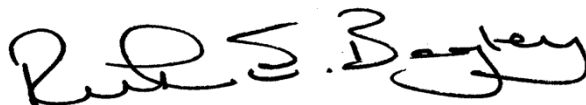


Date of issue: 6th October, 2015

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst)
DATE AND TIME:	THURSDAY, 15TH OCTOBER, 2015 AT 6.30 PM
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 paragraphs 3.25 – 3.27 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.

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

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

2. Guidance on Predetermination/Predisposition - To Note 1 - 2

3. Minutes of the Last Meeting held on 9th September, 2015 3 - 6

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

PLANNING APPLICATIONS

5. S/00569/005 - St Marys CE Primary School, Yew Tree Road, Slough, SL1 2AR 9 - 28 Central

Officer Recommendation: Delegate to Planning Manager

6. S/00015/049 - Claycots Primary School, 19 Bath Road, Slough, SL1 3UQ 29 - 50 Chalvey

Officer Recommendation: Delegate to Planning Manager

7. S/00152/010 - James Elliman School, Elliman Avenue, Slough, SL2 5BA 51 - 70 Elliman

Officer Recommendation: Delegate to Planning Manager

8. S/00712/000 - Between Upton Court & Langley Broom 71 - 88 Langley Kedermister

Officer Recommendation: Delegate to Planning Manager

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
9.	P/03678/018 -76-78, Stoke Road, Slough, SL2 5AP <i>Officer Recommendation:</i> Delegate to Planning Manager	89 - 108	Central
10.	P/16196/000 - 83-127, Windsor Road, Slough, SL1 2JL <i>Officer Recommendation:</i> Delegate to Planning Manager	109 - 128	Central

MATTERS FOR INFORMATION

- | | | |
|-----|---------------------------|-----------|
| 11. | Planning Appeal Decisions | 129 - 130 |
| 12. | Members Attendance Record | 131 - 132 |
| 13. | Date of Next Meeting | |

26th November, 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 Wednesday, 9th September, 2015.

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

Also present under Rule 30:- Councillors Coad, Hussain and Usmani

PART I

41. Apologies for Absence

None.

42. Declarations of Interest

Councillors Ajaib and Chaudhry declared an interest in respect of planning applications: P/16196/000 - 83-127 Windsor Road, Slough and P/00789/028 - 1 Brunel Way, Slough, in that the application sites were situated in their Ward. They advised that they would approach the applications with an open mind and debate and vote on the items.

Councillor Bains declared an interest in respect of planning application: P/05343/002 - 7 Quaves Road, Slough in that he lived opposite the application site. He advised that he would approach the application with an open mind and debate and vote on the item.

Councillor Swindlehurst declared an interest in respect of planning application: P/16196/000 - 83-127 Windsor Road, Slough, in that he had met with Shanley Homes in his capacity as Commissioner in the early stages of the application regarding matters of land transaction and principles of design. He had not been party to any discussion regarding the detailed application before the Committee and he advised that he would approach the application with an open mind and debate and vote on the item.

Councillor Plenty declared a personal and prejudicial interest in respect of planning application: P/04915/012 - BP Langley Connect, Parlaunt Road, Slough in that the application site was situated in his Ward and he had 'called in' the application to the Committee. He addressed the Committee as Ward Member and then withdrew from the meeting whilst the application was debated by Members, taking no part in the discussion or vote.

43. Guidance on Predetermination/Predisposition - To Note

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

Planning Committee - 09.09.15

44. Minutes of the Last Meeting held on 30th July 2015

Resolved - That the minutes of the meeting held on 30th July, 2015, be approved as a correct record.

45. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

46. 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.

It was noted that Planning Application:P/16196/000 - 83-127 Windsor Road, Slough, was situated in the Central Ward and not Upton Ward as shown on the agenda. Members in both Wards had been made aware of this error.

Oral representations were made to the Committee by Objectors and Agents under the Public Participation Scheme prior to the planning applications being considered by the Committee as follows:-

Application: P/16196/000 - 83-127 Windsor Road, Slough; two Objectors, the Applicant's Agent, a Ward Member, and a 'Rule 30' Member addressed the Committee.

Application: P/04915/012 - BP Langley Connect, Parlaunt Road, Slough; two Objectors, the Applicant's Agent, and the Ward Councillor addressed the Committee. A further Councillor also addressed the Committee under 'Rule 30'.

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

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

47. P/16196/000 - 83-127 Windsor Road, Slough

Application	Decision
Demolition of existing buildings and construction of three urban villas ranging from four to seven storeys to provide 122 apartments, 126 car parking spaces and associated landscaping.	Deferred to a future Committee meeting to allow further discussion with the Applicant to achieve an improved parking ratio and a decrease in the height of the three blocks of apartments.

Planning Committee - 09.09.15

48. P/04915/012 - BP Langley Connect, Parlaunt Road, Slough, SL3 8BB

Application	Decision
Application for variation of condition 7 of planning permission P/04915/008 dated 22nd October 1997 to allow for 24 hour opening.	Approved for a limited period of six months subject to further conditions. Subsequent application to be referred to the Committee for approval.

(Councillor Plenty left the meeting at 8.25 pm whilst the Committee debated and voted on the above application. Councillor Plenty re-joined the meeting at 9.00 pm after the Committee had reached a decision on the application).

49. P/00789/028 - 1 Brunel Way, Slough, SL1 1XL

Application	Decision
Demolition of existing building and erection of five - storey office building (Class B1a) with ancillary ground floor unit with flexible class A1 / A3 / A4 / D2 use; including 100 car parking spaces and associated servicing arrangements enhanced landscaping and associated public realm improvements and other associated works.	Delegated to the Planning Manager for the finalising of conditions, completion of a S106 Agreement and final determination.

50. P/05343/002 - 7 Quaves Road, Slough, SL3 7NX

Application	Decision
Construction of a single storey side extension.	Approved.

51. Planning Appeal Decisions

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

52. Members Attendance Record

Resolved - That the Members Attendance Record be noted.

53. Date of Next Meeting

The date of the next meeting was confirmed as 15th October, 2015.

Chair

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

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

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

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

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

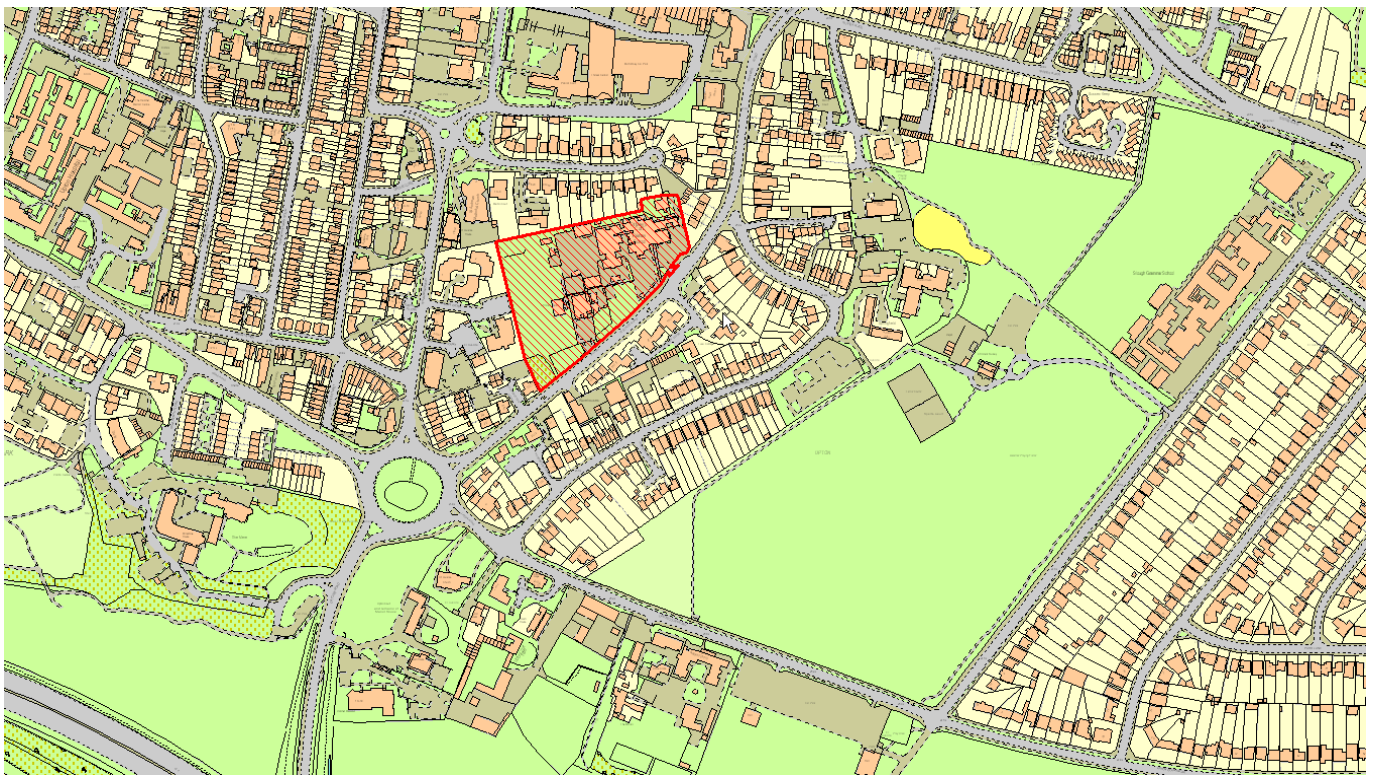
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House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

	OFFICER ABBREVIATIONS
WM	Wesley McCarthy
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:	13-Aug-2015	Applic. No:	S/00569/005
Officer:	Neetal Rajput	Ward:	Central
		Applic type:	Major
		13 week date:	12 th November 2015
Applicant:	Ms. Julie Burke, Slough Borough Council		
Agent:	Mr. Matt Swanton, Re-Format LLP 17-19, High Street, Alton, Hampshire, GU34 1AW		
Location:	St Marys CE Primary School, Yew Tree Road, Slough, SL1 2AR		
Proposal:	Construction of a two storey and single storey extension for expansion of the school to a 3 form entry primary school. Internal alterations and relocation of car park.		

Recommendation: Delegate to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

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

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the construction of two storey and single storey extension for expansion of the school to a 3 form entry primary school, internal alterations and relocation of car park and associated works.
- 2.2 ST Marys C of E Primary School is currently a 2 form entry primary school that accommodates 420 pupils aged from 4 – 11 with additional buldge classes for reception, years 1 and 5, resulting in a total number of 510 pupils, plus a 56 full time equivalent nursery pupils on site. The school is seeking to construct a two storey and single storey building to provide sufficient and appropriate accommodation to accommodate 3 forms of entry with a total number of 630 pupils aged from 4 – 11. The school currently employs 59 full time staff and 35 part time staff, as a result of this proposal the staff ratio will be 66 full time and 40 part time.
- 2.3 The proposed gross new internal floor area of the extensions will be 1092 square metres. The single storey extension will provide one classroom with associated canopy area and a WC, this extension is located at the rear of the existing car park. The two storey extension will provide a large hall, and additional administration facilities including but not limited to a staff room, head teacher office, meeting rooms, plant room. The first floor of this extension will provide three classrooms and WC's. The two storey extension will also provide an entrance plaza for the school.
- 2.4 The proposal also incorporates the relocation of the car park to the west of the site where there is an existing car park, access to this area is to remain as existing. The proposed area for the car park is close to mature trees on site. There will be the provision of 51 car parking spaces in total, including two visitor spaces and one disabled space. As existing the site benefits from 16 cycle spaces, 10 additional cycle spaces will be provided with 45 additional scooter spaces. As a result of the relocation of the car park, the area will be fenced off to provide a play ground, this will offset the loss of the play area due to the car parking relocating. The access to this section will also be removed and there will be the creation of a new access, located east of the site, this will be for servicing the school and refuse.
- 2.5 The existing buildings on site are of varying heights. The proposed single storey

extension will measure 3.5m in height with a pitched roof. The two storey extension will measure 10m in height with a flat roof. The plans also show an existing external stair which is remaining.

2.6 No floodlights are proposed as part of the application.

3.0 **Environmental Impact Assessment**

3.1 The proposed development is of a type described in Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as the proposal is for an urban development project where the area of the development exceeds 0.5 hectare.

3.2 It is considered that an Environmental Statement is not required as the nature of the proposed development is such that it would not be likely to have significant effects upon the environment having regard to the characteristics of the development, the location of the development and the characteristics of the potential impact.

3.3 It is considered that issues such as impact on amenity, traffic and parking, and noise and other disturbances can be adequately covered by the supplementary supporting information that accompanies this planning application or by way of condition.

4.0 **Application Site**

4.1 The site is located on Yew Tree Road. The school is bordered on three sides by residential dwellings forming Yew Tree Road, Merton Road and St Laurence Way/Priors Close. The playing fields of the school border Priors Close. The residential properties are predominantly two storey detached houses and flats.

4.2 The main pedestrian and vehicle access to the school is via Yew Tree Road.

4.3 The site is within walking distance of the Town Centre.

5.0 **Site History**

5.1 Recent applications relating to the site are as follows:

S/00569/000 ERECTION OF SIX ADDITIONAL CLASSROOMS AND NEW LIBRARY

Approved with Conditions 05-Oct-1999

S/00569/001 ADDITION OF NURSERY BLOCK AND ASSOCIATED ACCOMMODATION (OUTLINE)

Approved with Conditions 05-Oct-1999

S/00569/002 ERECTION OF SINGLE STOREY BUILDING TO FORM NEW GRADUATED CHILDREN'S CENTRE & REPLACEMENT NURSERY INCLUDING NEW ACCESS TO YEW TREE ROAD AND 13 CAR PARKING SPACES

Approved with Conditions; Informatives 04-Dec-2007

S/00569/003 VARIATION OF CONDITION 06 OF PLANNING PERMISSION REF S/00569/002 TO ALLOW RELAXATION OF FREQUENCY AND HOURS OF USE ON SATURDAY.

Approved with Conditions; Informatives 06-Aug-2009

S/00569/004 Installation of a temporary modular classroom and external generator / tank.

Approved with Conditions; Informatives 22-Sep-15

P/04529/004 ERECTION OF BUNGALOW FOR CARETAKER AND ALTERATIONS TO CAR PARKING FACILITIES

Approved with Conditions 21-Oct-1981

P/04529/005 ERECTION OF SINGLE STOREY PRE-FABRICATED BUILDING TO ACCOMMODATE 20 PLACE NURSERY UNIT

Approved with Conditions 06-Aug-1982

P/04529/006 RETENTION OF TEMPORARY CLASSROOMS AND TOILETS

Approved with Conditions 11-Nov-1982

P/04529/007 RENEWAL OF TEMPORARY PERMISSION FOR CLASSROOMS TOILETS AND NURSERY UNIT.

Approved with Conditions 14-Dec-1987

P/04529/008 RETENTION OF TEMPORARY CLASSROOM 'D' FOR FURTHER FIVE YEARS. (BCC: REG 4 CONSULTATION)

Approved with Conditions 13-Aug-1992

P/04529/009 ERECTION OF SINGLE STOREY PITCHED ROOF EXTENSION TO STAFF ROOM

Approved with Conditions; Informatives 17-Mar-2000

P/04529/010 ERECTION OF SINGLE STOREY EXTENSION FOR DINING ROOM

Approved with Conditions; Informatives 08-May-2000

P/04529/011 ERECTION OF SINGLE STOREY FLAT ROOF EXTENSION TO DEPUTY HEADS OFFICE. SINGLE STOREY MONO PITCHED ROOF INFILL EXTENSION TO ADMIN OFFICE AND SINGLE STOREY MONO PITCHED ROOF CONSERVATORY EXTENSION TO DINING HALL

Approved with Conditions; Informatives 16-Sep-2008

P/04529/012 ERECTION OF A FREESTANDING TEMPORARY CLASSROOM

Approved with Conditions; Informatives 07-Dec-2009

P/04529/013 ERECTION OF SINGLE STOREY SIDE EXTENSION WITH PITCHED ROOF AND CREATION OF 3 NO. ADDITIONAL PARKING SPACES.

Approved with Conditions; Informatives 21-Jun-2010

P/04529/014 ERECTION OF NEW BOUNDARY WALL AND GATES TO YEW TREE ROAD BOUNDARY, INSTALLATION OF NEW ENTRANCE TO SITE AND ACCESS RAMP TO MAIN ENTRANCE WITH HAND RAIL

Withdrawn by Applicant 02-Jan-2014

P/04529/015 INSTALLATION OF A TEMPORARY MODULAR CLASSROOM UNIT FOR 24 MONTHS WITH A FLAT ROOF

Approved with Conditions; Informatives 06-Sep-2013

6.0 Neighbour Notification

6.1 St. Andrews Methodist Central Hall, Merton Road, Slough SL1 1QW

C T P L D, 4, Priors Close, Slough, SL1 2BQ

No's. 2 & 3, Priors Close, Slough, SL1 2BQ

No's. 12, 14, 16, 18, 20, 22, 24, 26, 28 Merton Road, Slough, SL1 1QW

No's. Flat 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, St. Laurence House, 17, St. Laurence Way, Slough, SL1 2AZ

No's. Flat 1, 2, 3, 4, 5, 6, 7, 8 Merton Court, Slough SL1 1QR

No's. Flat1 - 28 Duvall Court, Merton Road, Slough, SL1 1QA

No's. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 Rosehill Court, Merton Road, Slough, SL1 1QN

22 Upton Road, Slough, SL1 2AL

No's. 1 – 45 Hanover Close, Slough, SL1 2AP

30 Yew Tree Road, Slough, SL1 2AS

Hygiplas (containers) Ltd, 49-51, Yew Tree Road, Slough, SL1 2AG

S T S Storage Systems Ltd, 49-51, Yew Tree Road, Slough, SL1 2AG

No's. 2 -14, Hornbeam Gardens, Slough, SL1 2DZ

No's. 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 Mountbatten Close, Slough, SL1 2BG

No's. 1, 2, 3, 4 Nightingale Court, Slough, SL1 2DR

B M E Imaging Ltd ,72a Upton Road, Slough , SL1 2AW

- 6.2 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 4th September 2015. The application was advertised in the 4th September 2015 edition of The Slough Express.
- 6.3 No representations have been received at the time of writing this report. Should any representations be received, they will included on the Amendment Sheet.
- 6.4 Prior to the submission of the application, the applicant sought to ensure that a wide ranging and inclusive consultation exercise was undertaken so that the views of stakeholders and the local community were fully understood. A drop in session was held on 5th June 2015 which involved the wider public community. Local residents were notified prior to the event by an invitation letter. The event enabled the public to view copies of the proposed scheme and leave comments. Members of the design team were also available to take questions and explain the scheme.

7.0 **Consultation**

7.1 Neighbourhood Enforcement

7.2 No comments received.

7.3 Traffic and Road Safety/Highways Development

7.4 Comments are to be included on the Amendment Sheet as the Council's Transport Consultant is awaiting for the submission of the Transport Statement and draft Travel Plan.

7.5 Slough Borough Council Education

7.6 No comments received.

7.7 Tree Management Officer

7.8 No comments received.

7.9 Environmental Quality

7.10 No comments received.

7.11 Principal Engineer – Drainage

7.12 No comments received.

7.13 Berkshire Archaeology

7.14 Berkshire Archaeology has been in discussion with the applicant regarding the archaeological implications of this proposal and, as a result, an exploratory archaeological investigation has been undertaken in the area of the proposed new car park in the playing fields in the west of the site. This exploratory work, which comprised the excavation and investigation of two trial trenches, revealed two slight, undated features. The excavators speculate that these features are likely to be modern in date.

As regards the buried archaeological heritage, the area of proposed new car parking is the element of the proposal with the most significant potential impact. On the basis of the results of the exploratory investigation, there is very limited potential for the proposed development to impact on buried archaeological remains. Therefore no further action is required as regards the archaeological aspects of this proposal.

8.0 **External Consultees**

8.1 The Environment Agency

No comments received.

8.2 Natural England

No objection – the proposal is unlikely to affect any statutorily protected sites.

PART B: PLANNING APPRAISAL

9.0 **Policy Background**

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

National Planning Policy Framework, 2012 and the Planning Practice Guidance

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN2 – Extensions

Policy EN3 – Landscaping Requirements

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

Slough Local Development Framework Proposals Map

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.

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

- Principle of development
- Visual Impact and design
- Highways and traffic
- Impact on neighbour amenity
- Drainage and flood risk
- Trees and landscaping
- Sustainability
- Ecology

10.0 **Principle of Development**

10.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site for education purposes.

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

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

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

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

- 10.6 Within the Design & Access Statement it is stated that Slough Borough Council has forecast pupil numbers in the area and established the need for new extensions on this site to cater for a maximum of 630 pupils (3 Form of Entry) aged from 4 to 11 years together with an existing 54 full time equivalent nursery.
- 10.7 Given the shortage of places SBC has undertaken a 'School Places Strategy: Part I Consideration and Comment, Dated 5 December 2013' which has involved site identification:
- Examining existing school sites for expansion and/or ability to accommodate entirely new schools easily accessible to the site
 - Examining sites within the Council's ownership
 - Identifying sites adjoining or nearby secondary schools to create annexes
 - Identifying suitable sites within the borough for new primary or secondary schools. This has included considering sites identified for the Local Asset Backed Vehicle.
 - Identifying sites immediately outside the borough for new secondary schools.

It is considered that this proposal is seeking to improve the existing facilities serving the existing and new pupil numbers within the school. As there have been a number of applications submitted by the school over the years, to increase the number of classrooms and thus the number of pupils through various age groups attending the school, this has resulted in the existing facilities now under pressure and are becoming too small to accommodate the additional numbers. This proposal seeks to address the short fall in floor area to create a better learning and teaching environment for both staff and pupils. For example, the dining hall is to be extended, to allow for the additional accommodation required under the government's school meals program.

- 10.8 The proposal would support the ongoing and established use of the site as a school to provide the extra floor space required to meet the existing pressure and demand to increase pupil intake from the local community. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework

11.0 **Visual Impact and design**

- 11.1 The submitted Design and Access Statement details how the proposed design has evolved from an understanding of the school's aspirations through the consideration of options to the proposal as submitted. One of the key considerations for the school is to provide a new entrance with a better connection to the street and deals with problems of entrance finding and inadequate parking arrangements for staff.
- 11.2 Core Policy 8 of The Slough Local Development Framework and Policies EN1 and EN2 of The Adopted Local Plan for Slough require that development shall be of a high quality design which shall respect its location and surroundings and provide amenity space and landscaping as an integral part of the design. The National Planning Policy Framework states that good design is a key aspect of sustainable

development, is indivisible from good planning, and should contribute positively to making places better for people.

- 11.3 It is considered that the design and appearance of the proposed development would be inkeeping with the design and appearance of the existing school buildings. The design features on the two storey extension such as the glazing and wooden panels seeks to reduce the bulk and mass of the extension. Furthermore, in terms of the impact to the street scene, given the distance of 20m and the mature trees along the front boundary of the school, there is not considered to be a detrimental impact on the street scene.
- 11.4 The layout of the proposed extensions are considered to generally respect the existing layout of the school. The proposed extensions would be well-sited in relation to existing buildings and the extent of the built-up area of the site would be inkeeping with the layout of the site as existing. The layout of the extensions allows for connectivity to the school which creates an efficient use of space.
- 11.5 There will be the loss of existing reception playground area as a result of the proposed relocation of the car park, this is contrary to Policy OCS2. However, on the plans it has been noted that existing car park will be replaced with a reception play with the implementation of 1.2m timber palisade fence. As such the loss of the play field will be offset with the creation of a new area, this is considered to be acceptable. It has been noted on the plans that there is a proposed temporary building (S/00569/004), this has been granted consent on a temporary basis to enable the works required as part of this application and once the works have been completed the temporary building is to be removed.
- 11.6 The submitted Design and Access Statement sets out how the materials proposed have been carefully selected in order to provide a high quality contemporary appearance which is sympathetic to the character and appearance of the existing buildings on the site.
- 11.7 In design terms, it is considered that the proposal constitutes a well thought-out scheme. It is considered that the materials proposed would provide a high quality contemporary visual appearance. A condition has been attached requiring samples of the proposed materials to be used to ensure that they are compatible with the existing fabric of the school.
- 11.8 In terms of design and impact on the street scene, it is concluded that the proposal would be acceptable having regard to the proposed design, materials, scale and visual impact. The proposal would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies EN1 and EN2 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

12.0 **Highways and Traffic**

- 12.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority’s approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The main issues in relation to highway and traffic matters are considered to be with regard to trip generation, parking provision and overspill parking on surrounding streets, improving pedestrian and cycle accessibility, and encouraging a change of travel mode for staff and students. An update in relation to these matters will be provided on the Planning Committee Amendment Sheet.
- 13.0 **Impact on Neighbour Amenity**
- 13.1 The proposed extensions would be erected on the site of an existing school building. The extensions are considered to be well-related to the existing school buildings and would have no potential adverse impact on neighbour amenity.
- 13.2 With regard to the single storey extension, the closest residential dwellings are a block of flats adjacent to the site, fronting Yew Tree Road. The distance to these properties is 12m, the separation distance is short of the Council’s required 15m. However given the nature of the proposal, whereby this extension is single storey and the shared boundary with the school is interspersed with trees which would provide visual screening of the proposed development, it is not considered that the proposed extensions would have a detrimental impact on neighbour amenity by reason of overdominance or loss of light.
- 13.3 With regard to the impact of the two storey extension, there is sufficient distance of over 70m with the residential properties fronting Merton Road and St Laurence Way/Priors Close, as such there are no concerns raised with regard to neighbour amenity.
- 13.4 As the proposed extension does not exceed the height of existing buildings within the site, the proposal will not result in any adverse visual impact for the existing residential development.
- 13.5 Noise
- 13.6 A plant room is proposed internally within the two storey extension, it will be situated over 50m away from any residential dwelling. Given the location of the plant room within the confines of the two storey extension, it will not be readily visible and it’s location would lessen any potential acoustic impact arising from the proposed plant.

13.7 A Technical Memo has been issued undertaken in accordance with British Standard (BS) EN 12354-3:2000 *Building acoustics. Estimation of acoustic performance in buildings from the performance of elements. Airborne sound insulation against outdoor sound* has been submitted. A noise survey was undertaken to determine typical background noise levels around the site. The assessment demonstrates that in principle, cumulative noise emission levels at sensitive facades can be compliant with relevant limitations. It is considered that subject to conditions regarding the operation of the proposed plant, the plant would be acceptable in noise terms.

14.0 **Drainage**

14.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. The application site does not fall within a flood risk zone.

14.2 Changes in government legislation from April 2015, require major developments to provide measures which will form a Sustainable Drainage System. Sustainable Drainage Systems (SUDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot increase from existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off. The submitted Design & Access Statement sets out various measures with regard to SUDS, it states that should infiltration techniques not be a viable option, attenuation will be introduced and SUDS techniques will be used to reduce the run-off from the new hard standing.

14.3 The site is not located in a flood risk area and the applicant has demonstrated that surface water drainage issues can be satisfactorily resolved, subject to comments from the Council's Drainage Officer. The proposal would comply with these policies and is thus considered to be acceptable in flood risk and drainage terms. The proposal is consistent with Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, the National Planning Policy Framework in this regard.

15.0 **Trees and Landscaping**

15.1 Existing Trees

15.2 There will be a number of trees removed as a result of the proposed extensions and the relocation of the car park.

15.3 An Arboricultural Method Statement and Tree Protection Plan has been submitted. This will be assessed by the Council's Tree Management Officer and the comments are to be included on the Amendment Sheet.

15.4 Turning to the proposed landscaping scheme, the applicant is proposing to enhance the hard and soft landscaping within the school. The area of proposed new trees and landscaping has been shown on Drawing No. 15013(AP)10.01-P03.0, as there is limited detail a condition has attached for a detailed landscaping scheme, this will mitigate the removal of trees on site and implement appropriate replacement planting. It has been noted on the submitted drawing that proposed planting and new trees will be provided along the front boundary of the school to screen the new reception play area.

15.5 Matters regarding trees and landscaping are therefore considered to be acceptable, subject to receiving formal comments from the Council's Tree Management Officer. The proposal would comply with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

16.0 **Sustainability**

16.1 Designing for sustainability should be integral to all aspects of the proposed design. The submitted Design and Access Statement sets out the measures that the school have sought to incorporate sustainability improvements and achieve a significant improvement in the overall sustainability of the school.

16.2 The proposal would feature sustainability technologies including an air-tight and super-insulated building envelope, high performance windows, doors and roof lights and provision of excellent levels of day lighting to all teaching areas to reduce energy use.

16.3 It is understood that solar photovoltaic panels are to be proposed on the roof, limited details have been provided, this has been secured as a condition with the request for further details including location, material, colour and size.

16.4 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 requires that proposed development includes sustainable design and construction measures to minimise the consumption and unnecessary use of energy, particularly from non-renewable sources. It is considered that the proposal would incorporate appropriate sustainable design and construction techniques. The proposal is therefore considered to comply with Core Policy 8 and the National Planning Policy Framework in this regard.

17.0 **Ecology**

17.1 A report covering ecology matters has been prepared and submitted in support of the application.

17.2 The report concludes that the site is not covered or adjacent to any statutory designation relating to nature conservation, and it is considered to be of negligible ecological value due to the built/urban nature of the existing use.

17.3 With regard to the potential for protected species, the modern buildings are considered to have a low potential for roosting bats. A Phase Ecology Assessment was undertaken which identified the potential for the site to support roosting bats. As a result, Phase 2 surveys were carried out in June 2015 to determine the status of roosting bats within areas of the proposed development. As no bats were recorded emerging or re-entering the main school building, it is considered that roosting bats are absent from the site. Furthermore, Natural England have commented on this application and stated that the proposal is unlikely to affect any statutorily protected sites or landscapes.

17.4 The proposal is considered to be acceptable in ecological terms. Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will not be permitted unless it preserves natural habitats and the biodiversity of the Borough. The submitted report demonstrates that the proposal will comply with this policy, and the National Planning Policy Framework, 2012.

18.0 **Summary**

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

18.2 It is recommended that the application be delegated to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

PART C: RECOMMENDATION

19.0 **Recommendation**

19.1 Delegate to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

20.2 **PART D: LIST OF CONDITIONS**

CONDITIONS / 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. 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. 15013(AP)00.01-P05.0, Dated July 2015, Recd On 29/09/2015
- (b) Drawing No. 15013(AP)10.01-P04.0, Dated July 2015, Recd On 29/09/2015
- (c) Drawing No. 15013(AP)10.02-P01.0, Dated July 2015, Recd On 07/08/2015
- (d) Drawing No. 15013(AP)40.01-P02.0, Dated July 2015, Recd On 07/08/2015
- (e) Drawing No. 15013(AP)40.02-P02.0, Dated July 2015, Recd On 07/08/2015
- (f) Drawing No. 15013(AP)40.03-P02.0, Dated July 2015, Recd On 07/08/2015

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. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used on the development have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved.

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

4. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used in the construction of the access road, footpath and communal areas have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved.

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

5. No development shall take place above ground floor slab level of any part of the development hereby approved until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs

should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

6. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Method Statement prepared by David Archer Associates, Dated July 2015 and Drawing No. TPP 01, Dated July 2015 have been implemented, in accordance with the recommendations set out in *BS 5837:2012 – Trees in relation to design, demolition and construction. Recommendations*. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

7. No development shall take place above ground floor slab level of any part of the development hereby approved until the materials, colour, size and location of the solar photovoltaic panels have been submitted to and approved 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 and in the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also:

- Include infiltration tests in accordance with BRE 365 for any proposed infiltration devices
- Demonstrate no increase in surface water rates and volumes leaving the site up to the 1 in 100 storm event with an appropriate allowance for climate change.

- Demonstrate that no onsite flooding will occur up to the 1 in 30 storm event and any flooding up to the 1 in 100 storm event with an appropriate allowance for climate change will be safely contained on site.
- Provide detail plans showing the location and pipe numbers of all drainage features
- Ensure that no soakaways are constructed in contaminated land.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) 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
- (vii) the route of construction traffic to the development

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

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

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

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

11. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise

there from does not, at any time, increase the ambient equivalent noise level when the plant, etc. is in use at any adjoining or nearby properties in separate occupation.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

REASON To protect local residents from nuisance caused by odours in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

14. The development hereby approved shall be carried out in accordance with the Technical Memo produced by Anderson Acoustics Ltd, Dated 9 March 2015.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. Prior to first occupation of the development hereby approved, 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 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. In accordance with the approved plans, XX no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved

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, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

17. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Extended Phase 1 Ecological Assessment produced by ECOSA Ltd, Dated April 2015 and Phase 2 Bat Survey produced by ECOSA, Dated July 2015.

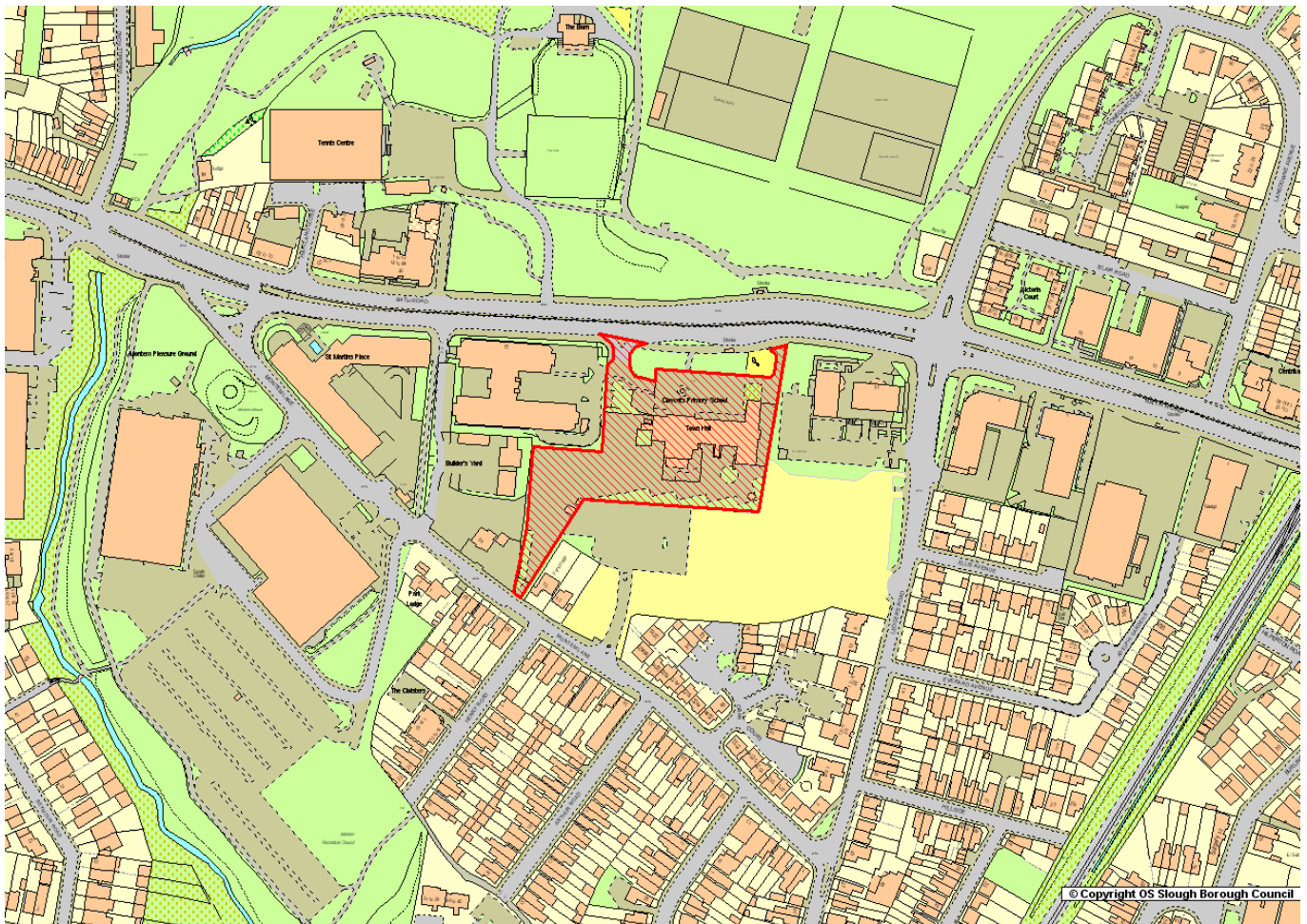
REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
2. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Registration Date:	13-Aug-2015	Applic. No:	S/00015/049
Officer:	Neetal Rajput	Ward:	Chalvey
Applicant:	Ms. Julie Burke, Slough Borough Council		
Agent:	Mr. Matt Swanton, Re-Format LLP 17-19, High Street, Alton, Hampshire, GU34 1AW		
Location:	Claycots Primary School, Former Town Hall, 19, Bath Road, Slough, SL1 3UQ		
Proposal:	Construction of a three storey extension for expansion of the school to a 4 form entry primary school. Internal alterations and additional car parking spaces.		

Recommendation: Delegate to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

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

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the construction of three storey extension to allow the school to expand to a 4 form entry primary school and associated works. A number of internal alterations to the existing school will be carried out to facilitate the expansion. Additional parking spaces will also be provided on site to accommodate the increased staff numbers.
- 2.2 Claycots Primary School is a 3 form entry primary school that currently accommodates 330 pupils aged from 4 – 8 with a 39 full time equivalent. The school is seeking to construct a three storey extension to provide sufficient and appropriate accommodation to accommodate 4 forms of entry, with a total of 840 pupils aged from 4 – 11. The school currently employs 68 full time staff and 42 part time staff, as a result of this proposal the staff ratio will be 58 full time and 63 part time.
- 2.3 The proposed gross new internal floor area of the extension will be 1782 square metres. The proposed extension will provide 15 new classrooms, a new multipurpose hall with kitchen suite and renovation to parts of the existing building including a staff room, WC and further learning resources. The proposed multipurpose hall will also be used outside of school hours to hold community functions and events. As such, the entrance to the hall has been located fronting Bath road, this allows separate access to this area.
- 2.4 The proposal also includes expansion of the car park at the front of the site, this will result in a section soft landscaping being lost along the frontage of Bath Road to allow for addition car parking spaces. The proposed area for expansion of the car park is within the root protection area of trees that are protected by Tree Preservation Orders. As existing the school benefits from 34 car parking spaces, 30 cycle spaces and 16 scooter spaces. As a result of the expansion of the car park, there will be 16 new car parking provided, 10 cycle spaces and 14 scooter spaces.
- 2.5 The existing buildings on site are of varying heights. The proposed three storey extension will measure 12.6m in height with a flat roof. The three storey extension will not exceed the height of any of the existing buildings on site.
- 2.6 No floodlights are proposed as part of the application.

3.0 **Environmental Impact Assessment**

- 3.1 The proposed development is of a type described in Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as the proposal is for an urban development project where the area of the development exceeds 0.5 hectare.
- 3.2 It is considered that an Environmental Statement is not required as the nature of the proposed development is such that it would not be likely to have significant effects upon the environment having regard to the characteristics of the development, the location of the development and the characteristics of the potential impact.
- 3.3 It is considered that issues such as impact on amenity, traffic and parking, and noise and other disturbances can be adequately covered by the supplementary supporting information that accompanies this planning application or by way of condition.

4.0 **Application Site**

- 4.1 Claycots Primary School is a locally listed building, which was built originally as the town hall in 1973. The site is situated between the A4 Bath Road and Montem Lane. The school is located off of Bath Road provides access to the car park which is at the front of the site. There are office buildings located east and west of the site. The site is bound by residential properties to the south, fronting Montem Lane. Pedestrian access is also accessed via Montem Lane.
- 4.2 Bath Road falls within an Air Quality Management Area.
- 4.3 The site is within walking distance of the Town Centre.

5.0 **Site History**

- 5.1 Recent applications relating to the site are as follows:

S/00015/049 Construction of a three storey extension for expansion of the school to a 4 form entry primary school. Internal alterations and additional car parking spaces.

S/00015/048 Installation of temporary modular classrooms and external generator/tank.

Approved with Conditions; Informatives 22-Sep-2015

S/00015/047 NON MATERIAL AMENDMENT TO PLANNING PERMISSION REF S/00015/046 (EXTERNAL FIRE ESCAPE ON WEST SIDE OF BUILDING) TO ALLOW FOR AN L-SHAPED CONFIGURATION OF STAIRWAY.

Approved with Conditions; Informatives 14-Feb-2014

S/00015/046 NEW EXTERNAL FIRE ESCAPE STAIR AND NEW OPENING AT FIRST FLOOR LEVEL ON WEST SIDE OF BUILDING.

Approved with Conditions; Informatives 07-Nov-2013

S/00015/045 SUBMISSION OF DETAILS RE: CONDITIONS 6 AND 7 OF PLANNING PERMISSION REF: S/00015/044 DATED 30-01-2012.

Conditions Complied With; Informatives 02-Oct-2012

S/00015/044 CHANGE OF USE TO PRIMARY SCHOOL, CONSTRUCTION OF 2 SMALL TWO STOREY REAR EXTENSIONS AND AN ESCAPE STAIR AT REAR, NEW PEDESTRIAN ENTRANCE ON MONTEM LANE

Approved with Conditions; Informatives 30-Jan-2012

S/00015/043 APPLICATION FOR PRIOR NOTIFICATION OF PROPOSED DEMOLITION OF TOWN HALL ANNEX.

Prior Approval Not Required 06-Jun-2011

S/00015/042 ADVERTISEMENT CONSENT FOR THE DISPLAY OF A NON - ILLUMINATED PVC / VINYL BANNER MEASURING 2.51M IN HEIGHT BY 12M IN WIDTH ON FRONT ELEVATION OF TOWN HALL FOR A PERIOD FROM 14-03-2011 TO 14-04-2011

Withdrawn by Applicant 25-May-2011

S/00015/041 INSTALLATION OF A DISABLED ACCESS RAMP

Approved with Conditions; Informatives 07-Apr-2006

S/00015/040 ERECTION OF A CYCLE SHELTER WITH CONCRETE BASE

Approved with Conditions; Informatives 11-Apr-2006

S/00015/039 RETENTION OF TEMPORARY BUILDING FOR THREE YEARS

Approved (LPP); Informatives 21-Feb-2006

S/00015/038 ERECTION OF AN EXTERNAL SMOKING SHELTER

Approved (LPP); Informatives 13-Apr-2005

S/00015/037 RETENTION OF A TEMPORARY BUILDING FOR FURTHER TWO YEARS

Approved (Limited Period Permission) 17-May-2004

S/00015/036 ERECTION OF A TEMPORARY OFFICE BUILDING (TEMPORARY PERMISSION)

Approved (Limited Period Permission) 27-Jan-2003

S/00015/035 RETENTION OF 3NO. LINKED PORTABLE BUILDINGS FOR A TEMPORARY PERIOD (RETROSPECTIVE)

Approved (Limited Period Permission) 03-Aug-1999

S/00015/034 ERECTION OF 7 SINGLE STOREY PORTABLE BUILDINGS FOR A TEMPORARY PERIOD FOR TOWN HALL USE (REGULATION 3)

Approved (Limited Period Permission) 22-Oct-1997

S/00015/033 ERECTION OF PORTACABIN

Withdrawn (Treated As) 28-Feb-1997

S/00015/032 CHANGE OF USE OF GARAGE INTO OFFICE AND ERECTION OF SECURITY STORE

Approved with Conditions 23-Jan-1997

S/00015/031 ERECTION OF MODULAR SINGLE STOREY BUILDINGS FOR OFFICE ACCOMMODATION PLUS CANOPY TO FORM COVERED PEDESTRIAN LINK WITH THE ADJACENT BUILDING (AMENDED PLANS RECEIVED 27.02.96)

Approved with Conditions 27-Feb-1996

S/00015/030 CONSTRUCTION OF 10 ADDITIONAL CAR PARKING SPACES

Withdrawn (Treated As) 11-Aug-1993

S/00015/029 ERECTION OF BUILDING TO PROVIDE CATERING FACILITIES.

Approved with Conditions 18-Sep-1991

S/00015/028 ERECTION OF BUILDING TO PROVIDE A DAY NURSERY.

Approved with Conditions 18-Sep-1991

S/00015/027 ERECTION OF TWO TEMPORARY PORTAKABINS. (REG 4).

Approved with Conditions 15-Sep-1989

S/00015/026 ERECTION OF A SINGLE STOREY LINK BUILDING FROM OLD TOWN HALL TO CANTEEN.(REG.4)

Approved with Conditions 18-Nov-1985

S/00015/025 CHANGE OF USE TO TEMPORARY OFFICE FOR SOCIAL SERVICES COMMUNITY ALCOHOL TEAM (REGULATION 5)

Approved with Conditions 25-Jul-1985

S/00015/024 RESIDENTIAL DEVELOPMENT COMPRISING 48 DWELLINGS

Approved with Conditions 12-Aug-1985

S/00015/023 CONSTRUCTION OF PERMANENT CAR-PARK

Approved with Conditions 15-Apr-1985

S/00015/022 INSTALLATION OF WINDOW MOUNTED AIR-CONDITIONING UNITS IN TYPING CENTRE/DATA PROCESSING

Approved with Conditions 09-Apr-1984

S/00015/021 INSTALLATION OF 4 AIR CONDITIONING UNITS FOR PRINTING DEPT PAPER STORE DATA PROCESSING ROOM & TYPING POOL.

Withdrawn (Treated As) 26-Sep-1983

S/00015/020 CHANGE OF USE TO MUSEUM AND ERECTION OF INSTACOM BUILDING TO FORM EXTENSION TO MUSEUM

Approved with Conditions 07-Jan-1982

S/00015/019 CONSTRUCTION OF PERMANENT CAR PARK

Withdrawn (Treated As) 22-Oct-1981

S/00015/018 DEMOLITION OF EXISTING BUILDINGS & REDEVELOPMENT OF SITE TO PROVIDE 20 000 SQ FT OFFICES CARETAKERS FLAT PLANT ROOM MULTI-STOREY CAR PARK VISITORS CAR PARK & FORMATION OF ACCESS

Approved with Conditions 05-Nov-1981

C/00015/000 ERECTION OF SINGLE STOREY SIDE EXTENSIONN TO FORM GARAGE AND PLAYROOM

Approved with Conditions 23-Apr-1990

Z/00015/001 RELOCATION OF THREE APPROVED GARAGES AND BIN STORE

No Observations 26-Jun-1990

Z/00015/000 ERECTION OF GARAGES.

No Observations 21-Aug-1989

6.0 Neighbour Notification

6.1 Lego Co Ltd, 33, Bath Road, Slough, SL1 3UF

The Oriel (t V C) Ltd, 33, Bath Road, Slough, SL1 3UF

Capital & Counties, 33, Bath Road, Slough, SL1 3UF

I T Networking Systems Ltd, 33, Bath Road, Slough, SL1 3UF

No's. 50, 52, 54, Montem Lane, Slough, SL1 2QJ

Avco Systems Ltd, 17, Bath Road, Slough, SL1 3UF

Burger King (uk) Ltd, Park House, 15, Bath Road, Slough, SL1 3UF

No's. 8 & 10 Ledgers Road, Slough, SL1 2QX

No's. 50, 51, 52, 53 Oban Court, Montem Lane, Slough, SL1 2QH

No's. Flat 24 – 49 Oban Court, Montem Lane, Slough, SL1 2QH

No's. 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55a, 55, 57, 59, 61, 63 Montem Lane, Slough, SL1 2QW/SL1 2QG

No's. 1 – 33 (odds) Montem Lane, Slough, SL1 2QU

No's. 1 & 2 Park Cottages, Montem Lane, Slough, SL1 2QF

6.2 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 4th September 2015. The application was advertised in the 4th September 2015 edition of The Slough Express.

6.3 No representations have been received at the time of writing this report. Should any representations be received, they will included on the Amendment Sheet.

6.4 Prior to the submission of the application, the applicant sought to ensure that a wide ranging and inclusive consultation exercise was undertaken so that the views of stakeholders and the local community were fully understood. A drop in session was held on 5th June 2015 which involved the wider public community. Local residents were notified prior to the event by an invitation letter. The event enabled the public to view copies of the proposed scheme and leave comments. Members of the design team were also available to take questions and explain the scheme.

7.0 **Consultation**

7.1 Neighbourhood Enforcement

7.2 No comments received.

7.3 Traffic and Road Safety/Highways Development

7.4 Comments are to be included on the Amendment Sheet as the Council's Transport Consultant is awaiting for the submission of the Transport Statement and draft Travel Plan.

7.5 Slough Borough Council Education

7.6 No comments received.

7.7 Tree Management Officer

7.8 No comments received.

7.9 Environmental Quality

- 7.10 Reviewed the site plan and carried a rudimentary assessment using a NO₂ distance calculation (the frontage of the new extension is approximately 40m from the A4 highway).

The Air Quality Objective level for annualised mean for Nitrogen Dioxide (NO₂) – 40ug/m³.

The estimate levels at the edge of the highway using our most recent air quality modelling; is suggesting with the distance from the highway the air quality levels will be below this Air Quality Objective. Therefore we will not expect an Air Quality Assessment.

7.11 Principal Engineer – Drainage

- 7.12 No comments received.

8.0 **External Consultees**

8.1 The Environment Agency

No comments received.

8.2 Natural England

No objection – the proposal is unlikely to affect any statutorily protected sites.

8.3 Chalvey Community Forum

The Forum are still endeavouring to have something done to alleviate the huge traffic problems in Montem Lane caused by the entrance to the Claycots School annexe on the old town hall site. We were incredulous to be told by Highways that they had not been consulted by Planning, and that the first they knew about the new school entrance was when the complaints started and it too late to do anything about it.

We understand that Claycots School now intends to expand further as the old Town Hall site continues to develop. We would therefore ask that this time, Planning consults seriously with Highways and that in the process the grounds layout be revised to move the entrance to/from the A4

Would it not be a good idea if all applications for changes to layout and/or use of public buildings are automatically advised to Highways at the same time as notices are sent to neighbouring properties? Even a relatively small application to alter a few square yards of ground (as in the Flags case) can have adverse implications for surrounding roads and pavements, and Highways would be in a position to point this out.

PART B: PLANNING APPRAISAL

9.0 Policy Background

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

National Planning Policy Framework, 2012 and the Planning Practice Guidance

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN2 – Extensions

Policy EN3 – Landscaping Requirements

Policy EN17 - Locally Listed Buildings

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

Slough Local Development Framework Proposals Map

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.

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

- Principle of development
- Visual Impact and design
- Highways and traffic
- Impact on neighbour amenity
- Drainage and flood risk
- Trees and landscaping
- Sustainability
- Ecology

10.0 Principle of Development

10.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site for education purposes.

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

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

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

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

10.6 Within the Design & Access Statement it is stated that Slough Borough Council has forecast pupil numbers in the area and established the need for new extensions on this site to cater for a maximum of 840 pupils (4 Form of Entry) aged from 4 to 11 years.

- 10.7 Given the shortage of places SBC has undertaken a 'School Places Strategy: Part I Consideration and Comment, Dated 5 December 2013' which has involved site identification:
- Examining existing school sites for expansion and/or ability to accommodate entirely new schools easily accessible to the site
 - Examining sites within the Council's ownership
 - Identifying sites adjoining or nearby secondary schools to create annexes
 - Identifying suitable sites within the borough for new primary or secondary schools. This has included considering sites identified for the Local Asset Backed Vehicle.
 - Identifying sites immediately outside the borough for new secondary schools.

It is considered that this proposal is seeking to improve the existing facilities serving the existing and new pupil numbers within the school. As there have been a number of applications submitted by the school over the years, to increase the number of classrooms and thus the number of pupils through various age groups attending the school, this has resulted in the existing facilities now under pressure and are becoming too small to accommodate the additional numbers. This proposal seeks to address the short fall in floor area to create a better learning and teaching environment for both staff and pupils. For example, the dining hall is to be extended, to allow for the additional accommodation required under the government's school meals program. In terms of the proposed multipurpose hall being used for functions, this is considered to be acceptable as the area would only be confined to the front of the building with access available via Bath Road only.

- 10.8 The proposal would support the ongoing and established use of the site as a school to provide the extra floor space required to meet the existing pressure and demand to increase pupil intake from the local community. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework

11.0 **Visual Impact and design**

- 11.1 The submitted Design and Access Statement details how the proposed design has evolved from an understanding of the school's aspirations through the consideration of options to the proposal as submitted. One of the key considerations for the school is to provide a new entrance with a better connection to the street and deals with problems of entrance finding and inadequate parking arrangements for staff. The proposed extension has been designed to place the access to the multipurpose hall at the front of the building and classrooms fronting the playground. This is considered to be well thought out layout due to the proximity to Bath Road it was important for the classrooms to face south to reduce air and noise pollution. This also gives the children a visual connection to the playground and allows the classrooms to be filled with warm south light.
- 11.2 Core Policy 8 of The Slough Local Development Framework and Policies EN1 and EN2 of The Adopted Local Plan for Slough require that development shall be of a high quality design which shall respect its location and surroundings and provide amenity space and landscaping as an integral part of the design. The National Planning Policy Framework

states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

- 11.3 It is considered that the design and appearance of the proposed development would be inkeeping with the design and appearance of the existing school building. With regard to policy EN17, this states that “*special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.*” The proposal has been designed as closely as possible to reflect key features from the existing building. The appearance of the proposed extension responds to a contemporary design but also references the existing town hall through the choice of materials and creates a modern addition to the school campus. Furthermore, in terms of the impact to the street scene, it will undoubtedly be seen from Bath Road due to the height and there will be limited screening provided by the mature trees but it is not considered that the proposal will harm the character or the appearance of the locally listed building. It has requested that the brick work on the existing building be replicated on the proposed extension, however this would not be a viable option for the school to undertake.
- 11.4 The layout of the proposed extensions are considered to generally respect the existing layout of the school. The proposed extensions would be well-sited in relation to existing buildings and the extent of the built-up area of the site would be inkeeping with the layout of the site as existing. The layout of the extensions allows for connectivity to the school which creates an efficient use of space.
- 11.5 There will be the loss of existing reception playground area as a result of the proposed extension, this is contrary to Policy OCS2. However, the site is constrained by its size and therefore encroachment on the hard landscaping is regrettable but there is no other suitable option for expansion of the school. It has been noted on the plans that there is a proposed temporary building (S/00015/048), this has been granted consent on a temporary basis to enable the works required as part of this application and once the works have been completed the temporary building is to be removed.
- 11.6 The submitted Design and Access Statement sets out how the materials proposed have been carefully selected in order to provide a high quality contemporary appearance which is sympathetic to the character and appearance of the locally listed building.
- 11.7 In design terms, it is considered that the proposal constitutes a well thought-out scheme. It is considered that the materials proposed would provide a high quality contemporary visual appearance. A condition has been attached requiring samples of the proposed materials to be used to ensure that they are compatible with the existing fabric of the school.
- 11.8 In terms of design and impact on the street scene, it is concluded that the proposal would be acceptable having regard to the proposed design, materials, scale and visual impact. The proposal would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies EN1, EN2 and EN17 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

12.0 Highways and Traffic

- 12.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority’s approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The main issues in relation to highway and traffic matters are considered to be with regard to trip generation, parking provision and overspill parking on surrounding streets, improving pedestrian and cycle accessibility, and encouraging a change of travel mode for staff and students. An update in relation to these matters will be provided on the Planning Committee Amendment Sheet.
- 13.0 **Impact on Neighbour Amenity**
- 13.1 The proposed extensions would be erected on the site of an existing school building. The extensions are considered to be well-related to the existing school buildings and would have no potential adverse impact on neighbour amenity.
- 13.2 With regard to the impact of the proposed extension, there is sufficient distance of over 70m with the residential properties fronting Montem Lane, as such there are no concerns raised with regard to neighbour amenity by reason of overdominance or loss of light.
- 13.3 The land to the rear of the site has planning permission (P/15909/000) for 73 new dwellings and construction works have commenced, as such this has been taken into consideration, as the separation distance of 21m will be maintained to the shared boundary and the flank wall, no concerns are raised in terms of potential impact on future occupiers.
- 13.4 As the proposed extension does not exceed the height of existing buildings within the site, the proposal will not result in any adverse visual impact for the existing residential development.
- 13.5 Noise
- 13.6 A plant room is proposed internally within the two storey extension, it will be situated over 50m away from any residential dwelling. Given the location of the plant room within the confines of the two storey extension, it will not be readily visible and it’s location would lessen any potential acoustic impact arising from the proposed plant.
- 13.7 A Technical Memo has been issued undertaken in accordance with British Standard (BS) *EN 12354-3:2000 Building acoustics. Estimation of acoustic performance in buildings from the performance of elements. Airborne sound insulation against outdoor sound* has been submitted. A noise survey was undertaken to determine typical

background noise levels around the site. The assessment demonstrates that in principle, cumulative noise emission levels at sensitive facades within the school can be compliant with relevant limitations. It is considered that subject to conditions regarding the operation of the proposed plant, the plant would be acceptable in noise terms.

14.0 **Drainage**

- 14.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. The application site according to the Environment Agency's places the site in Flood Risk Zone 1.
- 14.2 Changes in government legislation from April 2015, require major developments to provide measures which will form a Sustainable Drainage System. Sustainable Drainage Systems (SUDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot increase from existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off.
- 14.3 The applicant has submitted a Drainage Feasibility Report which demonstrates that surface water drainage issues can be satisfactorily resolved, subject to comments from the Council's Drainage Officer. The proposal would comply with these policies and is thus considered to be acceptable in flood risk and drainage terms. The proposal is consistent with Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, the National Planning Policy Framework in this regard.

15.0 **Trees and Landscaping**

15.1 Existing Trees

- 15.2 There will be one tree removed as a result of the expansion of the car park and two trees removed to accommodate the extension.
- 15.3 An Arboricultural Method Statement and Tree Protection Plan has been submitted. This will be assessed by the Council's Tree Management Officer and the comments are to be included on the Amendment Sheet.
- 15.4 Turning to the proposed landscaping scheme, the applicant is proposing to enhance the hard and soft landscaping within the school. The area of proposed new trees and landscaping has been shown on Drawing No. 15014(AP)00.01 Rev P6, as there is limited detail a condition has attached for a detailed landscaping scheme, this will mitigate the removal of trees on site and implement appropriate replacement planting. It has been noted on the submitted drawing that proposed planting and new trees will be provided along the front boundary of the school to screen the expansion of the car park

which is welcomed.

15.5 Matters regarding trees and landscaping are therefore considered to be acceptable, subject to receiving formal comments from the Council's Tree Management Officer. The proposal would comply with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

16.0 **Sustainability**

16.1 Designing for sustainability should be integral to all aspects of the proposed design. The submitted Design and Access Statement sets out the measures that the school have sought to incorporate sustainability improvements and achieve a significant improvement in the overall sustainability of the school.

16.2 The proposal would feature sustainability technologies including an air-tight and super-insulated building envelope, high performance windows, doors and roof lights and provision of excellent levels of day lighting to all teaching areas to reduce energy use.

16.3 It is understood that solar photovoltaic panels are to be proposed on the roof, limited details have been provided, this has been secured as a condition with the request for further details including location, material, colour and size.

16.4 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 requires that proposed development includes sustainable design and construction measures to minimise the consumption and unnecessary use of energy, particularly from non-renewable sources. It is considered that the proposal would incorporate appropriate sustainable design and construction techniques. The proposal is therefore considered to comply with Core Policy 8 and the National Planning Policy Framework in this regard.

17.0 **Ecology**

17.1 A report covering ecology matters has been prepared and submitted in support of the application.

17.2 The report concludes that the site is not covered or adjacent to any statutory designation relating to nature conservation, and it is considered to be of negligible ecological value due to the built/urban nature of the existing use.

17.3 With regard to the potential for protected species, the modern buildings are considered to have a low potential for roosting bats. A Phase Ecology Assessment was undertaken which identified the potential for the site to support roosting bats. As a result, Phase 2 surveys were carried out in July 2015 to determine the status of roosting bats within areas of the proposed development. As no bats were recorded emerging or re-entering the main school building, it is considered that roosting bats are absent from the site. Furthermore, Natural England have commented on this application and stated that the proposal is unlikely to affect any statutorily protected sites or landscapes.

17.4 The proposal is considered to be acceptable in ecological terms. Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will not be permitted unless it preserves natural habitats and the biodiversity of the Borough. The submitted report demonstrates that the proposal will comply with this policy, and the National Planning Policy Framework, 2012.

18.0 **Summary**

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

19.2 It is recommended that the application be delegated to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

PART C: RECOMMENDATION

20.0 **Recommendation**

20.1 Delegate to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

20.2 **PART D: LIST OF CONDITIONS**

CONDITIONS:

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

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

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

- (a) Drawing No. 15014 (AP)00.01 Rev P6, Dated 28/07/2015, Recd On 13/08/2015
- (b) Drawing No. 15014(AP)10.10, Dated 28/07/2015, Recd On 13/08/2015
- (c) Drawing No. 15014(AP)40.03 Rev P5, Dated 28/07/2015, Recd On 07/08/2015
- (d) Drawing No. 15014(AP)40.04 Rev P6, Dated 12/08/2015, Recd On 13/08/2015
- (e) Drawing No. 15014(AP)50.02 Rev P5, Dated 12/08/2015, Recd On 13/08/2015

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. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used on the development have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved.

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

4. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used in the construction of the access road, footpath and communal areas have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved.

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

5. No development shall take place above ground floor slab level of any part of the development hereby approved until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

6. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Method Statement prepared by David Archer Associates, Dated July 2015 and Drawing No. TPP 01, Dated July 2015 have been implemented, in accordance with the recommendations set out in *BS 5837:2012 – Trees in relation to design, demolition and construction. Recommendations*. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained

during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

7. There shall only be the implementation of 'no dig techniques' for the construction of the proposed car park area at all times.

REASON Due to the proximity of the trees and to ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

8. No development shall take place above ground floor slab level of any part of the development hereby approved until the materials, colour, size and location of the solar photovoltaic panels shall be submitted to and approved 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 and in the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

9. No development shall take place above ground floor slab level of any part of the development hereby approved until a scheme for external site lighting including details of the lighting units, levels of illumination and hours of use have been submitted to and approved in writing by the Local Planning Authority. No lighting shall be provided at the site other than in accordance with the approved scheme.

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

10. The development hereby approved shall be carried out in accordance with the Drainage Feasibility Report produced by Prices & Myers, Dated July 2015.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

11. 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
- (vii) the route of construction traffic to the development

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

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

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

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

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

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

REASON To protect local residents from nuisance caused by odours in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. The development hereby approved shall be carried out in accordance with the Technical Memo produced by Anderson Acoustics Ltd, Dated 9 March 2015.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

17. Prior to first occupation of the development hereby approved, 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 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

18. In accordance with the approved plans, XX no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved 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, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

19. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Extended Phase 1 Ecological Assessment produced by ECOSA Ltd, Dated July 2015 and Phase 2 Bat Survey produced by ECOSA, Dated July 2015.

REASON In the interests of the preservation of natural habitats and safeguarding

protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

20. The multi-purpose hall hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 12:00 hours to 20:00 hours on Sundays and Bank/Public Holidays.

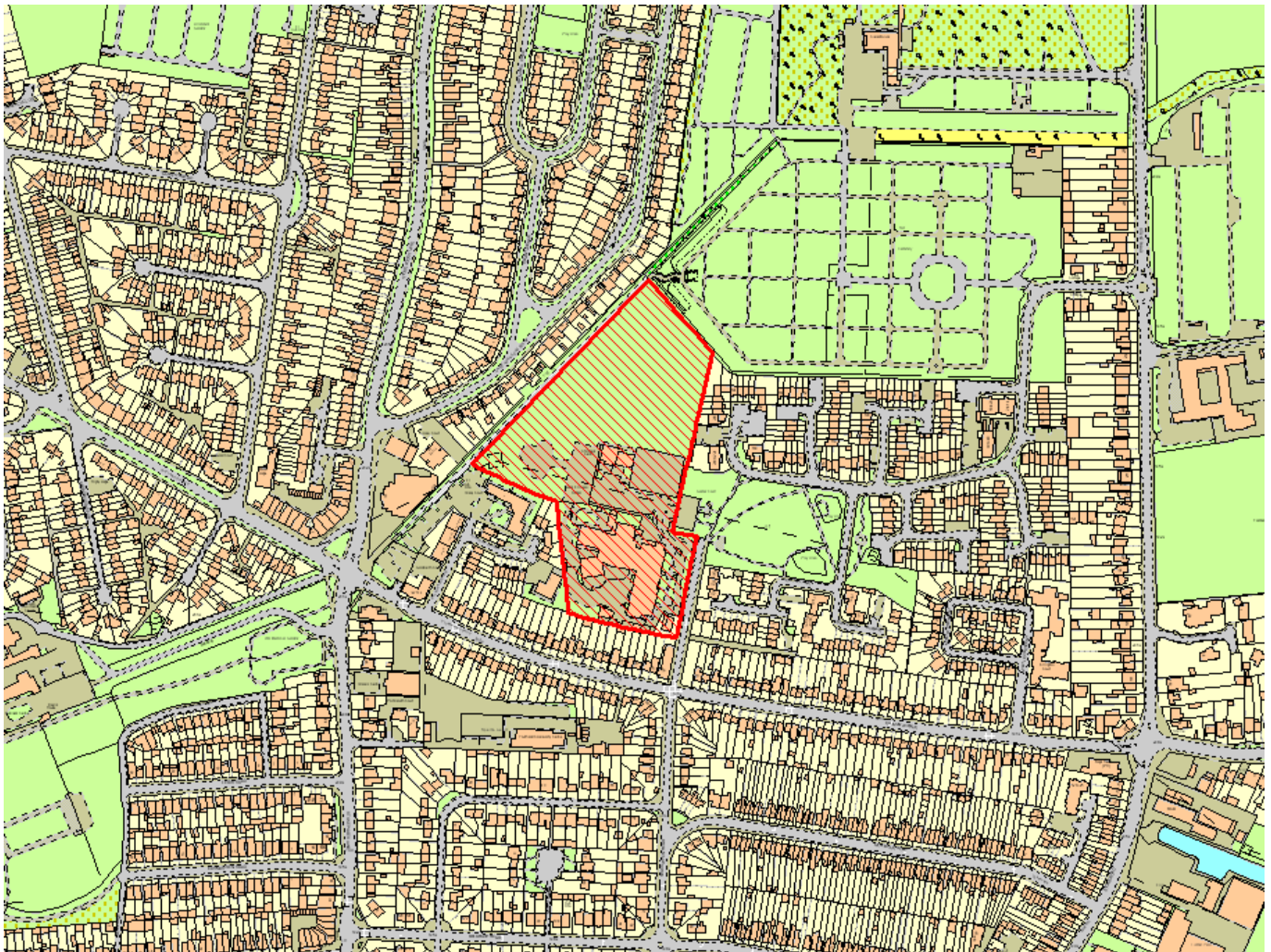
REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
2. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Registration Date:	13-Aug-2015	Applic. No:	S/00152/010
Officer:	Neetal Rajput	Ward:	Elliman
Applicant:	Ms. Julie Burke, Slough Borough Council		
Agent:	Mr. Matt Swanton, Re-Format LLP 17-19, High Street, Alton, Hampshire, GU34 1AW		
Location:	James Elliman School, Elliman Avenue, Slough, SL2 5BA		
Proposal:	Construction of 3no. single storey extensions for expansion of the school to a 4 form entry primary school. Internal alterations, relocation of car park and new footpath.		

Recommendation: Delegate to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

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

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the construction of three single storey extensions for expansion of the school to a 4 form entry primary school, including internal alterations, relocation of car park, new footpath and associated works.
- 2.2 James Elliman Academy is a 3 form entry primary school that currently accommodates 420 pupils aged from 4 – 11 with a 54 full time equivalent nursery on site. The school is seeking to extend three existing buildings to provide sufficient and appropriate accommodation to accommodate 4 forms of entry with a total number of 840 pupils aged from 4 – 11. There will be an increase of 420 pupils. The school currently employs 68 full time staff and 42 part time staff, as a result of this proposal the staff ratio will be 58 full time and 63 part time.
- 2.3 The proposed gross new internal floor area of the extensions would be 735 square metres. The three single storey extensions will provide seven new classrooms, extension to the existing dining hall, WC facilities for staff and pupils and additional administration facilities including but not limited to reception area, staff room and teaching offices, plant room. The proposed classrooms will be built the existing reception play ground area. All three extensions will benefit from a canopy area to enable outside learning and development.
- 2.4 The proposal also incorporates an extension to the existing car park, with the provision of 13 additional car parking spaces, 20 scooter spaces and a new cycle storage to provide 20 cycle parking. The total number of car parking spaces on site will be 79. Within the area of the new car parking area, a 1.2m timber palisade fence will be erected along the boundary to secure this area.
- 2.5 The existing buildings on site are of varying heights. The proposed extensions will range from a height of 3.5m to 5.5m including the projecting roof lights. The three extensions are all single storey in nature and none of the extensions will be any higher than the existing buildings on site.
- 2.6 The proposal also includes a new footpath, which will be located on the western boundary of the school. The footpath will connect to Elliman Avenue which will make it

easier for those travelling to the school by foot to access the site.

2.7 No floodlights are proposed as part of the application.

2.8 The proposal includes the loss of a number of trees which are sited in the location of the proposed classrooms, these tree will be replaced with new trees elsewhere on site. A suitable landscaping condition has been attached to ensure appropriate mitigation for the trees that will be removed.

3.0 **Environmental Impact Assessment**

3.1 The proposed development is of a type described in Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as the proposal is for an urban development project where the area of the development exceeds 0.5 hectare.

3.2 It is considered that an Environmental Statement is not required as the nature of the proposed development is such that it would not be likely to have significant effects upon the environment having regard to the characteristics of the development, the location of the development and the characteristics of the potential impact.

3.3 It is considered that issues such as impact on amenity, traffic and parking, and noise and other disturbances can be adequately covered by the supplementary supporting information that accompanies this planning application or by way of condition.

4.0 **Application Site**

4.1 The site sits behind Elliman Avenue, accessed off a cul de sac, Shackleton Road. The school is bordered on three sides by residential dwellings forming Shackleton Road, Elliman Avenue/Pursers Court and Hawthorne Crescent. The playing fields of the school border Hawthorne Crescent and further north to this is Lismore Park. The residential properties are predominantly two storey semi-detached houses.

4.2 The overall site area of the school including the grounds is 3.37 hectares.

4.3 The main pedestrian and vehicle access to the school is via Shackleton Road.

4.4 The site is located within Flood Zone 1, 2 and 3. The proposed extension only falls within Flood Zone 1.

5.0 **Site History**

5.1 Recent applications relating to the site are as follows:

S/00152/001 EXTENSIONS AND ALTERATIONS TO THE EXISTING JAMES ELLIMAN MIDDLE SCHOOL TO FORM A NEW PRIMARY SCHOOL AND NURSERY (AMENDED PLANS RECEIVED 14/05/98)

Approved with Conditions; Informatives 28-Jul-1998

- S/00152/002 REDEVELOPMENT OF SCHOOL AND ASSOCIATED PLAYING FIELDS AND PART OF ADJOINING P.O.S. FOR HOUSING (OUTLINE)
Withdrawn (Treated As) 26-Oct-1998
- S/00152/003 VARIATION OF CONDITION NO.2 OF PLANNING PERMISSION S/00152/001 DATED 28/07/98 FOR APPROVAL OF AMENDED DRAWINGS WHICH INCORPORATE REDESIGNED (TO A GREATER HEIGHT THAN APPROVED) ROOF, ADDITION OF A REAR PORCH AND I.T ROOM, RELOCATION OF A PLANT ROOM AND MINOR INTERNAL ALTERATIONS TO STORES AND TOILETS AND PROVISION OF MULTI-SPORTS USE HARD COURT AREA.
Approved with Conditions; Informatives 29-Sep-1999
- S/00152/004 ERECTION OF A PAVILION BUILDING TO PROVIDE MEETING ROOM, CHANGING & ANCILLARY ACCOMODATION. (PREVIOUSLY S/00586/000)
Approved with Conditions; Informatives 03-Oct-2001
- S/00152/005 PROVISION OF FLOODLIGHTING TO MULTI-USE GAMES AREA
Approved with Conditions 06-Dec-2001
- S/00152/006 ERECTION OF A PAVILION BUILDING TO PROVIDE MEETING ROOM, CHANGING AND ANCILLARY ACCOMMODATION
Approved with Conditions 05-Jun-2003
- S/00152/007 RELAXATION OF CONDITION 7 RE: PERMISSION REF S/00152/005 TO ALLOW THE FLOOD LIGHTING TO BE ILLUMINATED TO A LEVEL OF 200LUX.
Approved with Conditions; Informatives 21-Apr-2004
- S/00152/008 CONSTRUCTION OF A SINGLE STOREY EXTENSION WITH PITCHED ROOF AND CHANGES TO EXISTING SPORTS PAVILION TO FORM NEW CHILDRENS CENTRE
Approved with Conditions; Informatives 24-May-2007
- S/00152/009 Retention of a temporary double classroom modular unit.
Approved with Conditions; Informatives 08-Jun-2015

6.0 Neighbour Notification

6.1 No's. 196 - 224 Lismore Park, Slough, SL2 5DG

Flats 1 - 14, Cromer Court, Hawthorne Crescent, Slough, SL1 3NL

No's. 85 – 167 Elliman Avenue, Slough, SL2 5BD

No's. 2 - 44 Hawthorne Crescent, Slough, SL1 3NQ

The School Bungalow, Elliman Avenue, Slough, SL2 5BD,
Good Companions, Stoke Poges Lane, Slough, SL1 3NJ

No's. 29 - 36 School Lane, Slough, SL2 5BD

Community Health Team, Berkshire Healthcare & Nhs Trust, New Horizons, Pursers Court,
Slough, SL2 5BX,

Flats 1 - 15, Goldsmith Court, Elliman Avenue, Slough, SL2 5FG

No's. 1 – 38 Pursers Court, Slough, SL2 5DL

Elliman Resource Unit, 27, Pursers Court, Slough, SL2 5DL

- 6.2 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 4th September 2015. The application was advertised in the 4th September 2015 edition of The Slough Express.
- 6.3 No representations have been received at the time of writing this report. Should any representations be received, they will included on the Amendment Sheet.
- 6.4 Prior to the submission of the application, the applicant sought to ensure that a wide ranging and inclusive consultation exercise was undertaken so that the views of stakeholders and the local community were fully understood. A drop in session was held on 5th June 2015 which involved the wider public community. Local residents were notified prior to the event by an invitation letter. The event enabled the public to view copies of the proposed scheme and leave comments. Members of the design team were also available to take questions and explain the scheme.
- 7.0 **Consultation**
- 7.1 Neighbourhood Enforcement
- 7.2 No comments received.
- 7.3 Traffic and Road Safety/Highways Development
- 7.4 Comments are to be included on the Amendment Sheet as the Council's Transport Consultant is awaiting for the submission of the Transport Statement and draft Travel Plan.
- 7.5 Slough Borough Council Education
- 7.6 No comments received.

7.7 Tree Management Officer

7.8 No comments received.

7.9 Environmental Quality

7.10 No comments received.

7.11 Principal Engineer - Drainage

7.12 No comments received.

8.0 **External Consultees**

8.1 The Environment Agency

We have no objection to the proposed development, as submitted.

Contamination risks to groundwater

We have not seen any information to suggest that the area has any obvious history of industrial activity – either at the application site or Ismay Court to the west. Our database for Ismay Court states that there was remediation carried out on this site (hydrocarbons) but no significant contamination.

The area is underlain by the Langley Silt Formation (Unproductive Stratum) and under this is the Taplow Gravel Formation (Principal Aquifer), then the Lambeth Group (Secondary A Aquifer), and below that the Chalk (Principal Aquifer).

The site is located within Source Protection Zone (SPZ) 3, associated with the Datchet Public Water Supply, which abstracts from the Chalk. SPZ3 represents the area around an abstraction source within which all groundwater recharge is presumed to be discharged at the source.

We do not consider there to be a high risk of pollution to groundwater from the proposed development.

However, we recommend that if the developer is planning to use deep foundations that they should deal with any unforeseen contamination before they pile. The clay stratum at the surface provides a protective layer, and piling through the Langley Silt could create a pathway for any unforeseen contamination to migrate into the Taplow Gravels.

8.2 Natural England

No objection – the proposal is unlikely to affect any statutorily protected sites.

PART B: PLANNING APPRAISAL

9.0 Policy Background

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

National Planning Policy Framework, 2012 and the Planning Practice Guidance

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN2 – Extensions

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

Slough Local Development Framework Proposals Map

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

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist. The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development. It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale

review of Slough's

Development Plan at present, and that instead the parts of the current adopted Development Plan for Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

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

- Principle of development
- Visual Impact and design
- Highways and traffic
- Impact on neighbour amenity
- Drainage and flood risk
- Trees and landscaping
- Sustainability
- Ecology

10.0 **Principle of Development**

10.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site for education purposes.

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

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

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

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

10.6 Within the Design & Access Statement it is stated that Slough Borough Council has forecast pupil numbers in the area and established the need for new extensions on this site to cater for a maximum of 630 pupils (4 Form of Entry) aged from 4 to 11 years together with an existing 54 full time equivalent nursery

10.7 Given the shortage of places SBC has undertaken a 'School Places Strategy' Part I

Consideration and Comment, Dated 5 December 2013' which has involved site identification:

- Examining existing school sites for expansion and/or ability to accommodate entirely new schools easily accessible to the site
- Examining sites within the Council's ownership
- Identifying sites adjoining or nearby secondary schools to create annexes
- Identifying suitable sites within the borough for new primary or secondary schools. This has included considering sites identified for the Local Asset Backed Vehicle.
- Identifying sites immediately outside the borough for new secondary schools.

The Council also has a 'School Places Plan 2009/19' which states that James Elliman School has increased it's catchment for pupil intake, given this a suitable expansion for the footprint of the school is required to accommodate to increase of pupil intake.

It is considered that this proposal is seeking to improve the existing facilities serving the existing and new pupil numbers within the school. As there have been a number of applications submitted by the school over the years, to increase the number of classrooms and thus the number of pupils through various age groups attending the school, this has resulted in the existing facilities now under pressure and are becoming too small to accommodate the additional numbers. This proposal seeks to address the short fall in floor area to create a better learning and teaching environment for both staff and pupils. For example, the dining hall is to be extended, to allow for the additional accommodation required under the government's school meals program.

10.8 The proposal would support the ongoing and established use of the site as a school to provide the extra floor space required to meet the existing pressure and demand to increase pupil intake from the local community. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework

11.0 **Visual Impact and design**

11.1 The submitted Design and Access Statement details how the proposed design has evolved from an understanding of the school's aspirations through the consideration of options to the proposal as submitted. The key aspects for the school was to minimise the loss of existing green space, enhancing the experience of the school and a scheme that responds to the site and the existing school.

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

11.3 It is considered that the design and appearance of the proposed development would

be inkeeping with the design and appearance of the existing school buildings. For example key design features have been reflected from the existing buildings on site to the proposed development, such as the projecting rooflights.

- 11.4 The layout of the proposed extensions are considered to generally respect the existing layout of the school. The proposed extensions would be well-sited in relation to existing buildings and the extent of the built-up area of the site would be inkeeping with the layout of the site as existing.
- 11.5 There will be the loss of existing reception play ground area as a result of the proposed classrooms, this is contrary to Policy OCS2. However, on the plans it has been noted that a replacement reception play area will be provided north of the proposed car park. Given the implementation of the 1.2m timber palisade fence, the relocation of the play area is considered to be acceptable.
- 11.6 The submitted Design and Access Statement sets out how the materials proposed have been carefully selected in order to provide a high quality contemporary appearance which is sympathetic to the character and appearance of the existing buildings on the site.
- 11.7 In design terms, it is considered that the proposal constitutes a well thought-out scheme. It is considered that the materials proposed would provide a high quality contemporary visual appearance. A condition has been attached requiring samples of the proposed materials to be used to ensure that they are compatible with the existing fabric of the school.
- 11.8 In terms of design and impact on the street scene, it is concluded that the proposal would be acceptable having regard to the proposed design, materials, scale and visual impact. The proposal would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies EN1 and EN2 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

12.0 **Highways and Traffic**

- 12.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The main issues in relation to highway and traffic matters are considered to be with regard to trip generation, parking provision and overspill parking on surrounding streets, improving pedestrian and cycle accessibility, and encouraging a change of travel mode for staff and students. An update in relation to these matters will be

provided on the Planning Committee Amendment Sheet.

13.0 **Impact on Neighbour Amenity**

13.1 The proposed extensions would be erected on the site of an existing school building. The extensions are considered to be well-related to the existing school buildings and would have no potential adverse impact on neighbour amenity.

13.2 The closest dwellinghouses to the proposed extensions are those fronting Pursers Court, the distance to No. 27 which is a Care Home is 9m and to No. 24 is 11m. The separation distance is short of the Council's required 15m. However given the nature of the proposal, whereby the extensions are single storey and the shared boundary with the school is interspersed with trees which would provide visual screening of the proposed development, it is not considered that the proposed extensions would have a significant detrimental impact on neighbour amenity by reason of overdominance or loss of light.

13.3 With regard to the impact on the properties on Shackleton Road, the proposed dining area is partly screened by the existing school building, as such there are no concerns raised with regard to neighbour amenity.

13.4 As the proposed extension does not exceed the height of existing buildings within the site, the proposal will not result in any adverse visual impact for the existing residential development.

13.5 Noise

13.6 A plant room is proposed internally within the school, it will be situated 34m away from the shared boundary with the properties fronting Pursers Court. Given the location of the plant room within the school building, it will not be readily visible and it's location would lessen any potential acoustic impact arising from the proposed plant.

13.7 It is not considered that the footpath which will run parallel to the properties fronting Pursers Court will result in an increase of noise and disturbance as it will only be used during school hours as it primarily provides access to the school only. The application has been conditioned to provide CCTV along the corridor of the footpath to prevent the risk of fear and crime.

13.8 A Technical Memo has been issued undertaken in accordance with British Standard (BS) EN 12354-3:2000 *Building acoustics. Estimation of acoustic performance in buildings from the performance of elements. Airborne sound insulation against outdoor sound* has been submitted. A noise survey was undertaken to determine typical background noise levels around the site. The assessment demonstrates that in principle, cumulative noise emission levels at sensitive facades can be compliant with relevant limitations. It is considered that subject to conditions regarding the operation of the proposed plant, the plant would be acceptable in noise terms.

14.0 **Drainage and Flood Risk**

- 14.1 The footprint of the proposed extension is located within Flood Zone 1. Flood Zone 1 includes all land falling outside Zones 2 and 3 and as such covers land which has the lowest probability of flooding (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding [$<0.1\%$]). As the site area is greater than 1 hectare however, a flood risk assessment has been submitted, as required in support of the application. The submitted flood risk assessment considers the site and its context within the local area and flood risk to and from the site associated with the proposed development.
- 14.2 The Environment Agency have been consulted and raised no objection to the proposal.
- 14.3 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain; and that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 14.4 The National Planning Policy Framework and the Planning Practice Guidance sets out that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 14.5 The site is located in a low flood risk area and the applicant has demonstrated that surface water drainage issues can be satisfactorily resolved. The proposal would comply with these policies and is thus considered to be acceptable in flood risk and drainage terms. The proposal is consistent with Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, the National Planning Policy Framework in this regard.
- 15.0 **Trees and Landscaping**
- 15.1 Existing Trees
- 15.2 There are a number of trees that will be removed as a result of the proposed extensions.
- 15.3 An Arboricultural Method Statement and Tree Protection Plan has been submitted. This will be assessed by the Council's Tree Management Officer and the comments are to be included on the Amendment Sheet.
- 15.4 Turning to the proposed landscaping scheme, the applicant is proposing to enhance the hard and soft landscaping within the school. The area of proposed new trees and landscaping has been shown on Drawing No. 10.01, as there is limited detail a condition has attached for a detailed landscaping scheme, this will mitigate the removal of trees on site and implement appropriate replacement planting.

15.5 Matters regarding trees and landscaping are therefore considered to be acceptable, subject to receiving formal comments from the Council's Tree Management Officer. The proposal would comply with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

16.0 **Sustainability**

16.1 Designing for sustainability should be integral to all aspects of the proposed design. The submitted Design and Access Statement sets out the measures that the school have sought to incorporate sustainability improvements and achieve a significant improvement in the overall sustainability of the school.

16.2 The proposal would feature sustainability technologies including energy efficient lighting and heating controls and low water consumption sanitary installations.

16.3 It is understood that solar photovoltaic panels are to be proposed on the roof, however as no details have been provided, this has been secured as a condition with the request for details including location, material, colour and size.

16.4 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 requires that proposed development includes sustainable design and construction measures to minimise the consumption and unnecessary use of energy, particularly from non-renewable sources. It is considered that the proposal would incorporate appropriate sustainable design and construction techniques. The proposal is therefore considered to comply with Core Policy 8 and the National Planning Policy Framework in this regard.

17.0 **Ecology**

17.1 A report covering ecology matters has been prepared and submitted in support of the application.

17.2 The report concludes that the site is not covered or adjacent to any statutory designation relating to nature conservation, and it is considered to be of negligible ecological value due to the built/urban nature of the existing use.

17.3 With regard to the potential for protected species, the modern buildings are considered to have a low potential for roosting bats. It is considered that there is limited habitat availability for foraging and as such bats are not likely to be a significant constraint to any redevelopment. Furthermore, the proposed development could make a positive contribution to enhancing the ecological interest of the site through landscape planting.

17.4 The proposal is considered to be acceptable in ecological terms. Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will not be permitted unless it preserves natural habitats and the biodiversity of the Borough. The submitted report

demonstrates that the proposal will comply with this policy, and the National Planning Policy Framework, 2012.

18.0 **Summary**

- 18.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received from consultees and other interested parties, and all other relevant material considerations.
- 18.2 It is recommended that the application be delegated to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

PART C: RECOMMENDATION

19.0 **Recommendation**

- 19.1 Delegate to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

20.0 **PART D: LIST OF CONDITIONS**

CONDITIONS / 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. 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. 100.01 Rev D, Dated 23/03/2015, Recd On 13/08/2015
- (b) Drawing No. 00.11 Rev K, Dated 23/03/2015, Recd On 29/09/2015
- (c) Drawing No. 10.01 Rev F, Dated 23/03/2015, Recd On 07/08/2015
- (d) Drawing No. 40.01 Rev E, Dated 23/03/2015, Recd On 07/08/2015
- (e) Drawing No. 40.02 Rev D, Dated 23/03/2015, Recd On 07/08/2015
- (f) Drawing No. 30.01 Rev D, Dated 23/03/2015, Recd On 07/08/2015
- (g) Drawing No. 50.01 Rev C, Dated 23/03/2015, Recd On 07/08/2015

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. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used on the development have been submitted to and approved in writing by the Local Planning

Authority and the development shall be carried out in accordance with the details approved.

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

4. No development shall take place above ground floor slab level of any part of the development hereby approved until samples of external materials to be used in the construction of the access road, footpath and communal areas have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved.

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

5. No development shall take place above ground floor slab level of any part of the development hereby approved until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

6. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Method Statement prepared by David Archer Associates, Dated July 2015 and Drawing No. TPP 02, Dated July 2015 have been implemented, in accordance with the recommendations set out in *BS 5837:2012 – Trees in relation to design, demolition and construction*. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

7. Prior to occupation of the proposed development, the materials, colour, size and location of the solar photovoltaic panels shall be submitted to and approved 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 and in the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also:

- Include infiltration tests in accordance with BRE 365 for any proposed infiltration devices
- Demonstrate no increase in surface water rates and volumes leaving the site up to the 1 in 100 storm event with an appropriate allowance for climate change.
- Demonstrate that no onsite flooding will occur up to the 1 in 30 storm event and any flooding up to the 1 in 100 storm event with an appropriate allowance for climate change will be safely contained on site.
- Provide detail plans showing the location and pipe numbers of all drainage features
- Ensure that no soakaways are constructed in contaminated land.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

9. The development hereby approved shall be carried out in accordance with the Phase 1 Flood Risk Assessment produced by Ambiental Technical Solutions, Dated September 2015.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

10. 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
- (vii) the route of construction traffic to the development

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development

Plan Document, December 2008, and the National Planning Policy Framework.

11. No development shall take place above ground floor slab level of any part of the development hereby approved until a scheme for external site lighting including details of the lighting units, levels of illumination and hours of use have been submitted to and approved in writing by the Local Planning Authority. No lighting shall be provided at the site other than in accordance with the approved scheme.

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

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

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

REASON To protect local residents from nuisance caused by odours in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. The development hereby approved shall be carried out in accordance with the Technical Memo produced by Anderson Acoustics Ltd, Dated 9 March 2015.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. Prior to first occupation of the development hereby approved, 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 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

17. In accordance with the approved plans, 79 no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved 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, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

18. Prior to the development hereby approved first being brought into use, full details of a CCTV system, including details of its management and maintenance, shall have been submitted to and approved in writing by the Local Planning Authority. The approved CCTV system shall be installed in accordance with the approved details before any part of the development is first brought into use. The system shall thereafter be maintained and managed in accordance with the approved details.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and to reflect the guidance contained in the National Planning Policy Framework.

19. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Extended Phase 1 Ecological Assessment produced by ECOSA Ltd, Dated April 2015.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. It is recommended that the have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that should be covered are the reception area, the internal street, the access and corridor along the footpath, cycle and vehicle parking areas and any other high risk areas. The Home Office have produced guidance which can be found at:
http://tna.europarchive.org/20100413151426/http://scienceandresearch.homeoffice.gov.uk/hosdb/publications/cctv-publications/28_09_CCTV_OR_Manual2835.pdf?view=Binary
2. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
3. The agent/applicant is advised that if you are planning to use deep foundations that they

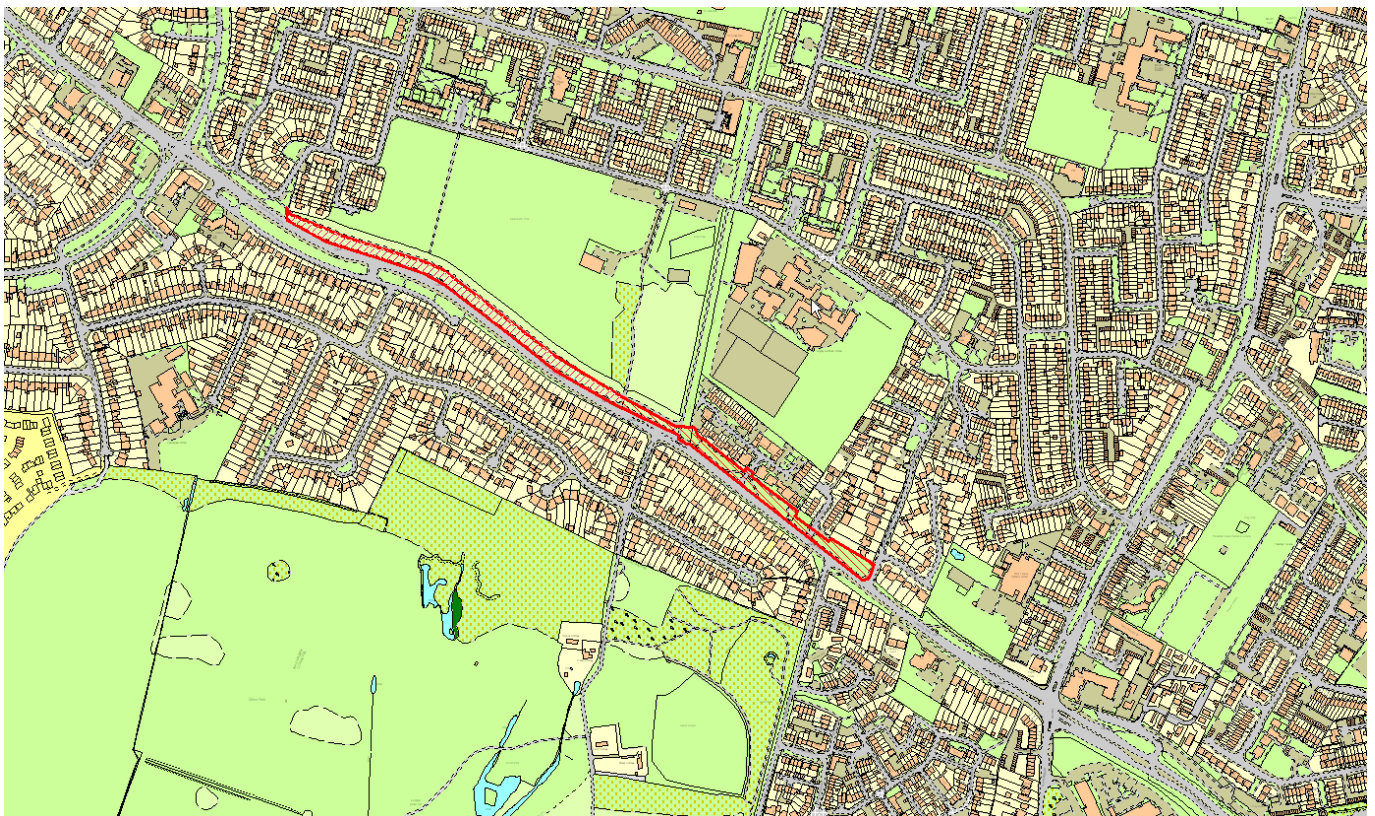
should deal with any unforeseen contamination before they pile. The clay stratum at the surface provides a protective layer, and piling through the Langley Silt could create a pathway for any unforeseen contamination to migrate into the Taplow Gravels.

4. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

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Registration Date:	10-Aug-2015	Applic. No:	S/00712/000
Officer:	Neetal Rajput	Ward:	Langley Kedermister
Applicant:	Mr. Savio Decruz, Local Highway Authority, SBC		
Location:	Between Upton Court & Langley Broom		
Proposal:	Widening of the existing carriageway in Parkland verge to form additional bus and traffic lanes and footway / cycleway connections along A4 London Road.		

Recommendation: Delegated to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application has been submitted by the Local Highway Authority and a number of objections have been received.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for widening of the existing carriageway in parkland verge to form additional bus and traffic lanes and footway / cycleway connections along A4 London Road. The formation of a bus lane is to provide a high quality bus priority route between Slough Trading Estate, Slough Town Centre (including bus station) and Heathrow Airport running along the A4. The application has been submitted by the Local Highway Authority and scheme is referred to as Slough Mass Rapid Transit 'SMaRT'.
- 2.2 The bus lane proposal seeks to reduce bus journey times and improving reliability. In peak times bus services along the A4 get stuck in traffic and SMaRT will improve conditions for both passengers and the operators. This will provide the opportunity in particular to increase the frequency of services 75/76 between Slough Trading Estate, the town centre, Langley and Heathrow from one bus every 15 minutes (up to every 18 minutes at peak) to one bus every 10 minutes.
- 2.3 The SMaRT project will promote sustainable alternatives to private cars, and will ensure that major employment areas such as Slough Trading Estate and the town centre will be accessible by sustainable transport. This increased accessibility and connectivity will help residents to make healthier and more sustainable choices about how they travel, and will enhance social inclusion.
- 2.4 Relieving traffic congestion and reducing stop-start traffic will also have a beneficial effect on air quality, particularly in Air Quality Management Areas 3 and 4 (Tuns Lane/Farnham Road and Town Centre). A planning application (S/00713/000) has been submitted for road widening in order to facilitate a dedicated bus lane between the service road and the A4 and an additional traffic lane to Tuns Lane junction, this is currently under consideration.
- 2.5 SMaRT will improve crossings for pedestrians and cyclists via a dedicated formal pathway along London Road. The bus lane will operate 24 hours.

3.0 **Application Site**

3.1 The application site boundary is from Fox Road, along the A4 London Road to Langley Broom.

3.2 The application site boundary falls outside of the town centre and is not within a flood risk zone.

4.0 **Site History**

4.1 There are no relevant planning applications related to the proposal.

5.0 **Neighbour Notification**

5.1 238, London Road, Slough, SL3 7HT, 284, London Road, Slough, SL3 7HT, 248, London Road, Slough, SL3 7HT, 3, Langley Broom, Slough, SL3 8NB, 210, London Road, Slough, SL3 7HS, 242, London Road, Slough, SL3 7HT, 274, London Road, Slough, SL3 7HT, 198, London Road, Slough, SL3 7HS, Flat, 118, London Road, Slough, SL3 7HS, Flat, 122, London Road, Slough, SL3 7HS, 120b, London Road, Slough, SL3 7HS, 120c, London Road, Slough, SL3 7HS, 120a, London Road, Slough, SL3 7HS, 300, London Road, Slough, SL3 7HU, 2b, Haynes Close, Slough, SL3 8NA, 2c, Haynes Close, Slough, SL3 8NA, 2a, Haynes Close, Slough, SL3 8NA, 87, Tobermory Close, Slough, SL3 7JG, 82, Tobermory Close, Slough, SL3 7JG, 85, Tobermory Close, Slough, SL3 7JG, 88, Tobermory Close, Slough, SL3 7JG, 84, Tobermory Close, Slough, SL3 7JG, 90, Tobermory Close, Slough, SL3 7JG, 89, Tobermory Close, Slough, SL3 7JG, 83, Tobermory Close, Slough, SL3 7JG, 86, Tobermory Close, Slough, SL3 7JG, 68, Tobermory Close, Slough, SL3 7JG, 2, Tobermory Close, Slough, SL3 7JG, 5, Tobermory Close, Slough, SL3 7JG, 4, Tobermory Close, Slough, SL3 7JG, 1, Tobermory Close, Slough, SL3 7JG, 3, Tobermory Close, Slough, SL3 7JG, 9, Tobermory Close, Slough, SL3 7JG, 8, Tobermory Close, Slough, SL3 7JG, 7, Tobermory Close, Slough, SL3 7JG, 6, Tobermory Close, Slough, SL3 7JG, 81, Tobermory Close, Slough, SL3 7JG, 76, Tobermory Close, Slough, SL3 7JG, 80, Tobermory Close, Slough, SL3 7JG, 75, Tobermory Close, Slough, SL3 7JG, 78, Tobermory Close, Slough, SL3 7JG, 79, Tobermory Close, Slough, SL3 7JG, 77, Tobermory Close, Slough, SL3 7JG, 203, London Road, Slough, SL3 7JN, 207, London Road, Slough, SL3 7JN, 209, London Road, Slough, SL3 7JN, 211, London Road, Slough, SL3 7JN, 201, London Road, Slough, SL3 7JN, 205, London Road, Slough, SL3 7JN, 215, London Road, Slough, SL3 7JN, 213, London Road, Slough, SL3 7JN, 219, London Road, Slough, SL3 7JN, 217, London Road, Slough, SL3 7JN, 221, London Road, Slough, SL3 7JN, 225, London Road, Slough, SL3 7JN, 223, London Road, Slough, SL3 7JN, 11, Tobermory Close, Slough, SL3 7JG, 14, Tobermory Close, Slough, SL3 7JG, 16, Tobermory Close, Slough, SL3 7JG, 10, Tobermory Close, Slough, SL3 7JG, 15, Tobermory Close, Slough, SL3 7JG, 12, Tobermory Close, Slough, SL3 7JG, 74, Tobermory Close, Slough, SL3 7JG, 71, Tobermory Close, Slough, SL3 7JG, 69, Tobermory Close, Slough, SL3 7JG, 73, Tobermory Close, Slough, SL3 7JG, 70, Tobermory Close, Slough, SL3 7JG, 72, Tobermory Close, Slough, SL3 7JG, 304, London Road, Slough, SL3 7HU, 19, Webb Close, Slough, SL3 7SQ, 290, London Road, Slough, SL3 7HT, 180, London Road, Slough, SL3 7HS, 334, London Road, Slough, SL3 7HU, 32, Hubert Road, Slough, SL3 7SF, 312, London Road, Slough, SL3 7HU, 338, London Road, Slough, SL3 7HU, 270, London Road, Slough, SL3 7HT, 320, London Road, Slough, SL3 7HU, 194, London Road, Slough, SL3 7HS, 250, London Road,

Slough, SL3 7HT, 214, London Road, Slough, SL3 7HT, 218, London Road, Slough, SL3 7HT, 7 Calder Court, Ditton Park Road, Slough, SL3 7HY, 6 Calder Court, Ditton Park Road, Slough, SL3 7HY, 2 Calder Court, Ditton Park Road, Slough, SL3 7HY, 296, London Road, Slough, SL3 7HU, 200, London Road, Slough, SL3 7HS, 11, Webb Close, Slough, SL3 7SQ, 342, London Road, Slough, SL3 7HU, 190, London Road, Slough, SL3 7HS, 254, London Road, Slough, SL3 7HT, 232, London Road, Slough, SL3 7HT, 17, Webb Close, Slough, SL3 7SQ, 186, London Road, Slough, SL3 7HS, 346, London Road, Slough, SL3 7HU, 280, London Road, Slough, SL3 7HT, 308, London Road, Slough, SL3 7HU, 262, London Road, Slough, SL3 7HT, 182, London Road, Slough, SL3 7HS, 244, London Road, Slough, SL3 7HT, 362, London Road, Slough, SL3 7HX, 258, London Road, Slough, SL3 7HT, 178, London Road, Slough, SL3 7HS, 292, London Road, Slough, SL3 7HT, 236, London Road, Slough, SL3 7HT, 332, London Road, Slough, SL3 7HU, 2, Fox Road, Slough, SL3 7SG, 336, London Road, Slough, SL3 7HU, 5 Calder Court, Ditton Park Road, Slough, SL3 7HY, 4 Calder Court, Ditton Park Road, Slough, SL3 7HY, 1 Calder Court, Ditton Park Road, Slough, SL3 7HY, 272, London Road, Slough, SL3 7HT, 298, London Road, Slough, SL3 7HU, 302, London Road, Slough, SL3 7HU, 306, London Road, Slough, SL3 7HU, 234, London Road, Slough, SL3 7HT, 21, Webb Close, Slough, SL3 7SQ, 310, London Road, Slough, SL3 7HU, 220, London Road, Slough, SL3 7HT, 9 Calder Court, Ditton Park Road, Slough, SL3 7HY, 8 Calder Court, Ditton Park Road, Slough, SL3 7HY, 3 Calder Court, Ditton Park Road, Slough, SL3 7HY, Langley Grammar School, Reddington Drive, Slough, SL3 7QS, 326, London Road, Slough, SL3 7HU, 256, London Road, Slough, SL3 7HT, 260, London Road, Slough, SL3 7HT, 314, London Road, Slough, SL3 7HU, 268, London Road, Slough, SL3 7HT, 192, London Road, Slough, SL3 7HS, 208, London Road, Slough, SL3 7HS, 15, Webb Close, Slough, SL3 7SQ, 264, London Road, Slough, SL3 7HT, 318, London Road, Slough, SL3 7HU, 1, Haynes Close, Slough, SL3 8NA, 348, London Road, Slough, SL3 7HU, 2, Haynes Close, Slough, SL3 8NA, 350, London Road, Slough, SL3 7HU, 286, London Road, Slough, SL3 7HT, 212, London Road, Slough, SL3 7HT, 216, London Road, Slough, SL3 7HT, 344, London Road, Slough, SL3 7HU, 322, London Road, Slough, SL3 7HU, 364, London Road, Slough, SL3 7HX, 204, London Road, Slough, SL3 7HS, 14, Webb Close, Slough, SL3 7SQ, 188, London Road, Slough, SL3 7HS, 360, London Road, Slough, SL3 7HX, 229, London Road, Slough, SL3 7JN, 227, London Road, Slough, SL3 7JN, 226, London Road, Slough, SL3 7HT, 324, London Road, Slough, SL3 7HU, 366, London Road, Slough, SL3 7HX, 328, London Road, Slough, SL3 7HU, 176, London Road, Slough, SL3 7HS, 184, London Road, Slough, SL3 7HS, 278, London Road, Slough, SL3 7HT, 2, The Briars, Slough, SL3 8PG, 13, Webb Close, Slough, SL3 7SQ, 316, London Road, Slough, SL3 7HU, 206, London Road, Slough, SL3 7HS, 222, London Road, Slough, SL3 7HT, 266, London Road, Slough, SL3 7HT, 276, London Road, Slough, SL3 7HT, 288, London Road, Slough, SL3 7HT, 240, London Road, Slough, SL3 7HT, 228, London Road, Slough, SL3 7HT, 224, London Road, Slough, SL3 7HT, 230, London Road, Slough, SL3 7HT, 294, London Road, Slough, SL3 7HU, 340, London Road, Slough, SL3 7HU, 252, London Road, Slough, SL3 7HT, 246, London Road, Slough, SL3 7HT, 282, London Road, Slough, SL3 7HT, 330, London Road, Slough, SL3 7HU, 202, London Road, Slough, SL3 7HS, 23, Webb Close, Slough, SL3 7SQ, 196, London Road, Slough, SL3 7HS

5.2 There have been seven objections received, these are summarised below:

- Contrary to Policy 2 - Erosion of open space, with creation of tarmac and loss of mature trees.
- Contrary to Policy 7 – unsustainable as the route is not readily accessible to a large selection of Langley population. Existing routes to Heathrow operating in accessible points along Langley Road, High Street and Trelawney Avenue.
- Contrary to Policy 8 – Fails to identify how the quality of the environment will be improved by the loss of mature trees and open space and increase in tarmac.
- Contrary to Policy 9 – No reference to how additional tarmac and roadway will respect the character and distinctiveness of the existing landscape.
- Fails Policy EN1 – visual impact and loss of mature trees.
- Increase in traffic and heavy goods vehicles
- Increase in noise levels - proximity of traffic to properties.
- Loss of privacy – overlooking from buses
- Loss of existing parking
- Increase in pollution levels
- Loss of trees and existing landscaping
- Higher risk of road traffic accidents
- Quality of life reduced to loss of open space
- Need traffic calming measures not potential for increase in traffic
- Pedestrian safety
- Loss of neutral area / neutral safe zone
- No pedestrian safe havens in the neutral areas

6.0 Consultation

6.1 Traffic and Road Safety/Highways Development

6.2 The detailed comments are noted within Section 10.0 of this report. Amendments have been requested by the Council's Transport Consultant to change the scheme design, these are noted below.

The following recommendations are requested of the proposed design to take account of the issues arising from the scheme:

1. Where existing traffic islands are proposed to be removed they need to be re-introduced on all sections where they can be incorporated as part of right turn lanes. A further traffic island should be provided outside of the Harvester public house to assist pedestrians cross the carriageway to the bus stop on the north side, as this part of the carriageway will be harder to cross once the road is widened. It is envisaged that a total of 3 traffic islands/pedestrian refuges should be provided in the following locations:
 - East side of the service road leading to Drake Avenue;
 - West side of Haynes Close;
 - Between the entrance and exit of the Harvester public house;
2. Amendments should be made to the existing/proposed refuges at the following locations:
 - East side of the Fire Station access junction – refuge to be widened;
 - West side of Langley Broom the proposed refuge should be located closer to the junction of Langley Broom where the central hatching is wider.

3. Where traffic islands and refuges are to be implemented then connecting paths between the footways and service roads should be provided on desire lines. Redundant paths should be dug out and the verges/parkland reinstated;
4. The central island of the toucan crossing should be enlarged to a minimum width of 3.5m metre;
5. Bus Stops and Shelters – the hardstanding areas around bus stops and the paths leading to the set-back path on the parkland should be reduced in width and area. The connecting paths should be no wider than 1.8m, the bus shelters sited closer to the kerb line and the remaining hardstanding area minimized to help reduce the amount of new paved area on the parkland;
6. All cycleways should be provided as unsegregated shared use to minimize street clutter and signage. The set-back path should be signed with wooden bollards such that the impact of the cycleway signage is minimized on the parkland;
7. Latest DfT guidance on tactile and corduroy paving should be taken into account;
8. The set-back path through the parkland in front of Kedermister Park, which is currently maintained by the Parks Department, and any other sections of the path that are not on adopted highway land should be upgraded to adopted highway and thus maintained by the local highway authority, which would mean the path would benefit from more frequent maintenance and sweeping routines;
9. The set-back path (the new footway/cycleway) in front of Kedermister Park and on the section between Tobermory Close and Langley Broom should be lit with lamp columns along its length and the surface quality improved where necessary;
10. The new footway/cycleway that is proposed adjacent the carriageway between the Cedar Way eastbound bus stop and the Cedar Way toucan crossing should be deleted and the existing footway dug out and the grass verge reintroduced;
11. There are redundant sections of footway at and between Tobermory Close and Langley Broom that are not shown on the drawing as to be dug out and the verge reinstated, but clearly need to be removed and therefore the drawings revised;
12. The footway/cycleway should be realigned further away from the carriageway edge and a highway verge introduced along the section between the Cedar Way toucan crossing and Tobermory Close;
13. The alignment of the footway/cycleway and the existing footway on Haynes Close need to be amended in the vicinity of Haynes Close;
14. The last eastbound bus stop layby before the Upton Court Road junction is being infilled and whilst this is outside of the redline of the application, there is an opportunity to reduce the amount of paved area and replace asphalt with grass verge.

Subject to the applicant making the design changes as listed above and revised drawings being submitted in time for planning committee I would raise no highway objection. The requested changes should be considered as part of the Stage 2 Road Safety Audit which should then be re-submitted for review.

6.3 Tree Management Officer

- 6.4 4 Mature oak, 2 mature limes between Langley Broom and Haynes Close – The new foot path is shown within the rooting area of these trees, it needs to be moved north or constructed using a no dig methods as described in APN 12. Further where excavation is undertaken to make the foot path carriage way this should be undertaken by hand and if major roots are found further advise sort as to the viability of the trees.

Pine and Purple Plum west side of Haynes Close, Comments as above re foot path and carriageway.

Trees to the front of Tobermory Close and 201 -229 London Road, comments as above, there is one stemmed elm needs to be removed which is of poor structure and need not be replaced.

Trees to be front of Keddermister Park, many of the trees that are near to the new carriageway are relatively young and should not be adversely affected by the work. However one mature lime opposite 272 London Road will need to be removed (possibly reduced) and one mature lime opposite 224 London Road will need to be reduced as excavations will come close to the trees.

I hope this is informative, all in all the effect on the trees can be kept to an acceptable level if tree sensitive construction and excavation methods are used, and if some planting is undertaken to mitigate the trees that have to be removed.

6.5 Berkshire Archaeology

- 6.6 While there are no implications for the buried archaeological heritage from the above proposal, Berkshire Archaeology's Historic Environment Record notes the existence of a Grade II listed late 18th century milestone immediately adjacent to the proposed works in the south verge of London Road, at its junction with Drake Avenue. The milestone is inscribed and made of stone, painted white.

As I understand it, the listed milestone will not be directly impacted by the proposal (but suggest this is checked by someone more familiar with the proposal) but may be vulnerable to harm from temporary storage areas, compounds, vehicle parking or similar. It may be advisable, therefore, to bring this to the attention of the applicant so that appropriate measures, if needed, can be put in place to protect this designated monument, should this proposal proceed.

6.7 Environmental Quality

- 6.8 No comments received, should comments be received these will be included on the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

National Planning Policy Framework, 2012 and the Planning Practice Guidance

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

Core Policy 1 – Spatial Strategy

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

The Local Plan for Slough, Adopted March 2004

Policy EN3 – Landscaping Requirements

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy T13 - Road Widening Lines

Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

Slough Local Development Framework Proposals Map

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

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist. The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development. It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's

Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

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

- Principle of development
- Visual Impact on neighbour amenity
- Highways and traffic
- Trees and landscaping

8.0 Principle of Development

- 8.1 The National Planning Policy Framework states at paragraph 29 that “*The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.*” At paragraph 30, the NPPF states that “*encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.*”
- 8.2 One of the core planning principles within the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth, this includes the provision to upgrade existing infrastructure.
- 8.3 The Council’s strategic objective within the Core Strategy is to reduce the need to travel and create a transport system that encourages sustainable modes of travel such as walking, cycling and public transport.
- 8.4 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document reinforces the principles of the transport strategy as set out in the council’s Local Transport Plan and Spatial Strategy, which seeks to ensure that development proposals should 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.
- 8.5 Providing a sustainable service which will be a genuine alternative to the private car will reduce congestion on the approach to the town centre by encouraging people to leave their cars at home and make use of sustainable transport choices. In turn, this will contribute towards a reduction in emissions from ‘stop start’ road traffic, which will have a positive impact on the environment and on Slough’s Air Quality Management Areas, as such the proposal is compliant with the NPPF. An Air Quality Assessment has been requested, should this be received prior to committee, the outcome will be reported on the Amendment Sheet.
- 8.6 One of Slough’s Joint Wellbeing Strategy Priorities is health which is to ensure better community engagement to improve the wellbeing of our residents and increase residents’ level of physical activity. It is considered that the SMaRT project will promote sustainable alternatives to private cars, and will ensure that major employment areas such as Slough Trading Estate and the town centre will be accessible by sustainable transport. This increased accessibility and connectivity will help residents to make healthier and more sustainable choices about how they travel, and will enhance social inclusion.
- 8.7 The Cabinet Report issued in January 2015, highlighted the potential benefits of SMaRT, for reference these have been outlined below:

- Help to reduce congestion, improve journey time reliability, and enhances access to the Town Centre, Trading Estate and Heathrow. In doing so, the scheme will make Slough a more attractive location for business investment, thus contributing to the local economy.
- By tackling congestion, SMaRT also has the potential to reduce the current £34 million that Slough loses each year in wasted travel time alone.
- SMaRT will enable over 60,000 sq m of office space and other developments to be delivered in the town centre as part of the 'Heart of Slough' project.
- Enable access to a new secondary school in eastern Slough, thus contributing to the provision of skills and educational opportunities for young people.
- Increased connectivity to the town centre will also encourage retail developments and greater patronage of the town centre's amenities, thus contributing to its regeneration.
- SMaRT will unlock the potential delivery of 2,300 dwellings in the centre of Slough as part of the 'Heart of Slough' project. With the scheme stretching to Junction 5 of the M4 it will also enable an additional 1,000 dwellings in the borough and will provide good links to enable housing opportunities to the east of Slough.
- The project will reduce congestion on one of the main approaches into the town centre and Slough Trading Estate, which has the potential to significantly improve the image and perception of the town in the eyes of businesses and visitors. Moreover, the increased connectivity to the centre of town and the Trading Estate will contribute towards enhancing the image of Slough as an economic hub and an excellent location for business investment.

8.8 The proposal would support the growth of infrastructure of the existing road network and promote sustainable travel within the Borough. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with the Council's strategic objectives of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2012.

9.0 **Visual Impact on neighbour amenity**

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

9.2 As a result of the proposal, there will be visual impact to the residents along London Road as the road will be widen, thus there will be encroachment on the existing footpath/parkland. However, where there are opportunities to enhance the environment via replacement trees and soft landscaping, this will be implemented. In terms of impact to the residential properties along London Road, the scheme offers an opportunity to better walking and cycle network by means of re-alignment of the footpath.

9.3 It is considered that the works are required to serve the existing community and future

growth in the borough, as such investing in the existing road network is essential and mitigation such as replacement tree planting will be incorporated into the design of the scheme. Therefore, it is not considered that there will be a detrimental impact to the amenities of residents along London Road.

- 9.4 In terms of design and impact on residential properties, it is concluded that the proposal would be acceptable having regard to the proposed visual impact. The proposal would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

10.0 Highways and Traffic

- 10.1 This is a proposal for road widening to facilitate a bus lane along the section of the A4 London Road between Upton Court Road and High Street Langley. The intention of the scheme is to provide a high quality bus priority route between Slough Trading Estate, Slough Town Centre (including bus station) and Heathrow Airport running along the A4. Much of the proposed scheme between the Trading Estate and Heathrow Airport is already within the adopted highway and the proposed works do not require planning consent, but there are two sections of the route that do require planning consent, as the land on which the works are proposed to take place is not within the adopted highway. It should be noted that the area of the planning application is smaller than that of the full scheme shown on the submitted drawings. The area covered by the application is between Fox Road and Langley Broom and is along the northern side of the existing carriageway.

The applicant has not submitted a Design and Access Statement in support of the application but has provided scheme design drawings. Further drawings and information has been provided on request including accident data, road safety audit and designer response, drainage design drawings and landscaping mitigation plans. Stage 1 Road Safety Audits were undertaken by an independent road safety auditor (Acorns Projects Ltd).

- 10.2 The proposed scheme is consistent with Policy T8: Cycle Network and Facilities of the Slough Local Plan 2004, as it seeks to provide some enhanced cycle facilities along the route. In applying this policy, the Council will ensure that the design of the development will achieve a high level of safety, security and convenience for cyclists compatible with a high quality environment within the scheme and with no detriment to the occupants of nearby buildings. It is considered that in the large part the scheme addresses the Policy, but further consideration should be given to personal security where the footway/cycleway is set back from the road is not lit.
- 10.3 The proposed scheme is consistent with Policy T9: Bus Network and Facilities of the Slough Local Plan 2004. This Policy seeks to ensure that Development proposals are designed to provide improved facilities for and access to bus services. The scheme is designed provide bus lanes that will operate 24 hours a day and this will help improve punctuality and reliability of services along the A4 corridor. Whilst modal shift from car to bus cannot be guaranteed with schemes such as the one proposed, other schemes around the UK have achieved modal shift.

10.4 The proposed scheme is consistent with Policy T13 – Road Widening Lines of the Slough Local Plan 2004. The existing widening line allows for highway improvement in whatever form and the A4 London Road adopted widening line extends from Slough Town Centre to M4 J5 including the section within this planning application.

10.5 Accident Analysis

Accident data has been reviewed on the section of the scheme on A4 London Road between Upton Court Road and High Street Langley. Over the 5 year period between 1/4/09 and 31/03/14 there were only 11 accidents of which 1 was serious and 10 were slight accidents. This is considered a very low accident rate for the length of scheme. Two of the accidents were caused by fatigued drivers and a third accident was caused by intoxicated driver. The causes of the remaining accidents have been reviewed and there were no obvious patterns, but 4 accidents did involve pedal cyclists of which two of them occurred at the junction of Tobermory Close where left turning vehicles collided with cyclists on the carriageway and on the footway.

10.6 General Scheme Description

The new eastbound bus lane starts at the junction of London Road/Upton Court Road/Trelawney Avenue and the bus lane replaces the existing bus layby and then continues east generally along the alignment of the existing cycleway which is located adjacent to the carriageway edge. Whilst the back edge of the existing cycleway is not fully shown on the submitted drawings the new bus lane does in some sections extend beyond the back edge of the cycleway. At the widest point it extends a further 2.4m into the parkland in the vicinity of Drake Avenue.

To the east of the Cedar Way toucan crossing, the general alignment of the eastbound bus lane is in part within the existing footway/cycleway that abuts the carriageway edge. A consequence of this is that the shared use footway/cycleway is then widened into the adopted verge in front of the Tobermory Close housing development. Between the junctions of Tobermory Close and Langley Broom, the bus lane continues in the alignment of the footway/cycleway and thus a new path is provided within the adopted verge, set-back from the new carriageway edge by a distance of circa 10m.

10.7 Lane Widths

The existing carriageway width along this section of London Road ranges from 9.4m outside 246 London Road to 13.3m at the existing toucan crossing at Green Drive. The proposed carriageway width will measure within the range of 12.5m near the Fire Station to 15.7m at the Cedar Way toucan crossing. The maximum widening of the carriageway falls within the section near Drake Avenue where the carriageway width will increase by 4.8m. The width of the carriageway lanes does vary slightly along the length of the route to take account of the curvature of the road, right turn lanes, crossing points and the start and end of bus lanes. The nearside lane widths are generally circa 3.35m wide and the all traffic running lanes are circa 3.0m wide. The proposed lane widths are considered acceptable subject to any specific comments set out below.

10.8 Impact on Pedestrian Movement and Facilities

10.9 Traffic Islands and Informal Pedestrian Crossing Locations

There are a number of existing traffic islands along this section of London Road which have dropped crossings for pedestrian use. The proposed scheme removes all but one of the traffic islands and this will make it harder and less safe for pedestrians to cross the widened carriageway. The road safety stage audit identifies this as a Problem as the *“removal of existing pedestrian refuge islands could result in a slight detriment to pedestrian safety.”* Whilst the Designers Response states that the islands will be reinstated this is not the case in latest design drawing. There does not seem to be a technical reason why traffic islands/refuges cannot be reintroduced as part of the proposed right turn lanes. The re-introduction of the traffic islands should also be considered as a safety feature, as they help to prevent overtaking manoeuvres being undertaken in the right turn lanes and thus the likely exceedance of the speed limit.

The one existing traffic island being kept is located 20m to the east of the junction with eastern access to the London Road service road at Drake Avenue. This island provides a crossing facility for pedestrians between Fox Road and the shops on London Road service road. The width of the westbound carriageway in this vicinity is 3.85m and therefore it could be narrowed to 3.35m which would allow the right turn lane and the associated traffic island to be enlarged to provide a better pedestrian facility in a busy location.

10.10 Controlled Crossing for Shared Cycle/Pedestrian Use

The existing carriageway has a toucan crossing where Green Drive meets London Road 20 metres to the east of the Cedar Way junction. The existing crossing facility does not have a central island and therefore from a pedestrian/cyclist perspective it provides the most direct and accessible alignment with the least amount of delay for these users. However there are both highway safety and traffic flow disbenefits with straight across crossings on roads with multiple lanes and these are as follows:

- There is a higher risk of collisions between vehicles and pedestrians/cyclists as they may start crossing at the end of the green man phase as the light changes to flashing amber and drivers overtaking nearside vehicles (bus) may not be able to see pedestrians on the crossing leading to potential collisions;
- The wider the road corridor width there is a risk that drivers may not see the traffic signals as the aspects may be outside the drivers peripheral vision; and
- Greater crossing distance meaning that the lights are at red for longer, which causes delays to road traffic.

With the widening of the carriageway to 15.67m in this location, it would exceed the maximum recommended width of straight across crossings as set out in the Department for Transport (DfT) Local Transport Note (LTN) 2/95. Para 5.2.3 refers to the crossing length, and states that

“if the road is greater than 15m width a stagger should be provided and for roads of width 11m or more a staggered crossing should be considered.”

It is accepted that a staggered crossing is appropriate in this location. However it is

concern that the width of the staggered island is only 2.8m wide when the preferred width would be 4m for combined pedestrian/ cycle crossings (toucans). The crossing is shown with guard-rail, which would further reduce the usable space within the “sheep pen” and therefore the proposed width is considered insufficient taking account of the likely high volume of pedestrian/cycle movements at the beginning and end of the school day. Discussions have been undertaken with the project design team and they have indicated that they would be able to widen the island to 3.5m wide and potentially exclude the provision of guard-railing. The issue of whether the guard-railing is retained should be considered in the Stage 2 Road Safety Audit.

10.11 Impact on Cycle Movements and Cycle Facilities

The scheme in general proposes the removal of the existing cycleway adjacent to the carriageway edge on the north side of London Road. This is not considered to be a significant impact of the scheme for the following reasons:

- There is an existing 3m path through the parkland that is set circa 15m back from the edge of the existing carriageway. This is a very pleasant route that is currently used by both pedestrians and cyclists. School children from the nearby Langley Grammar and Langley Academy Schools have been observed to use this facility. The existing cycleway is from site observations is much less well used and from an user perspective is much less attractive as cyclists feel less safer when cycling adjacent to roads particularly those with speed limits of 40mph or above. The further away from the carriageway means that they experience less noise and air pollution and there is less grass and other road debris on the paths. Experienced cyclists who wish to cycle fast are much more likely to use the new bus lanes, as the surface will be better than the footway and they will not need to give way to vehicular traffic at side roads. Therefore the loss of the cycleway adjacent to the kerb edge is acceptable and is likely to lead to a better facility for cyclists using the set-back path through the parkland;
- From a pedestrian perspective there will be an increase in cycle movement on the set-back path and this will have a small detrimental impact on the user experience. However as the path is 3m wide and therefore consistent with the national cycle route standards for shared use and that width of path is considered acceptable elsewhere in the Borough I think it is an acceptable solution to designate the existing path through the parkland for shared cycle/pedestrian use. This is supported by paragraphs 6.7 to 6.9 of the DfT LTN 1/12: Shared Use Routes for Pedestrians and Cyclists. The guidance advises that:
 - *“6.7 - Conflict between pedestrians and cyclists is not a common occurrence [on shared use paths]. Nevertheless, perception of reduced safety is an important issue for consideration, because it has a bearing on user comfort, especially for older people and disabled people.*
 - *6.8 - Converting a footpath or footway to shared use will often result in less space for pedestrians to some extent (especially where the route is segregated). This aspect needs to be carefully managed to ensure that pedestrians have sufficient width after conversion.*
 - *6.9 - Pedestrians can benefit from shared use schemes by, for example, the introduction of better surfacing or upgraded lighting.”*

The existing set-back path is not lit and it is recommended that given that it will form the footway along the northern side of the A4 London Road it should be lit and the surface quality of the path should be reviewed and where it is in poor

- condition it should be resurfaced;
- A new footway/cycleway is shown to be provided adjacent to the northern kerb line from the bus stop that is located 90m to the west of the junction with Cedar Way to the proposed toucan crossing serving Green Drive. As cyclists and pedestrians will already be using the set-back path it is considered that this new footway/cycleway is not required and therefore it should be deleted from the plans. This will help reduce the impact of the wider scheme on the parkland;
 - To the east of the Cedar Way toucan crossing the existing footway/cycleway has been widened into the adopted verge to a width of 3m. The logic of the alignment of the path through this section does not correspond well with the rest of the scheme on the north side. The new shared use paths have predominately been aligned so that they are set back from the edge of the carriageway by circa 10m, but on this section it is aligned adjacent the kerb edge. As there is scope to re-align further into the adopted verge and away from the carriageway edge this option should be taken as this provides a more attractive and safer facility for the user particularly on roads where the speed limit is 40mph or over and where there are more than two traffic lanes;
 - The introduction of a verge between the shared use path and the carriageway allows for highway signage and other street furniture to be accommodated within this area. The verge will also capture glass and other fine road debris that accumulates on footways adjacent road edges and as it's a shared use path would therefore require greater routine sweeping;
 - On the section of shared use footway/cycleway between Tobermory Close and Haynes Close the proposed new path is within close proximity to an existing lit pedestrian path that runs along the southern frontage of the Tobermory Close development. This path is not adopted and I am not clear as to whether it is maintained by the developer or by the SBC Parks department. If it is maintained by SBC Parks then consideration should be given to combining these paths together such that the paved area is reduced on the adopted verge. If the path is outside of the control of the Council then the current alignment should be considered acceptable, although where possible a bit more interest in terms of creating a meandering path is recommended through green spaces;
 - The alignment of the footway/cycleway as it approaches Haynes Close from the west is along the edge of a close boarded fence, which means that there is no forward visibility for cyclists or pedestrians emerging from the footway on Haynes Close and this will create a potential conflict point. It is possible to design this out by re-aligning the existing footway on Haynes Close such that it does not run along the edge of the close boarded fence, but this would require the southern end of the Haynes Close footway to be dug out and re-aligned;
 - The alignment of the informal crossing point of Haynes Close does not tie in well with the desire line across the junction and therefore this needs to be amended on the drawing. On the east side of the junction the proposed footway/cycleway passes in close proximity to the root protection zone of a mature tree. The alignment of the footway/cycleway could be changed such that it runs through the turning head which would help protect the tree.

10.12 Proposed Bus Stop Facilities

Changes to the existing bus stops should accord with the Council's Bus Stop Design guide (August 2013). Clarification is required as to which stops along the route will

benefit from new RTPI screens.

10.13 Impact of the Proposed Scheme on Off-Street Car Parking

It is understood that some objections have been received from local residents on the basis of the proposed widening of the carriageway into the adopted verge on the southern side of London Road between the Harvester public house and Ditton Park Road. This does not form part of the planning application as this widening is all within the adopted highway. However it should be noted that the residents have been parking on existing highway verges and they all have off-street parking within their reasonably extensive front driveways. Therefore on balance it is considered that this is an appropriate design.

11.0 **Drainage**

11.1 To carry out extensive works, on a major traffic route through the Borough, evidence is required that route is not susceptible to flooding or does not increase the risk of flooding to adjacent property.

11.2 Drainage drawings have been provided but further information has been requested from the Council's Drainage Officer to prove that the road scheme does not increase flood risk. The overall increase in paved area needs to be clearly identified together with how increased run off from it is not only drained but also how any increase in flood risk is to be mitigated. This could be achieved in a number of ways:

- Removing existing unnecessary paved surfaces
- Additional infiltration drainage for surfaces
- Attenuation

As such the drawings are required to show:

- catchment areas for gullies
- capacities of existing connections, carrier pipes and sewers
- the overall level of protection against flooding for the highway drainage system.

11.3 Should the above drawings be issued prior to Committee, these will be reported on the Amendment Sheet.

12.0 **Trees and Landscaping**

12.1 Existing Trees

12.2 There are a number of trees that have been removed as a result of the proposal. The removal of the trees was required prior to the determination of this application given the start of the nesting season in October. It is understood that works will commence soon as planning permission has been issued.

12.3 The Council's Tree Management Officer stated that overall effect on the trees can be kept to an acceptable level if tree sensitive construction and excavation methods are used, and if some planting is undertaken to mitigate the trees that have to be removed. To ensure the protection of the existing mature trees, a tree protection plan and Arboricultural Method Statement is required.

12.4 Turning to the proposed tree replacement plan, this has been issued as indicative purposes only, as such a condition has been recommended requiring submission of full details for replacement trees. It has been noted that an areas of hardstanding will be replaced with grass to offset the loss of some green areas for the creation of the footpath, this will mitigate the removal of soft landscaping and implement appropriate replacement planting.

12.5 Matters regarding trees and landscaping are therefore considered to be acceptable. The proposal would comply with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

13.0 **Summary**

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

13.2 It is recommended that the application be delegated to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

PART C: RECOMMENDATION

14.0 **Recommendation**

14.1 Delegated to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

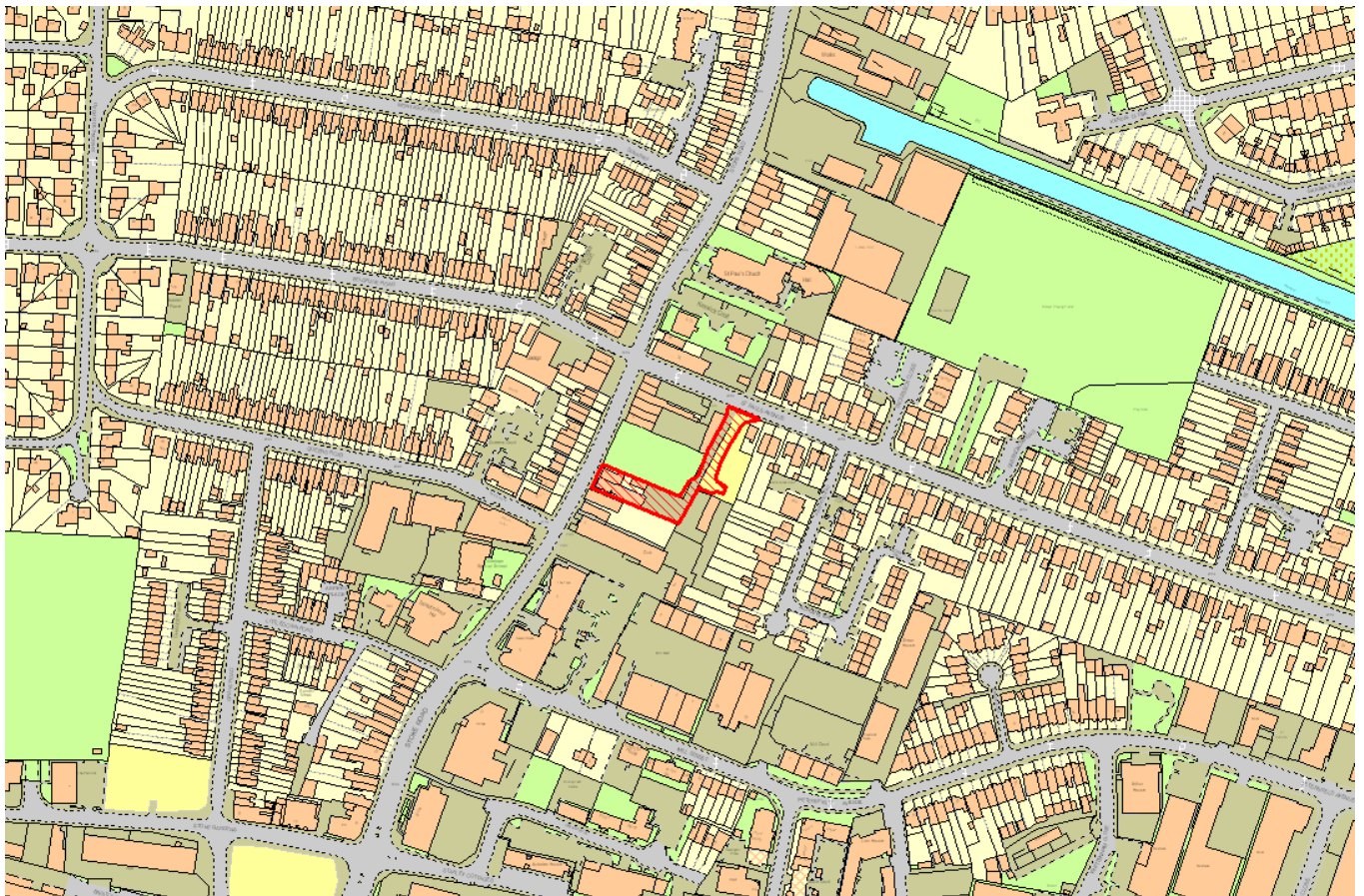
14.2 **PART D: LIST OF CONDITIONS**

1. Time limit, 3 years
2. Approved plans
3. Protective fencing surrounding designated monument milestone
4. Detailed tree replacement landscaping plan
5. Arboricultural Method Statement and tree protection plan
6. Hand dig method for construction within root protection area of mature trees

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Registration Date:	15-Jul-2015	Applic. No:	P/03678/018
Officer:	Mr Smyth	Ward:	Central
Applicant:	Mr. AA & Sons Limited	Applic type:	Major
Agent:	Mr. Christopher Wickham, Christopher Wickham Assocs 35, High Street, Highgate, London, N6 5JT	13 week date:	14 th October 2015
Location:	76-78, Stoke Road, Slough, SL2 5AP		
Proposal:	Demolition of existing buildings and construction of a 5 storey building to provide 24no. flats plus 320 sq metres of ground floor retail floorspace together with ancillary car parking and servicing. Outline planning application with all matters reserved for subsequent approval.		

Recommendation: Delegate to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager, for resolution of outstanding sustainable drainage matters, finalising conditions completion of a S106 Agreement and final determination.
- 1.2 Having considered the relevant Policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is an outline planning application for “demolition of existing buildings and construction of a 5 storey building to provide 24 no. flats plus 320 sq metres of ground floor retail floorspace together with ancillary car parking and servicing”. Details relating to appearance, means of access, landscaping, layout and scale have been reserved for subsequent approval.
- 2.2 The application is accompanied by a design and access statement together with illustrative floor plans, elevations and sections. Members are advised that being illustrative the plans are not binding on the applicant as part of planning permission which may be granted, but are submitted as a means of establishing an appropriate level of development and to allow the Council to set out appropriate planning parameters to control the scale and nature of the development.
- 2.3 The outline scheme has been modelled on the basis of the approved scheme of development on the neighbouring site at 94 – 102 Stoke Road which was granted planning permission on 2nd June 2014, following protracted negotiations with minor amendments to the scheme subsequently approved on 21st January 2015. A further planning application for minor amendments to the scheme has been submitted and is under consideration. In terms of its siting scale massing bulk layout form design and appearance, it reads as an integral part of that scheme or extension to it.
- 2.4 The building is 5 storeys high, with the top floor being set back. Given the substantial level difference between Stoke Road and the rear of the site, the fourth floor on the Stoke Road frontage is set back from the Stoke Road frontage and substantially set back from the rear of the site, to reduce its impact. This reflects the pattern of development as was approved on the neighbouring site to the north. Also as per that scheme, vehicular access to the site is at lower ground floor level, via a proposed rear service road providing car parking undercroft of the building for 17 no. cars (including 3 no. disabled spaces) together with servicing and bin store and cycle storage provision. The car park is designed to operate in conjunction with the proposed neighbouring development scheme to the north and will be utilising a one way internal circulation.

2.5 At upper ground floor level, a retail unit of 320 sq m is proposed on the Stoke Road frontage and there are two X 1 bed flats to the rear of the building. On each of the first and second floors there are 4 no. X 1 bed and 2 no. X 2 bed flats and on the third floor there are 5 no. X 1 bed and 1 no. X 2 bed flats. At fourth level there are 4 no. X 1 bed flats.

3 Application Site

- 3.1 The application site is situated on the east side of Stoke Road and is a roughly triangular site which dimensions 15 metres in width X 60 metres in depth. Vehicular access to the site is available from the rear. Currently the site is occupied by a single building with a half hipped roof. The building scales two storeys on the Stoke Road frontage and three storeys at the rear, reflecting a substantial fall in the land from west to east across the depth of the site. At ground floor on the Stoke Road frontage there are two retail units with residential on the first and second floors. To the rear of the building there are two substantial outbuildings together with a shipping container, providing storage for the shops with the remainder of the site being hard surfaced and used for parking and servicing.
- 3.2 Immediately to the north of the site is a vacant site which has planning permission for a mixed residential and retail development and is enclosed by hoardings. To the south of the site are two buildings with retail uses on the ground floor and residential above. As with the application site both buildings scale two storeys on the Stoke Road frontage and two/three storeys to the rear. Rear extensions have been constructed to both properties. As with the application site the rear has been hard surfaced and is used for parking and servicing.
- 3.3 To the west on the opposite side of Stoke Road are two storey Victorian cottages. To the east of the site is a rear service track separating the site from a car repair and body workshop with the rear gardens of residential properties in Fleetwood Road beyond.
- 3.4 The site lies outside but on the fringe of the town centre area. The immediate surroundings are characterised by a mix of residential and quasi commercial uses. The overall impression is one of gradual decline.

4 Relevant Site History & Background

4.1

P/03678/012 Proposal:	14-Apr-1986	08-Aug-1986	Approved with Conditions INSTALLATION OF ILLUMINATED FASCIA SIGN.
P/03678/016 Proposal:	28-Oct-1991	29-Nov-1991	Approved with Conditions USE OF GROUND FLOOR UNIT AS (CLASS A2) OFFICES
P/03678/011 Proposal:	16-Jan-1986	03-Mar-1986	Refused CHANGE OF USE OF FIRST FLOOR FLAT TO OFFICES
P/03678/015	01-Dec-1989	12-Feb-1990	Approved with Conditions

Proposal:	CHANGE OF USE FROM CAR HIRE TO SHOP (A1)		
P/03678/008 Proposal:	24-Apr-1980	07-Jul-1980	Refused CHANGE OF USE OF FIRST FLOOR FROM RESIDENTIAL TO OFFICE
P/03678/010 Proposal:	06-Dec-1985	03-Feb-1986	Approved (Limited Period Permission) RELAXATION OF CONDITION 2 OF PLANNING CONSENT P3678/09 TO ALLOW THE CHANGE OF USE OF GROUND FLOOR AND BASEMENT TO CAR HIRE RECEPTION AND OFFICE WITH CAR PARKING AT THE REAR.
P/03678/014 Proposal:	22-Jun-1989	17-Jul-1989	Approved with Conditions CHANGE OF USE TO A PRIVATE CAR HIRE BUSINESS BY RELAXATION OF CONDITION NO. 2 OF P/03678/009.
P/03678/009 Proposal:	09-Sep-1985	21-Oct-1985	Approved with Conditions USE OF GROUND FLOOR UNIT AS CLASS A2 OFFICES/INSURANCE FINANCIAL SERVICES.
P/03678/013 Proposal:	16-Sep-1988	31-Jan-1989	Approved with Conditions RELAXATION OF CONDITION NO. 1 OF PLANNING PERMISSION P/3678/10 TO ALLOW PERMANENT USE OF THE GROUND FLOOR AND BASEMENT AS A CAR HIRE OFFICE.
P/03678/017 Proposal:	11-Jan-1995	20-Mar-1995	Invalid Application ERECTION OF TEMPORARY USE OF OFFICE FOR CAR SALES

In addition to the planning history relevant to the application site, the recent planning history for the neighbouring site to the north at 94 – 102 Stoke Road, the development of which is intrinsic to the redevelopment of this site is also important to note:

P/01295/009, ERECTION OF A PART 5/PART 4/ PART 2 STOREY BUILDING COMPRISING 55 NO. APARTMENTS (46 NO. ONE BEDROOM, 5 NO. TWO BEDROOM AND 4 NO. THREE BEDROOM), 2 NO. GROUND FLOOR RETAIL UNITS PROVIDING 420 SQ M OF A1 RETAIL FLOORSFACE, TOGETHER WITH UNDERGROUND UNDERCROFT PARKING FOR 38 NO. CARS / CYCLE PARKING, AMENITY SPACE / LANDSCAPING AND CONSTRUCTION OF REAR SERVICE ROAD

Approved 04-Jun-2014

P/01295/010, APPLICATION FOR VARIATION OF CONDITIONS 02 (APPROVED DRAWINGS) AND 11 (SCOOTER & BICYCLE PARKING) TO ALLOW A MINOR MATERIAL AMENDMENT TO PLANNING PERMISSION REFERENCE P/01295/009 DATED 04/06/2014 FOR:

SETTING BACK OF SOUTH EASTERN CORNER OF BUILDING FROM REAR SERVICE ROAD (GROUND & UPPER GROUND LEVELS)
 CHANGES TO LAYOUT OF UNDERCROFT PARKING
 UNITS 2, 3 & 4 MOVED WESTWARDS
 UNITS 2 AND 3 MARGINALLY REDUCED IN SIZE
 EAST FACING LIVING ROOM WINDOW TO PLOT 2 WIDENED
 BALCONIES TO PLOTS 10 & 11 WIDENED (FIRST FLOOR LEVEL)
 DEEPER OVERHANG AT UPPER LEVELS ABOVE GROUND AND LOWER GROUND FLOORS ON EASTERN SIDE.

4.2 The application site along with other sites in Stoke Road were previously identified as commercial redevelopment sites in the previous Adopted Local Plan. Although, these proposal sites were not carried forward within the current Adopted Local Plan, the aim of achieving long term comprehensive regeneration of the area has remained a broad objective of the Council.

5 Neighbour Notification

5.1 Neighbours Consulted: The Occupier, 70b, Stoke Road, Slough, SL2 5AP
 The Occupier, 74a, Stoke Road, Slough, SL2 5AP
 The Occupier, 74, Stoke Road, Slough, SL2 5AP
 The Occupier, 72b, Stoke Road, Slough, SL2 5AP
 The Occupier, Todays Newsmarket, 72, Stoke Road, Slough, SL2 5AP
 The Occupier, 72a, Stoke Road, Slough, SL2 5AP
 The Occupier, 67b, Stoke Road, Slough, SL2 5BJ
 The Occupier, 67a, Stoke Road, Slough, SL2 5BJ
 The Occupier, 69a, Stoke Road, Slough, SL2 5BJ
 The Occupier, 69b, Stoke Road, Slough, SL2 5BJ
 The Occupier, 71, Stoke Road, Slough, SL2 5BJ
 The Occupier, 73a, Stoke Road, Slough, SL2 5BJ
 The Occupier, 73, Stoke Road, Slough, SL2 5BJ
 The Occupier, 75a, Stoke Road, Slough, SL2 5BJ
 The Occupier, 75, Stoke Road, Slough, SL2 5BJ
 The Occupier, 77a, Stoke Road, Slough, SL2 5BJ
 The Occupier, 77, Stoke Road, Slough, SL2 5BJ
 The Occupier, 79a, Stoke Road, Slough, SL2 5BJ
 The Occupier, 79, Stoke Road, Slough, SL2 5BJ
 The Occupier, 81a, Stoke Road, Slough, SL2 5BJ
 The Occupier, 81, Stoke Road, Slough, SL2 5BJ
 The Occupier, 12a, Fleetwood Road, Slough, SL2 5ET
 The Occupier, 12, Fleetwood Road, Slough, SL2 5ET
 The Occupier, 14, Fleetwood Road, Slough, SL2 5ET
 The Occupier, 14a, Fleetwood Road, Slough, SL2 5ET
 The Occupier, 10b, Fleetwood Road, Slough, SL2 5ET
 The Occupier, 10, Fleetwood Road, Slough, SL2 5ET
 The Occupier, 10a, Fleetwood Road, Slough, SL2 5ET

The Occupier, 8, Fleetwood Road, Slough, SL2 5ET
The Occupier, 6b, Fleetwood Road, Slough, SL2 5ET
The Occupier, 6, Fleetwood Road, Slough, SL2 5ET
The Occupier, 6a, Fleetwood Road, Slough, SL2 5ET
The Occupier, 4, Fleetwood Road, Slough, SL2 5ET
The Occupier, 4a, Fleetwood Road, Slough, SL2 5ET
The Occupier, 2, Fleetwood Road, Slough, SL2 5ET
The Occupier, Dobsons Timber & Builders Merchant, 104-106
Stoke Road, Slough, SL2 5AP,
The Occupier, 106, Stoke Road, Slough, SL2 5AP
The Occupier, 108, Stoke Road, Slough, SL2 5AP
The Occupier, 110, Stoke Road, Slough, SL2 5AP
The Occupier, 110a, Stoke Road, Slough, SL2 5AP
The Occupier, 112, Stoke Road, Slough, SL2 5AP
The Occupier, Stephen Williams Partnership, St. Pauls House
114, Stoke Road, Slough, SL2 5AP
The Occupier, Motorcare, 2a, St. Pauls Avenue, Slough, SL2 5ES
The Occupier, 4, St. Pauls Avenue, Slough, SL2 5ES
The Occupier, 3, St. Pauls Avenue, Slough, SL2 5EX
The Occupier, 1, St. Pauls Avenue, Slough, SL2 5EX

Notices placed on site
Notice published in local press

NO OBJECTIONS RECEIVED

6 Consultation

6.1 Highways and Transport

This is an outline planning application with all matters reserved for the redevelopment of 76-78 Stoke Road. The proposal is to demolish an existing building containing 94m² of A1 retail floor space and 194m² of B8 storage floor space and 4 x2 bedroom flats. In its place it is proposed to provide a new development containing 245m² of A1 retail floor space, 75m² of storage and 24 flats of which there will be 19x1 bed + 5x2 bedroom flats.

The site is located on Stoke Road and form part of the Stoke Road Neighbourhood Centre.

The proposed scheme drawings for this development are illustrative. However the scheme proposed is very similar in design to that consented for 94-102 Stoke Road. The proposed car park is shown to directly link into that of 94-102 Stoke Road, but as the two sites are not owned by the same developer then the proposed scheme for 76-78 Stoke Road has to work in its own right in terms of design, layout and access.

Trip Generation

The proposed development will lead to an increase in trip generation both as a result of the retail development and resulting from the residential development. The

applicant has not provided any information about the existing or proposed trip generation, therefore trip rates have been derived from the TRICS database. No consideration has been given to the B8 storage space as this is considered to be ancillary to the retail space. The existing trip generation to the site is 220 vehicle trips for the A1 retail floor space and 16 trips for the existing flats, which equates to a total trip level of 236 vehicle trips per day. The trip generation for the proposed development for the retail floor space based on A1 food retail use is 576 vehicle trips per day and 89 trips per day for the residential, which equates to 665 vehicle trips per day. The net increase in daily vehicle trips is 429, which could have a significant impact on traffic flow on Stoke Road.

Car Parking

As the site is located within a shopping area then the minimum parking standard is nil parking spaces. The applicant seeks to construct a building containing 24 flats and provide 17 parking spaces of which 3 of the proposed spaces are for disabled users. It should be noted that the aisle width in front of parking space no. 39 is well below 6m and therefore the space can be considered as unusable. In addition the cycle parking layout means that the 3 disabled parking spaces do not comply with the standard dimensions. Therefore only 16 spaces are usable giving a total parking provision of 0.67 space per flat, with no parking provided for the retail development.

The applicant is requested to provide clarification on the location of columns in the car park as part of the reserved matters application. There is a concern that the location of columns could make some of the parking spaces difficult to access. The car park must be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays. In order to demonstrate this it is necessary to submit a dimensioned car park layout for approval. This requirement should not be made as a planning condition for approval, if the parking provision is a critical factor for the approval of this scheme.

Access and Rear Service Road

The developer proposes to access the site using the rear service road to which it is shown on the drawings to be constructed and ready for use for this development. This road has neither yet been built nor is it known whether the developer has control of the land in order to be able to build the service road. The applicant must enter into a s106 agreement to build this service road for this development. The existing track leading to the site is not of sufficient standard to provide access to this development. Once constructed to an adoptable highway standard the rear service road will need to be dedicated to the local highway authority free of charge to be maintained at the public expense. The service road:

- will need to be extended to the southern edge of the development and that the full area dedicated to the local highway authority to accord with Policy T13 of the Slough Local Plan that covers road widening schemes;
- all of the land to the edge of the building fronting the service road will need to be dedicated to the local highway authority to ensure that the full width of the service road and footways can be provided. Whilst the carriageway of the service road is shown as a width of 4.8m this is only a temporary situation

- until the remainder of the land is secured;
- The drawings currently show some gates over the proposed service road, these are unacceptable and need to be deleted from the drawings. All of the land required for the service road should be dedicated at this time so that there is no delay to the completion of the service road as and when other sites come forward; and
 - The service road will need to be built prior to commencement of development as the current track is of insufficient standard to enable safe access to the site for development.

The submitted drawings show vehicular access to the car park and to the retail loading bay from the service road, but the proposals are currently unacceptable as they do not provide sufficient vehicle visibility splays of 2.4m x 43m or pedestrian visibility splays of 2.4m x 2.4m from the back edge of the footway either side of each vehicular access. The proposed vehicular access to the car park is also unacceptable as too narrow for two way vehicular access.

Servicing / Loading

The proposed loading bay measures 4.6m wide by 11m long, which is just long enough for a rigid heavy goods vehicle, which measure 10m long. The location of the bay requires service vehicles to reverse in excess of 20m which is unacceptable, with the maximum acceptable reversing length set out in Manual for Streets as 12m. The location of the servicing bay will need to be reconsidered and redesigned as part of the reserve matters application or deleted altogether as service vehicles should be able to park on the service road in the future for loading and unloading.

No servicing / unloading shall be undertaken from Stoke Road, all servicing shall be undertaken from the rear service road.

Stoke Road Widening Line

Land to the front must be provided for the Stoke Road widening line and to the rear for the Stoke Road rear service road. I note the drawings show "Vent Over" the land at the front to be dedicated and I am not clear what this means and therefore this should be clarified.

Cycle Parking

The drawings show the provision of 46 cycle parking spaces, but most of them are inaccessible. Given that car parking provision is well below 1 space per unit then individual cycle stores measuring 1m x 2m must be provided for residents. These provide high quality cycle stores and other similar developments have recently provided cycle parking to this standard.

Refuse/Recycling

The refuse storage for the residential development is shown in a store close to the site access. Waste storage should be provided on the following criteria:

- Residual waste provided at 97 litres per flat; and
- Recycling capacity provided at 53 litres per flat.

A total of 2,328 litres is required for residual waste and 1,272 litres of recycling is

required. Based on eurobin sizes of 1100 litres then at least 4 bins are required – 2 for residual waste and 2 for recycling.

S106 / Mitigation

The proposed development will lead to a significant increase in vehicle trips compared to the existing use and therefore this increase will need to be mitigated. As the scheme is affected by the Stoke Road widening line it is considered that construction and dedication of land to widen the footway along Stoke Road and the construction and dedication of the rear service road is suitable mitigation for this site.

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

The highways schedule includes:

- Temporary access point;
- Installation of crossover / junction;
- Reconstruct the footway fronting the application site;
- Installation of street lighting modifications as necessary;
- Drainage connections;
- Highway delineation boundary;
- Construction and dedication as highway maintainable at the public expense, free of charge, the widened footway along Stoke Road;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas
- Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road and associated infrastructure and turning areas

Ideally the applicant should prepare a s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/**P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

The contributions and other obligations schedules:

- £3,000 implementation of traffic regulation orders (prior to commencement);
- Residents of the development will be ineligible to apply for on-street parking permits.

Recommendation

Subject to the applicant entering into a S106 and S278 agreement and the securing of the conditions and informatives I would not raise a highway objection.

6.2 **Neighbourhood Enforcement**

No comments received to date. Any comments received will be reported on the Amendment Sheet

6.3 **Environmental Quality**

No comments received to date. Any comments received will be reported on the Amendment Sheet

However, in line with other recent residential housing schemes and as part of any decision given electric charging points will be required.

6.4 Land Contamination

No comments received to date. Any comments received will be reported on the Amendment Sheet

6.5 Housing Development

As per the Update in the Developers Guide, commuted sum contributions

Full Scheme

Unit Type	Full scheme	At 30%	Funding Shortfall	Total Funding Shortfall
1BF	19	5	£39,600	£198,000
2BF	5	2	£46,200	£92,400
Total	24	7		

Total commuted sum payable

£290,400

6.6 Drainage Engineer

The Council's Drainage Engineer has advised that given that this is an outline planning application that a drainage strategy is required to demonstrate that the site can be suitably drained using SUDs.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application will be assessed against the following policies:

7.2 The National Planning Policy Framework (NPPF) 2012

In its overarching Core Principles the National Planning Policy Framework states that 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..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing

should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

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

- 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 9 (Natural & Built Environment)
- Core Policy 12 (Community Safety)

7.4 Adopted Local Plan for Slough 2004

- H7 (Town Centre Housing)
- H14 (Amenity Space)
- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- OSC17 (Loss of Community, Leisure or Religious Facilities)
- T2 (Parking Restraint)

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

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

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

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

7.6 The main planning considerations are considered to be:

- Principle of development
- Design and Street Scene Impact
- Impact on neighbouring Uses/Occupiers
- Transport, highways and parking
- Housing Mix and Affordable Housing
- Housing Quality
- Air Quality/Electric Car Infrastructure
- Flood Risk & Sustainable Drainage System
- Land Contamination
- S106 Requirements

8.0 Principle of Development

8.1 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a “golden thread running through both plan making and decision taking”. In respect of decision taking this means inter alia approving development proposals that accord with the development plan without delay.

Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals being:-

- Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk, the reuse of existing resources and the encouragement for using renewable resources
- Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value
- Actively manage patterns of growth to make the fullest possible use of Public Transport, walking and cycling, and focus significant development to locations which are or can be made sustainable.

8.2 At paragraph 49 in respect of delivering a wide choice of high quality homes it states that housing applications should be considered in the context of the presumption in favour of sustainable development.

8.3 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.

8.4 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character

and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

- 8.5 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.
- 8.6 The site in question falls within the Stoke Road neighbourhood shopping area, and is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported. It is further considered that in terms of viability that for any scheme of development to support infrastructure requirements including the provision of affordable housing land for road widening across the Stoke Road frontage and the provision of a rear service road, that a high density scheme would be necessary.
- 9.0 **Design and appearance on the character of the area**
- 9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that 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 ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....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 Core Policy 8 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 change. With respect to achieving high quality design all development will be:
- a) be of a high quality design that is practical, attractive, safe, accessible and adaptable
 - b) respect its location and surroundings
 - c) 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 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact,

relationship to nearby properties, relationship to mature trees, and relationship to water courses.

- 9.4 The general approach to development is considered acceptable, although as this is an outline planning application with matters of appearance layout and scale reserved for subsequent approval. However, a number of detailed illustrative plans, including elevations, have been submitted which show how the scheme could be implemented. It is shown as an extension to/integral part of the neighbouring development at 94 -102 Stoke Road, for which planning permission has been granted, but is not yet implemented. The proposed development maintains a similar appearance, including heights set backs, external finishing and fenestration.
- 9.5 Under normal circumstances the scale bulk and massing of the development would need to address its surroundings, particularly given the existing of two/three storey buildings immediately abutting the site to the south, against which a development of the scale being proposed would look at odds in terms of the general street scene. However, this principle was accepted in relation to the neighbouring site to the north at 94 – 102 Stoke Road, whereby a similar scale of development has been approved and which sits between existing developments which are only 2/3 storeys in height. Furthermore, in this instance the redevelopment of the site in terms of its siting design height scale bulk and massing needs to be considered having regard to the bigger picture vis a vis the scheme approved on the neighbouring site at 94 – 102 and the likelihood of other sites to the south coming forward for redevelopment in the future and the need to support the regeneration of this part of Stoke Road. The applicants have adopted a design solution for the site which has been tried and tested in relation to the neighbouring site to the north. Nonetheless, no final decision can be made on the application in terms of its design and appearance until a Reserved Matters application has been submitted. Indeed neither can the proposed development be implemented unless it forms part of the larger development on the neighbouring site at 94 – 102 Stoke Road immediately to the north. For this to be achieved it will be necessary for a Section 106 Agreement requiring that both sites to be developed together, as a single development.

Impact on neighbouring Uses/Occupiers

- 10.1 As stated above, in the National Planning Policy Statement Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals and include that planning should:
- *Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

Core Policy 8 of the Slough Local Development Framework Core Strategy 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 change. With respect to achieving high quality design all development will:

b) respect its location and surroundings.

Policy EN1 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms

of.....relationship to nearby properties.....

10.2 The following potential impacts are identified:

- a) Potentially overbearing and overly dominant outlook for the occupiers of the residential units in Fleetwood Road to the rear of the site on the eastern side of the development site. However, at its closest point the development is approximately 33 metres from the rear garden boundaries of the properties in question and approximately 55 metres from the rear elevations of the properties in question.
- b) Potentially overbearing and overly dominant outlook for the residential occupiers of the first/second floor residential units above the retail units in the neighbouring properties at 72 – 74 Stoke Road. The site being due north of the neighbouring properties would not result in any loss of sunlight to the windows located in the rear of the flats, however it will result in some loss of light to those windows. There would also be a breach of a 45 degree line of sight when measured from the first/second floor rear facing windows resulting in an overbearing impact for the occupiers of the flats in question. However, the central portion of the development is restricted to two storeys in height in line with the scheme approved on the neighbouring site. This will provide some relief to the neighbouring residential occupiers at 74 Stoke Road, although, any overbearing impact would not extend to the area at the rear of the flats as this is laid out as hardstanding for parking and servicing. Whilst no planning history can be found for the two storey rear extension which exists at no. 74 Stoke Road, by reference to aerial maps it is clear that the extensions in question have been in existence for more than four years.

Whilst, the impact on living conditions of neighbouring residential occupiers would normally be sufficient grounds to warrant a refusal of planning permission, in this instance given the history of failed planning applications to redevelop the site for a more substantial form of development and given the likelihood of the neighbouring site(s) coming forward for redevelopment this short term impact can be accepted. It should also be noted that no flank wall windows other than a single window serving a staircase, are being proposed within the southern flank of the development. A condition will be imposed requiring flank wall windows to be obscurely glazed and high level opening. With this condition in place there would be no direct overlooking or loss of privacy.

11 **Transport, highways and Parking**

11.1 The Council's transport engineer advised that from information obtained from the TRICS database, the development could give rise to a total of 665 trips per day a net increase of 429 trips a day which could have a significant impact on traffic flows on Stoke Road

Car parking is shown at 17 no. spaces although only 16 no. are workable spaces, giving a total of 0.6 spaces per residential dwelling and nil provision for the retail. However, given that the site is within a neighbouring shopping centre, there is a nil

requirement for parking. Furthermore, the ratio of provision is similar to that approved on the neighbouring site at 94 -102 Stoke Road. A condition will need to be imposed requiring a minimum of 16 no. car parking spaces to be provided together with a detailed car parking layout showing the column positions.

Access and servicing will be provided from a rear service road, which is to be built to adoptable standards prior to the commencement of development and the land dedicated as adoptable highway. This requirement will be included in a Section 106 Agreement. Planning conditions will also be imposed requiring sight lines and pedestrian visibility splays to be provided.

The loading bay will need to be re-sited as in its current position requires excessive. This matter will need to be covered by planning condition for consideration at the Reserved Matters stage. Further conditions will be required imposed requiring that all servicing is to take place from the rear of the site and not from Stoke Road.

The site is affected by the Stoke Road development control road widening line and the land required would need to be dedicated through means of a Section 106 Agreement.

Cycle parking is provided for 46 cycles, although the Council's transport Engineers advise that most of these are not accessible and that high quality cycle stores are required. Details of cycle parking will be covered by planning condition.

Refuse storage is indicated on the illustrative plans, however planning conditions are required to specify the volumes required.

Due to the significant increase in vehicle trips mitigation is required through a Section 106 Agreement:

- Construction and dedication of land to widen the footway in Stoke Road across the site frontage in connection with the Stoke Road development control widening line.
- Construction and dedication of the rear service road across the rear of the site.
- Enter into a S278 Agreement for the following highway works:
 - Temporary access point;
 - Installation of crossover / junction;
 - Reconstruct the footway fronting the application site;
 - Installation of street lighting modifications as necessary
 - Drainage connections;
 - Highway delineation boundary;
 - Construction and dedication as highway maintainable at the public expense, free of charge, the widened footway along Stoke Road;
 - Dedication as highway maintainable at the public expense, free of charge, of sight line areas
 - Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road and associated infrastructure and turning areas

12.0 **Housing Mix and Affordable Housing**

12.1 The National Planning Policy Framework requires that local planning authorities ensure the provision of a wide range of good quality homes

12.2 The site being located within a neighbouring shopping centre is not considered appropriate for the provision of family housing as retail is to be re-provided on the ground floor. It is further considered that an appropriate mix of 1 and 2 bed flats are being provided.

12.3 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for *All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.* By reference to the Developers Guide being a development of 24 no. units requires payment of a financial contribution to fund the provision of affordable housing off site. The Housing Development Section have advised a contribution of £290,000 based upon the following:

Full Scheme

Unit Type	Full scheme	At 30%	Funding Shortfall	Total Funding Shortfall
1BF	19	5	£39,600	£198,000
2BF	5	2	£46,200	£92,400
Total	24	7		

Total commuted sum payable	£290,400
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13.0 **Quality of Housing**

13.1 All flats have a reasonable aspect and the layout is similar to that of the neighbouring site at 94 – 102 Stoke Road. At upper ground floor level there is a separation distance of 11 metres between the rear the primary elevation of the 2 no ground floor flats and the blank rear wall of the retail unit, whilst this falls below the Council’s normal requirement for a minimum distance of 15 metres, the intervening area is shown as private terraces to serve the flats in question and which provides a quality usable private space for the occupiers. At first to third floor levels the separation distance between primary elevations of opposing flats is 15 metres, which falls short of the 18 m which is normally required in such situations. However, this relaxation follows the pattern of development which was achieved in relation to the neighbouring scheme at 94 – 102 Stoke Road and for which planning permission has ben granted.

- 13.2 With respect to internal room sizes these have been assessed against the Council's Flat Conversion Guidelines. Two of the one bedroom flats on each of the first second and third floors have a bedroom area that falls marginally below the Council's guidelines by 0.61 sq metre. That apart the other flats comply.
- 13.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. Most of the flats with balconies would require the installation of privacy screens to protect privacy.
- 14.0 **Air Quality/Electric Car Infrastructure**
- 14.1 The site lies outside the Town Centre AQMA approximately 350m north. The site lies very close to railway station and bus station, has excellent public transport links. Based upon guidance given on other nearby sites, it is concluded that the impact would be small and within the context of the AQMA but it will add to the overall cumulative impact of many developments within and around the town centre. EV charging points shall be supplied for each parking space (16/17 charging units – OLEV home charger supplied and installed). This requirement to be covered by planning condition.
- 15.0 **Flood Risk & Sustainable Drainage System**
- 15.1 The site is in Flood Zone 1.
- 15.2 On 6th April 2015, the government introduced a requirement for all major development schemes to comply with the current Sustainable Drainage Regulations. This is now a material consideration in the determination of major planning applications, which necessitates the drainage system being designed in detail at an early stage in the planning process. However, as this is an outline application with all matters reserved for subsequent approval, it has been agreed that a sustainable drainage strategy rather than a detailed drainage design would be appropriate. Discussions are on going with the Council's Drainage Engineer and an update will be given on the Amendment Sheet.
- 15.3 Discussions are still on going with respect to Sustainable Drainage measures but the applicants are gradually moving towards an acceptable solution.
- 16.0 **Land Contamination**
- 16.1 Any comments received from the Council's land contamination officer will be reported on the Amendment Sheet. It is anticipated that a condition will be imposed which requires submission of a desk top study.
- 17.1 **S106 Agreement**
- 17.1 Given the scale of the development it is not proposed to pursue either education or open space financial contribution.

The Section 106 Agreement will need to include an obligation that the application site including the rear service road, is built out as part of a larger development including the neighbouring site at 94 – 102 Stoke Road for which detailed planning permission is already granted.

A financial contribution of £290,400 is payable in lieu of the provision of affordable housing on site. The trigger points for payment are to be negotiated, although it is likely to be on the basis of 50% payable prior to first occupation and the remained payable prior to the occupation/sale of the 14th dwelling.

The Council's Transport and Highway Engineers have advised the following additional S106 requirements:

- Construction and dedication of land to widen the footway in Stoke Road across the site frontage in connection with the Stoke Road development control widening line.
- Construction and dedication of the rear service road across the rear of the site.
- Enter into a S278 Agreement for the following highway works:
 - Temporary access point;
 - Installation of crossover / junction;
 - Reconstruct the footway fronting the application site;
 - Installation of street lighting modifications as necessary
 - Drainage connections;
 - Highway delineation boundary;
 - Construction and dedication as highway maintainable at the public expense, free of charge, the widened footway along Stoke Road;
 - Dedication as highway maintainable at the public expense, free of charge, of sight line areas
 - Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road and associated infrastructure and turning areas

18.0 **PART C: RECOMMENDATION**

18.1 Recommendation

18.2 Delegate the planning application to the Planning Manager, for resolution of outstanding sustainable drainage matters, finalising conditions completion of a S106 Agreement and final determination.

19.0 **PART D: CONDITIONS AND INFORMATIVES**

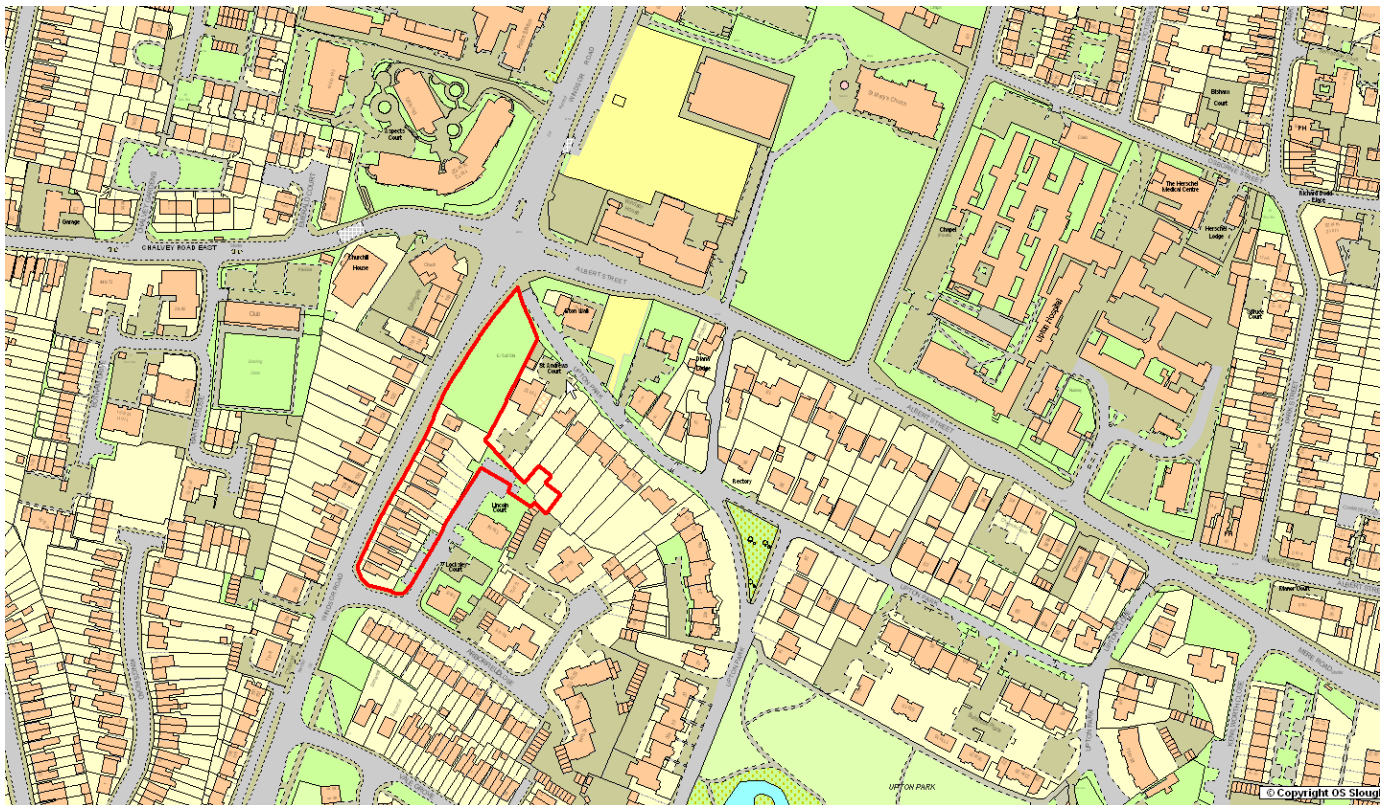
The main heads for proposed conditions are set out below but the final conditions and their wording is to be determined by the Planning Manager following the receipt of outstanding consultations and prior to final determination.

19.1 **CONDITIONS:**

1. Time limit, 3 years.
2. Timing for submission of Reserved Matters
3. Approved Plans
4. Samples of materials
5. Samples of Surface Materials
6. Parking Provision
7. Vision splays & pedestrian Vision Splays (Rear Service Road)
8. Detailed Design for Undercroft Parking Area, (including column positions)
9. Cycle parking
10. Refuse
11. Rear Servicing
12. Means of Access
13. No gating of service road
14. Working Hours
15. Land Contamination
16. Electric Charging Points
17. Archaeology
18. Sustainable Drainage
19. Construction Traffic Management Plan
20. External lighting
21. Waste Management Plan
22. Noise – plant & air conditioning units
23. Maximum Retail Floorspace
24. Car Park Management and Servicing Plan
25. No gates or Barriers to open across public highway
26. Retail Use (Classes A1 – A3)
27. Development to achieve BREEAM very Good
28. Restriction on Delivery Times during Construction
29. Details of Car Park ventilation
30. Details of ventilation and extraction fumes for A3 retail uses
31. No additional flank wall windows
32. Flank wall windows to be obscurely glazed & high level opening
33. Construction of rear service road to binder level prior to commencement of development
34. Landscaping & boundary treatment
35. Insulation from external noise
36. Maximum height of development

Registration Date:	21-May-2015	Applic. No:	P/16196/000
Officer:	Mr. Albertini	Ward:	Central
Applicant:	Shanly Homes Ltd		
Agent:	Mrs. Rosalind Gall, Kevin Scott Consultancy Ltd Centaur House, Ancells Business Park, Ancells Road, Fleet, Hampshire, GU51 2UJ		
Location:	83-127, Windsor Road, Slough, Berkshire, SL1 2JL		
Proposal:	Demolition of existing buildings and construction of three urban villas ranging from four to seven storeys to provide 122 apartments, 126 car parking spaces and associated landscaping		

Recommendation: Delegate to Planning Manager



1.0 **Supplementary report**

- 1.1 When this application was presented to the September 9th Planning Committee a decision was deferred because of the Planning Committee's concern about the height of buildings and car parking. A revised scheme has been submitted reducing the total number of apartments to 114 from 122. The number of car parking spaces remains the same at 121 but the reduction in apartments results in a parking ration of 106 % i.e sufficient for 1 space per flat plus 7 spare spaces and delivery bay.
- 1.2 The middle villa building has been reduced from 7 storeys to 6. For the first villa, next to Arborfield Close, two of the sixth storey flats have been removed on the south side creating a small top floor.
- 1.3 The reduction in height will lessen the adverse effect of loss of light for some of the homes identified in the previous light study as being below recommended standards. The applicants state that there will be no noticeable alteration in daylight (vertical sky components) for the 2 homes in Windsor Road previously affect. They also state that for Locksley Court only 2 windows will now be technically below the BRE suggested light levels. A technical report to confirm the above is about to be received.
- 1.4 Regarding some of the outstanding matters referred to in the previous Committee report the revised scheme refers to these. Officers full response will be on the amendment sheet. The matters cover delivery truck reversing space, highway widening line and column positions and size in the main car park.
- 1.5 On the Sept 9th meeting amendment sheet the revised layout was to be checked electronically in relation to the compromise agreed in principle with the applicant regarding the Council's desired highway widening scheme. A discrepancy has been found in 3 places but the applicant has not so far agreed to set back the frontage landscaping to address the issue. The consequences of this will be set out in the amendment sheet and officers will continue to request this modest change.
- 1.6 The applicants have provided a cross section drawing to show that the top of the new buildings would not be visible from the middle of Herschel Park.
- 1.7 The revised scheme is satisfactory in terms of car parking and effect on light on existing homes. This conclusion is however set against the background information in the original report regarding the circumstances of this proposal and the overall benefits and dis benefits of it. Other outstanding matters remain to be addressed or to be considered. The original 9th September Planning Committee report is below for reference together with that meetings amendment sheet. Some drawing numbers will be updated.
- 1.8 **Recommendation**
Delegate to the Planning Manager for the completion of a satisfactory Section 106 planning obligation; outstanding matters to be satisfactorily resolved, approval of revised drawings and alteration of revised conditions.

ORIGINAL OFFICER REPORT 9th SEPTEMBER PLANNING COMMITTEE FOR INFORMATION :

1.0 SUMMARY OF RECOMMENDATION

Delegate to Planning Manager for the resolution of outstanding matters and completion of Sec 106 planning obligation.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The three buildings proposed contain 120 two bedroom and 2 three bedroom flats. The middle building is 7 storeys high; the other two are 6 storeys high. The building at the north end steps down from 6 to 5 and then 3 storeys (above ground) on its north elevation with parking below ground level at this point on a slight gradient. The remainder of the car park is partly undercroft as the ground level slopes away from the north end of the site..
- 2.2 At ground level the bulk of the site is taken up with the car park with the 3 buildings siting above creating a part undercroft and part open car park. The southern building (block 1) and middle building (block 2) have flats at ground level on the frontage. Entrances, bin stores and cycle stores are on the Windsor Road frontage. There is a landscape area along the frontage and wrapping round the south and north end of the site. On the frontage and between the buildings is a more extensive planting area including trees.
- 2.3 Access to the car park is off an existing private access way which extends from a spur of Arborfield Close at the rear of the site. The main car park contains 107 spaces on the revised layout. There are a further 18 spaces in an open car park east of the main part of the site. The access point for both car parks is via an existing parking area for Lincoln Court. A delivery bay next to the entrance is proposed on the revised layout.
- 2.4 The development involves demolition of existing houses. 10 trees will be lost on the main part of the site all categorised by the applicant as low grade in terms of quality/health. This has been confirmed by the Council's tree officer. Other trees, undergrowth and branches of conifer trees will be lost to form the additional parking area off Arborfield Close.
- 2.5 The scheme also involves the loss of 11 existing car parking spaces off Arborfield Close opposite Locksley Court. Some of these were intended to serve Windsor Road properties. A further 8 existing spaces next to Lincoln Court will be reformed for use with the proposed development. 4 Lincoln Court spaces will be lost to allow for turning of vehicles at the car park entrance and access to the small car park.
- 2.6 The buildings, referred to as urban villas, are evenly spaced along Windsor Road and will site approximately on the existing building line. The northern building longer and narrower to fit the narrowing site at this end. At the rear the buildings will extend beyond the rear building line and be close to the 3 blocks of flats off

Arborfield Close/Upton Park.

- 2.7 Regarding the appearance of the buildings corners are rounded and the front elevation of each building gently curved in the form of a slight wave effect. This relates to William Herschel's discovery of infrared waves. Balconies project out of the front and rear elevation or are inset on the corners of each building. The flat roof overhangs the set back top floors. The ground floor on the frontage is set in slightly. The front boundary will be formed by railings and a hedge behind pierced by entry points. At the rear the parking area that extends out beyond the buildings will be finished with a brick wall close to the edge of Arborfield Close.
- 2.8 Materials proposed are brick and non metallic cladding for the top storey. Ground floor will be blue grey brick with yellow buff above and thin horizontal bands of blue grey. Mid grey upvc windows and balcony railings.
- 2.9 The applicant has submitted a viability study. It concludes that redevelopment is not viable if affordable housing or financial contributions for infrastructure are sought. Negotiations on this matter continue; the applicant has subsequently agreed to pay for some transport related items that are referred to below.
- 2.10 To support the application the applicant has submitted a design and access statement, transport assessment, flood risk assessment and drainage feasibility scheme, tree report, ecology survey, day light/sunlight report, townscape, sustainability, utilities report.
- 2.11 A revised ground floor layout has been received in response to issues raised by officers including the precise edge of the Windsor Road highway widening line. Discussions continue regarding layout matters and the widening line.
- 2.12 The Council, as owners of the northern half of the site (vacant plot and some houses) have agreed to sell the site (less land for widening) to the applicant. That arrangement, which unconnected to any planning decisions, provides for the part of the highway widening land in private ownership to be transferred to the Council.
- 3.0 **Application Site**
- 3.1 This 0.54 hectare site contains a row of two storey semi and detached homes; a vacant parcel at the north end and at the rear it overlaps parking and planting areas off Arborfield Close. The 15 existing detached and semi detached houses have been converted into 30 flats some of which are vacant and boarded up. The existing homes have short gardens. All but one of the buildings are affected by a road widening line approved in 1996. A detailed widening scheme, involving less land than the approved line, has been drawn up and the Council wish to implement it soon. The site contains some trees. The site slopes from north to south and there is a very slight slope from west to east. There are parking restrictions on Windsor Rd. and Arborfield Close which include some residents permit parking bays.
- 3.2 The site is 0.8 km from the railway station and 0.6 km from Chalvey shops and High Street shops. Opposite are mostly two storey houses on Windsor Road plus

a larger office building and Church at the Chalvey Rd East/Albert Street junction. To the east is an arm of Arborfield Close and beyond 2 blocks of flats Locksley Court (2 storey) and Lincoln Court (3 storey with accommodation in the roof). The window less flank of St. Andrews Court (3 storey), off Upton Park, is immediately next to the site boundary. To the north is a pedestrian entrance to Upton Park with flats of Eton Walk beyond (3 storey). To the south opposite the Arborfield Close junction is grass verge and three storey houses.

3.3 The character of the immediate area is medium density suburban development but within sight of the site are a clusters of 4 storey flats in Arborfield Close and on Windsor Road near Winvale. Multi storey Aspects Court and a new office building on Albert Street are about 80 metres from the north end of the site. Upton Park, at the north edge of the site, leads to Herschel Park (200 metres away) and the Upton Park Conservation Area.

4.0 **Site History**

4.1 Planning permission for 7 houses on 83/95 Windsor Road expired 2013. Planning permissions (1993 and 1998) for Lincoln Court and Locksley Close overlap the application site; conditions on those permissions require car parking to be retained/available.

5.0 **Neighbour Notification**

5.1 Windsor Road Church; Eatongate 1-3; 108, 114 (1-6), 116 – 156, Chalcott 1-6; 160 – 170.

Vale Grove : 1 – 9 incl; Somerset and Secundas

Arborfield Close : 2 – 40 ev.; 9 – 47; 51 – 81 odd.

Locksley Court 1-8 incl

Lincoln Court 1 – 14

Upton Park : 3 – 15 odd.; 4 – 8; St. Andrews Court 1-12; Eton Walk 1 – 11.

Albert Street : 8,10; Diana Lodge; Prottem; Windsor House,

Baxter Close : 7 – 23 odd

Aspects Court : 18,20, 37,39, 56,58,75,77,90,92,105,107,118,120,125,127.

5.2 Notice in Slough Express 5th June 2015

5.3 8 letters and a further letter on behalf of 4 Lincoln Court homes. Object to proposal raising the following concerns :

Parking problems (Paras 8.3; 8.5)

Loss of privacy and overlooking of homes (9.1-9.5)

Not in keeping with character of area (9.6, 9.7)

Too big/high (9.1 – 9.7)

Traffic problems (6.1, 8.1 onwards)

Loss of existing parking (Lincoln Court) (8.5)

Matters raised once only :

Loss of trees (health benefits (Para 2.4)

Flood risk – area identified as a low spot (6.3, 9.3)
Oversupply of apartments
Poor relationship to Herschel Park

Responses to the above are in the paragraphs identified excepting the last two points. Response to oversupply : the demand for homes in Slough is substantial and a range of house types is needed. There is still demand for flats. Response re Herschel Park ; although the Park is close any view of the tops of the new buildings above the buildings surrounding the Park will not affect the character of the Park.

5.4 Two petitions received ; one of 37 signatures (Windsor Rd/ Arborfield Close);

Height overshadow homes (para 9.5)
No other building in immediate area with such height/overlooking (9.6 9.7 3.3)
Overlooking and loss of privacy (9.1 - 9.5)
Height too close to proposed 4 lane road insufficient pavement width (8.2)
Appearance not blend in with established properties (9.6)
Inadequate landscaping re appearance and noise reduction (9.10)
Increased noise vibration from extra traffic
Arborfield Cl/Windsor Rd junction dangerous point to give way against two lanes of traffic (6.1)
Insufficient car parking; area already lacking parking (8.3)

5.5 One of 16 signatures (Upton Park)

Increased traffic (Para 6.1 and Section 8)
Height and bulk totally inappropriate (9.1 and 9.7) Overshadowing and overlooking (9.1 – 9.5)
Noise and disturbance from building works (Condition to be applied)

Responses to the above are in the paragraphs identified excepting 1 points. Response to vibration from extra traffic – the extra traffic will be cars not trucks; any increase in vibration is not likely to be noticed.

6.0 **Consultation**

6.1 **Traffic /Highways**

Request alterations to car park, servicing, access layout and Windsor Road existing kerblines. Revised drawings substantially address concerns; discussions continue regarding remaining issues.

Affect on existing car parking spaces to be addressed.

Request refuse servicing from the rear; this request will not be pursued provided a satisfactory road widening line is achieved. See below. The current layout assumes refuse trucks will service the 3 buildings whilst standing on Windsor Road.

Request financial contributions and restrictions to address extra traffic and limited car parking on site. These have been agreed to by applicant – (1) financial contribution to car club (low emission vehicle and traffic regulation order for parking bay); bus shelter with real time passenger information (for bus stop next to site); travel plan monitoring; welcome packs for residents, (2) travel plan; (3) residents ineligible to apply for residents permits. To be secured via Section 106 planning obligation.

Request 12 of parking spaces to have rapid chargers for electric vehicles and car park to have cable for future chargers. Discussions continue with applicant.

Request that development allows for the Windsor Road widening scheme to be implemented and land for it be dedicated as public highway at no cost to the Council. Revised layout does not accommodate current widening scheme. See para. 8.2 below.

6.2 Environmental Quality : No comments received

6.3 Surface Water Drainage : further information needed to show that the development can be drained in an acceptable way. In addition a detailed drainage scheme must be submitted before planning permission can be granted to comply with the new Sustainable Urban Drainage Approval process.

6.4 Asset Management on behalf of Education :
Request financial contributions for Education

6.5 **Housing**
Request affordable housing on site - 30% social rent and 10% shared ownership.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site is not allocated in the Local Plan. By way of resolution at the 25th November 2014 Planning Committee the site has been identified as a Selected Key Location under the Core Strategy Spatial Strategy. This provides for relaxation of some planning policies where this is justified in order to deliver environmental, social and economic benefits to the area.

7.2 The November decision allowed for the relaxation of parts of Core Policy 4 - (1) no loss of family accommodation (2) predominantly family housing outside the town centre (3) density of development to be related to the character of the surrounding area. In addition it also allows for flexibility on car parking standards.

7.3 Application of the relaxation is dependent upon comprehensive development, vehicular access from the rear and land being provided for the road widening.

7.4 Regarding Core Policy 4 as relaxed by the 25th November 2014 decision the 3 policies referred to in 7.2 above re loss of existing; family homes and density

cannot be relaxed in relation to this planning application until the extent of road widening land needed has been agreed.

8.0 **Transport and Access**

- 8.1 Use of the existing spur off Arborfield Close is supported to avoid another junction on Windsor Road. A footway to the rear entrance alongside Arborfield Close is shown on the revised layout. Adoption of the full width of it is still being negotiated. Refuse vehicle servicing on Windsor Road is not normally acceptable because it is a strategic route. Acceptance is dependent upon a satisfactory widening line being accommodated on the layout. Any remaining outstanding car park design and access layout issues will be reported on the meeting amendment sheet.
- 8.2 A widening line less than the approved 1996 line has been requested i.e. it takes less land from the development site. The current widening scheme which the Council now wish to implement involves 4 traffic lanes and a shared footway/cycleway on the east side. The development proposal in its current form will prevent the reduced widening line being fully implemented – it will result in either narrow traffic lanes or 3 pinch points on the normal 3 metre width shared foot/cycleway. It will also prevent utilities being accommodated in the footway at pinch points. The applicant has agreed a small revision to their submitted scheme but it does not address all the changes wanted. Negotiations continue to try to resolve the matter and dedication of all the land needed for widening as public highway. Some of the widening land needed is already in Council ownership. The applicant has agreed to transfer parts of it as part of property negotiations but other areas remain to be dedicated.
- 8.3 The number of parking spaces is below the Council's guidelines. Those guidelines provide for flexibility if sites are accessible or there is mitigation. The sites proximity to the town centre justifies a relaxation of the standard as does mitigation in the form measures to encourage travel by non car modes of transport etc. The measures listed in para 6.1 have been agreed by the applicant. However part of the mitigation is the need for a satisfactory cycleway to the site. This matter is part of the widening line negotiation. A car parking management plan can agreed by condition but at present only 3 spaces would be available for visitors plus the delivery bay. Furthermore once the issue of Lincoln Court parking is addressed (para 8.5) the proposed parking layout may change and the number of parking spaces may reduce.
- 8.4 Discussions continue regarding electric vehicle charging in the car park. This is to help address air quality issues under Core Policy 8 Sustainability; there is an air quality management area nearby on the A4.
- 8.5 The loss of some car parking approved as part of the Lincoln Court and Locksley Court planning permissions needs addressing. The loss of a few spaces is not particularly significant as more spaces are present than are needed to meet current parking standards and some spaces are for Windsor Road homes that will be demolished if the development goes ahead. However there are two issues. Firstly no information has been provided to show that there will be sufficient parking spaces available for Lincoln Court and Locksley Court after development

takes place. This is an important point to address before planning permission can be granted. Secondly, a procedural matter, the development involves loss of existing parking spaces that are required to be retained for the existing flats through conditions on planning permissions in the 1990's. If the development is to go ahead a planning application to seek to change the existing planning conditions will need to be submitted and approved.

- 8.6 The development will generate more traffic than the existing homes. This will effect the existing highway network. Through the integrated transport strategy the Council aims to increase travel by non car modes to take some car journeys off the network. The applicant has been asked to contribute or assist the Council to encourage non car modes of travel through financial contributions and a request to leave space for a 3 metre wide cycleway along the frontage of the site. The Arborfield Close/Windsor Road junction can accommodate the extra traffic.
- 8.7 The proposal needs to comply with Core Strategy policy 7 transport and transport aspects of core policy 10 infrastructure and Local Plan policy 8 cycling T13 road widening. Full compliance is dependent upon the outcome of further negotiation on the widening line, further consideration of revised drawings received and receipt of further information from the applicant to address matters referred to above and highway/transport officers detail comments.

9.0 **Design and Layout Matters**

- 9.1 In terms of the effect on existing residents the buildings will significantly change the view out from many homes. Regarding privacy the separation distances between habitable room windows (direct view) are between 21 and 27 metres for Windsor Road homes and 17.5 metres for Locksley Court and 17 metres for Eton Walk. For oblique views (45 degrees approx) distances are 14 metres for St. Andrews Court and 21 metres Lincoln Court. 21 metres and some times 18 metres are typical minimum distances between new and existing habitable room windows. Consequently most of the separation distances are acceptable. 3 flats are affected by the 17/17.5 metre distances. To reduce this impact the applicant will be asked to review the type of window proposed.
- 9.2 By condition the edge of some terraces and balconies will be required to have screens to reduce overlooking opportunities into nearby homes.
- 9.3 It is recognised that the height variation between existing and new can exacerbate the feeling of being overlooked and feel overbearing. However, as indicated in para 9.7 and 11.1 below this type of relationship will often occur where town centre scale development is adjacent to established suburban housing. This mater was raised in the Nov 2014 report to Planning Committee.
- 9.4 The flank of St. Andrews Court is 7 metres from building 3 at the north end of the site. As the flank is windowless residents are only affected by oblique views referred to above. However residents of the new flats at lower levels will have a poor outlook from their bedrooms.
- 9.5 Regarding day and sun light the applicants study shows that most windows of

homes near the site will still meet nationally accepted guideline standards. 17 windows will be marginally below daylight standards and 2 windows will be marginally below sun light standards. Some of these rooms might be non habitable in which case the loss of light is not significant. Two homes in Windsor Road and the east elevation windows of Locksley Court are affected most in terms of day light loss. The 7 storey building is opposite the Windsor Road homes. The guidelines (published by BRE 2011) state that a limited number of variations from the individual standards are acceptable particularly in urban environments. The number of windows affected are few compared to the number of homes nearby and the variation from the standards is described by the applicant as marginal.

- 9.6 In terms of townscape and effect on the character of the area the scale of development is clearly not in keeping with the immediate surroundings. Whilst this would normally be a significant issue in relation to design policies it is relevant to consider the specific circumstances of this site as outlines in para. 9.7 below. It is also relevant that large buildings are close by and in view of the site.
- 9.7 Firstly the November 2014 decision referred to in 7.1 above set the scene for a density of development above the existing. Secondly, it is quite close to the town centre which is gradually expanding. Tall buildings are clearly in view when driving up Windsor Road; the addition of the proposed buildings will probably not be seen as out of place by many people. Thirdly the existing buildings, on a prominent entry to the town, currently look unattractive because of their condition. The road widening line has blighted the site such that refurbishment of existing homes will not take place. The proposal has the benefit of improving the image of this entry to the town. Fourthly the proposal will provide much need new homes and good quality flats with a distinctive appearance in contrast to the many conversions of existing office buildings in the town that are now beyond the control of the planning system.
- 9.8 The elevation treatment is distinctive and interesting in particular the curves on the frontage. The use of masonry rather than render or metal cladding is a sign of quality and is less likely to show signs of staining or weathering in the future. A high quality design is needed to help compensate for the size of the development. Control of quality at the detail stage will be by condition and a watering down of quality will be strongly resisted. Features such as the curves on the buildings will need to be carried through as currently proposed to the construction stage.
- 9.9 Some flats will be close to the widened Windsor Road and will therefore be affected by noise and air quality. Whilst this does not justify a change it is beneficial to limit the number of flats with single aspect. Dual aspect homes, such as houses, provide residents with some respite at the rear. Several flats on the frontage are corner flats which provide a degree of dual aspect. This is only achievable by having gaps between the buildings. These gaps also help break up what could otherwise be a monotonous lengthy block and provide space for trees on the frontage.
- 9.10 The landscaping space on the frontage is important to help soften the appearance of the buildings at street level, from homes opposite and views up the street. This is addressed by the frontage hedge; space for small trees in front of the building

and space beside the buildings for larger trees that will show forward of the building line so breaking up the frontage when approaching the site up Windsor Road. There are regrettably limited opportunities for planting at the rear. The east edge of the car park will be a brick wall facing Arborfield Close spur. Good quality landscaping is important for such a large scheme. This can be controlled by condition but it will be important for the applicant to allow for quality in terms of costing and when detailing the design and during the construction phase.

- 9.11 The northern end of the building will be 2.5 to 3 metres back from the edge of Upton Park to form a planting strip in addition to the existing trees along the edge of the road. Upton Park at this point is a gated pedestrian route and access to Herschel Park. The new development provides an opportunity to make this entry more attractive and inviting in terms linking the refurbished park to the surrounding area. The adjacent building has a pronounced curve at its apex and the tiered terraces above the third storey will help to mark the entry to Upton Park with a distinctive building.
- 9.12 As most flats have a balcony or terrace private amenity space is acceptable.
- 9.13 As referred to in para 6.3 surface water drainage is an outstanding matter. Detail of how the first floor is detailed in relation to columns in the car park has yet to be submitted. The remote small car park is not ideal in terms of good design and security. It is overlooked by Lincoln Court but by condition a security gate will be sought.
- 9.14 Subject to resolution of outstanding matters the proposal complies with Local Plan policy EN1 Design EN3 landscaping Core Policy 4 8 Sustainability and environment, 9 Natural and built environment, 12 community safety.

10.0 **Section 106 Affordable Housing and infrastructure**

- 10.1 The applicant's viability study concludes that the development cannot go ahead if there are affordable housing and financial contributions – the Council would normally expect contributions towards education, recreation, transport and affordable housing on site. The Council's independent assessment of the study concludes that this is substantially correct. Discussions continue regarding a very small financial contribution and the applicant has agreed to pay for transport and parking mitigation measures.
- 10.2 However there is a further outstanding matter still being considered in relation to values in the original study. Any update on this will be reported on the meeting amendment sheet. Any further contribution available can be prioritised for affordable housing off site.
- 10.3 Whilst it is surprising that the scale of development compared to the existing houses on the site does not allow for some contributions to be made both the Council's and Government policy provide for viability to be taken into account when deciding planning applications.
- 10.4 It is relevant to note, but is separate from any planning decision, that as part of the

conditional contract for the sale of the Council's part of the site there is provision for any profit (on that site) above a set threshold to be shared and the Council to use its share on affordable housing.

10.5 The proposed Section 106 planning obligations are :

Financial Contribution for transport and parking related matters.

Financial contribution towards affordable housing if negotiations successful re viability (para 10.2).

Restriction on residents of the flats obtaining parking permits.

Travel Plan to be implemented

Dedication of land needed for highway widening at no cost to the Council.

Provide for a start of development to be substantial within a set period. (This is to prevent the possibility of a small start on the scheme that keeps the planning permission alive for an indefinite period when viability may change over time. This matter may be covered by condition instead).

11 **Conclusion**

11.1 Subject to the outstanding design and layout issues being resolved the proposal in terms of appearance is good quality. It is recognised that for local residents redevelopment to remove the current poor quality appearance of existing buildings may well be welcome but the scale of new development is not. Furthermore it will result in a change of environment greater than experienced by most others next to new development. This scheme represents an arm of town centre scale buildings stretching out along one of its approach roads. However where typical suburban areas meet the fringe of the town centre it is difficult to apply suburban character type standards in terms of distances, living conditions and appearance etc. The key matter is quality of development even if it means a change in character for the road.

11.2 The wider regeneration benefits also need to be taken into account such as increased supply of new homes, removal of blighted property, good quality design on a prominent entry point to the town and the opportunity to gain land for road widening which benefits the town as a whole. The identification of the site as a selected key location under the Core Strategy set the scene for the possibility of a large scale development and highlighted key requirements.

11.3 The lack of affordable housing and other contributions to infrastructure is disappointing. Viability negotiations have yet to be concluded but evidence so far indicates the Council's normal requirements are not achievable for this development.

- 11.4 Subject to resolution of outstanding matters the proposal is acceptable. The outstanding issues are important and do need to be addressed fully for the proposal to be acceptable including Lincoln and Locksley Court car parking and a practical road widening scheme that is satisfactory to the Council. The Council's offer to relax normal refuse servicing requirements and core policy relaxations are dependent upon a satisfactory road widening line being achieved.

PART C: RECOMMENDATION

12 **Recommendation**

- 12.1 Delegate to the Planning Manager for the completion of a satisfactory Section 106 planning obligation; outstanding matters to be satisfactorily resolved, approval of revised drawings and alteration of draft list of conditions.

PART D: LIST OF CONDITIONS.

13 1. Commence within three years

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

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

2. Approved plans

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

TO BE ON MEETING AMENDMENT SHEET

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

3. Details and Samples of materials

Details of external materials and samples of bricks, cladding, balcony/terrace railings, roof eaves 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. Cycle parking

No development shall be begun until details of the cycle parking provision (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.

5. Bin storage

The bin stores shown on the approved drawings shall be completed in accordance with those drawings 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.

6. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the boundary treatment has been implemented on site in accordance with the approved details and shall be retained at all time on the future.

REASON In the interests of the visual amenity and crime reduction of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and core policy 12 (community safety) of the Core Strategy 2006 - 2026 adopted 2008.

7. Lighting Scheme

The development shall not commence until details of lighting (to include the location, nature and levels of illumination) for access ways and parking areas has been submitted to and approved in writing by the Local Planning Authority. Details shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity, crime reduction and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004 and Core Policy 12 community safety of the Core Strategy 2006-2026 adopted 2008.

8. 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.

9. Landscape management plan

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

10. Tree Protection

No development shall be begun on the site until the submitted Arboricultural Method Statement (David Archer Associates April 2015) has been implemented. The measures in the Statement shall be in place for the duration of the construction period.

REASON In the interest of visual amenity of the area in accordance with policy EN 3 of the Local Plan 2004.

11. Car Park access control

Development shall not commence until details of access control gates have been submitted to and been approved in writing by the local planning authority. The gates shall be located on the main car park entrance (as shown on the approved layout) and at the entry to the second car park. The details shall include the precise location of the gate to the second car park. No dwelling shall be occupied until the gates have been installed and shall be retained thereafter.

REASON In the interest of crime reduction in accordance with Core Strategy 2006 - 2026 adopted 2008.

12. Car Park Management Scheme

No dwelling shall be occupied until a car park management scheme has been implemented in accordance with details that shall have first been submitted to and been approved by in writing by the local planning authority.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway.

13. Electric Vehicle Charging Points

No dwelling shall be occupied until 12 of the undercover car parking spaces have been provided with 7 kW rapid charge electric vehicle charging points and all of the undercover car parking spaces have been provided with electric cabling that is connected to the developments power supply and is suitable for supplying power to 7 kW rapid chargers (that can be installed and connected to the cable at a later date).

REASON In the interest of public health and air quality in particular encouraging use of low carbon emission cars in accordance with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 .

14. New access

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

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with policy 7 of the Core Strategy 2006 - 2026

15. Footway at rear

No dwelling shall be occupied until a 2 metre wide footway has been constructed at the rear of the site as shown on the approved layout and in accordance with access details approved pursuant to condition 12 access.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with policy 7 of the Core Strategy 2006 - 2026

16. Visibility Pedestrian

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

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

and of the access.

17. Visibility Highway

No development shall commence until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 42 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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

18. Highway Widening Line
TO BE COMPLETED

19. Surface water drainage

Development shall not commence until details of surface water drainage have been submitted to and been approved by the local planning authority. The dwelling shall be occupied until the drainage system for the site has been completed in accordance with the approved details.

REASON In the interest of public protection in particular to avoid flooding in the area in accordance with policy 8 of the Core Strategy 2006-2026 adopted 2008.

20. Balcony Terrace Screens

No dwelling shall be occupied until head height screens have been erected on balconies or terraces for flats numbered XX [TO BE COMPLETED] on the approved floor plans in accordance with details that have first been submitted to and approved by the local planning authority. The screens shall be retained thereafter.

REASON In the interest of the living conditions of nearby residents in particular to limit overlooking into habitable room windows in accordance with policy 9 of the Core Strategy 2006 - 2026 adopted 2008.

21. Window Treatment

No dwelling shall be occupied until special window treatments have been installed on windows of flats numbered XX [TO BE COMPLETED] on the approved floor plans in accordance with details that have first been submitted to and approved by the local planning authority. The treatments shall be retained thereafter.

WORDING TO BE REVIEWED IN CONNECTION WITH REQUESTED REVIEW OF OVERLOOKING ISSUES FOR LOCKSLEY CT and ST. ANDREWS COURT.

REASON In the interest of the living conditions of nearby residents in particular to limit overlooking into habitable room windows in accordance with policy 9 of the Core Strategy 2006 - 2026 adopted 2008

22. Noise attenuation and ventilation

Development shall not commence until details of noise attenuation and room ventilation for dwellings with windows facing Windsor Road have been submitted to and been approved in writing by the local planning authority. No dwelling shall be occupied until its attenuation and ventilation measures have been installed in accordance with the approved details.

REASON In the interest of the living conditions of residents in particular reducing noise pollution and ventilation of rooms when windows are closed to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008.

23. Sustainable Development

TO BE COMPLETED

Renewable energy on site - carbon emissions to be 10% better than TER of Building Regulations Part L 2013

24. Soil Contamination - to be completed if needed. Environmental Quality Section advice to follow.

25. Hours of construction

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy 8 of the Core Strategy 2006 - 2026 adopted 2008.

26. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site and wheel cleaning facilities during the construction period. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users in accordance with policy 7 of the Core Strategy 2008 and in the interest of residential amenity re noise and dust.

27. Gates

No gates are to be installed that open out over the public highway.

REASON In the interest of public safety.

INFORMATIVE(S):

1. Informatives to be completed

9TH SEPTEMBER MEETING AMENDMENT SHEET.

Agenda Item 6

P/16196/000 - 83 – 127 Windsor Road

Revised drawings submitted. Issues re privacy, electric vehicle charging and some of the car park and access layout have been addressed in a satisfactory way. Some car park layout and parking numbers are still being considered.

The proposal now includes extra land at the rear of 7 Upton Park and a total 130 parking spaces instead of 126 are proposed plus a delivery bay at the rear. 121 spaces will be for the new flats and 9 spaces to accommodate some of the existing spaces of Lincoln Court and Locksley Close affected by the proposal.

This is a reduction of 5 spaces compared to the 126 on the original application for the new flats. The applicants point out that the Council agreed, not long ago, less than one space per dwelling for the Bellway Homes proposal further up Windsor Road.

The 9 replacement spaces for Lincoln and Locksley Court are acceptable subject to securing an assurance that these will be made available to residents of those buildings. This will probably be in a Section 106 planning obligation.

The requested gating of some of the remote parking spaces has not been agreed by the applicant. This is accepted as the area is partly overlooked and is not next to a through route or footpath; the existing parking serving Lincoln and Locksley Court do not have any access security measures. Condition 11 to be amended.

Regarding accommodating the Council's desired road widening line scheme (including sightline) a satisfactory compromise has been agreed. However the drawings to reflect this do need to be checked electronically rather than scaling off paper copies and this is outstanding.

The revised site boundary will require some neighbours in Upton Park to be re-notified and any observations received considered by the Planning Manager before the application is determined. Further drainage information has been submitted which is being considered by officers.

Regarding Section 106 planning obligation matters the applicant has agreed the items in para 10.5 in principle except the contribution towards affordable housing (see below). There is also a query about the dedication of land for road widening that needs to be clarified before the proposal can be considered acceptable.

Regarding viability of the development and the scope to receive a small financial contribution to affordable housing the Council's independent valuer has been negotiating with the applicant but concludes that it is unlikely that the development can support any affordable housing contribution. It is recommended that the Council not pursue this matter further provided highway widening matters can be satisfactorily addressed.

Additional conditions to be added re sightline and columns in car park.

Drawings subject to resolution of outstanding issues and full consideration of revision recently received
:

14005-A-BBA -00-DR-0301 Rev P01;
14005-A-BBA-00-DR-0302 Rev P05;
14005-A-BBA-00-DR-0315 Rev P08;
14005-A-BBA-00-DR-0330 Rev P04;
14005-A-BBA-00-DR-0331 Rev P03;
14005-A-BBA-00-DR-0332 Rev P04;
14005-A-BBA-00-DR-0334 Rev P04;
14005-A-BBA-00-DR-0335 Rev P03;
14005-A-BBA-01-DR-0316 Rev P06;
14005-A-BBA-XX-DR-0306 Rev P04;
14005-A-BBA-XX-DR-0320 Rev P03;
14005-A-BBA-ZZ-DR-0318 Rev P06;
14005-A-BBA-ZZ-DR-0319 Rev P06;
14005-A-BBA-ZZ-DR-0321 Rev P05;
14005-A-BBA-ZZ-DR-0322 Rev P05;
14005-A-BBA-ZZ-DR-0340 Rev P03;
14005-A-BBA-ZZ-DR-0341 Rev P03;
14005-A-BBA-ZZ-DR-0342 Rev P03;
14005-A-BBA-ZZ-DR-0343 Rev P03;
14005-A-BBA-ZZ-DR-0345 Rev P02.
Drawings 324; 325, to be revised; 333, 336

NO CHANGE TO RECOMMENDATION

SLOUGH BOROUGH COUNCIL**REPORT TO:** PLANNING COMMITTEE**DATE:** 15th October 2015**PART 1****FOR INFORMATION****Planning Appeal Decisions**

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

WARD(S)	ALL	
Ref	Appeal	Decision
P/15377/003	4, Radcot Avenue, Slough, SL3 8EJ LAWFUL DEVELOPMENT CERTIFICATE FOR CONSTRUCTION OF AN OUTBUILDING WITH FLAT ROOF	Appeal Dismissed 27 th August 2015
P/16021/000	89, Moreton Way, Slough, SL1 5LS CONSTRUCTION OF A TWO STOREY SIDE EXTENSION.	Appeal Dismissed 19 th August 2015
2011/00356/ENF	59, Canterbury Avenue, Slough, SL2 1EE DEV AT BOTTOM OF GDN HIGH BLOCKING LIGHT	Appeal Dismissed 14 th September 2015
2014/00068/ENF	Land at, 222, High Street, Langley, Slough, Berkshire, SL3 8LL PORTACABIN AND CARAVAN IN ALLOCATED PARKING	Appeal Dismissed 9 th September 2015

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MEMBERS' ATTENDANCE RECORD 2015/16
PLANNING COMMITTEE

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

P = Present for whole meeting
Ap = Apologies given

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

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