions are necessary.</p> <p><b>Conclusions</b></p> <p>The appeal is allowed for the reasons above and no condition is considered to be necessary.</p>	
P/05798/002	<p>7, Baylis Road, Slough, SL1 3PH</p> <p>ERECTION OF CANOPIES IN REAR GARDEN (RETROSPECTIVE).</p> <p>The Inspector assessed the appeal on 2 main issues:-</p> <ol style="list-style-type: none"> <li>1) The effect of the canopies on the character and appearance of their surroundings.</li> <li>2) The effect of the canopies on the living conditions at No: 7 and adjacent properties.</li> </ol> <p>Even though the wall height has been increased to 2.7m and the canopies on top take the height to 3.2m when considered against other rear garden buildings the Inspector thought they were acceptable. Given that the rear gardens were south facing the Inspector considered that the canopies would not have an adverse impact on living conditions and approved the application subject to 2 conditions which are as follows:-</p> <ol style="list-style-type: none"> <li>1) The spaces below the canopies hereby permitted shall not be used at any time other than for purposes ancillary to the residential use of the property known as 7 Baylis Road.</li> <li>2) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that Order), there shall be no extensions or additions to the existing residential property known as 7 Baylis Road, its existing outbuilding or the canopies hereby permitted.</li> </ol>	<p>Appeal Granted</p> <p>5<sup>th</sup> June 2015</p>

P/01913/010	<p>9-10, Chapel Street, Slough, SL1 1PF</p> <p>Erection of 5 storey building plus basement to provide a mixed use development comprising;</p> <p>a) Gymnasium, hair salon / beauticians and sauna / aerobics room at basement level</p> <p>b) 126 sq metres of class a2 offices at ground floor level</p> <p>c) 2 no. one bedroom flats and 19 no. bedsit flats on four upper levels together with on site cycle and refuse storage at ground floor level (outline application with appearance and landscaping reserved for subsequent approval).</p>	<p>Appeal Dismissed</p> <p>11<sup>th</sup> June 2015</p>
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**MEMBERS' ATTENDANCE RECORD 2015/16**  
**PLANNING COMMITTEE**

<b>COUNCILLOR</b>	<b>01/06/15</b>	<b>01/07/15</b>	<b>30/07/15</b>	<b>09/09/15</b>	<b>15/10/15</b>	<b>26/11/15</b>	<b>13/01/16</b>	<b>18/02/16</b>	<b>31/03/16</b>	<b>27/04/16</b>
Ajaib	P*									
Bains	P									
Chaudhry	P									
Dar	P									
Davis	P									
M. Holledge	P									
Plenty	P									
Smith	P									
Swindlehurst	P									

P = Present for whole meeting  
 Ap = Apologies given

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

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