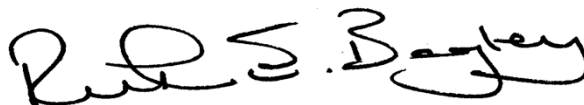


Date of issue: 18th November, 2015

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst)
DATE AND TIME:	THURSDAY, 26 TH NOVEMBER, 2015 AT 6.30PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA</u> <u>ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	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 15th October, 2015 3 - 6

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

PLANNING APPLICATIONS

5. P/06684/015 - Queensmere Shopping Centre, Wellington Street, Slough, Berkshire, SL1 1LN 9 - 84 Central

Officer Recommendation: Delegate to the Planning Manager for Approval

6. P/06077/025 - Upton Grammar School, Lascelles Road, Slough, SL3 7PP 85 - 110 Upton

Officer Recommendation: Delegate to the Planning Manager for Approval

7. P/10012/005 - Former Poyle Park Manor Landfill, Bath Road, Poyle, Slough, SL3 0HY 111 - 138 Colnbrook with Poyle

Officer Recommendation: Refuse

8. P/00619/006 - 64 Mill Street, Slough, SL2 5DH 139 - 146 Central

Officer Recommendation: Refuse

9. S/00015/049 - Claycots Primary School, 19 Bath Road, SL1 3UQ 147 - 172 Chalvey

Officer Recommendation: Delegate to the



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	Planning Manager for Approval		
10.	S/00021/002 - Former Rochford Hostel, Site between Uxbridge Road & Rochford Gardens, Slough, SL2 5NU	173 - 182	Wexham Lea
	Officer Recommendation: Delegate to the Planning Manager for Approval		
MISCELLANEOUS REPORTS			
11.	Strategic Housing Market Assessment and Review of the Local Plan for Slough	183 - 190	
MATTERS FOR INFORMATION			
12.	Planning Appeal Decisions	191 - 194	
13.	Members Attendance Record	195 - 196	
14.	Date of Next Meeting		
	13 th January, 2016.		

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Please contact the Democratic Services Officer shown above for further details.

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

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PREDETERMINATION/PREDISPOSITION - GUIDANCE

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased’. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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Planning Committee – Meeting held on Thursday, 15th October, 2015.

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

Also present under Rule 30:- Councillor Usmani

PART I

54. Declarations of Interest

Councillors Ajaib and Chaudhry declared an interest in respect of planning applications: S/00569/005 - St Marys CE Primary School, Yew Tree Road, Slough, P/03678/018, 76-78, Stoke Road, Slough, and P/16196/000, 83-127 Windsor Road, 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.

55. Guidance on Predetermination/Predisposition - To Note

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

56. Minutes of the Last Meeting held on 9th September, 2015

Resolved - That the minutes of the meeting held on 9th September, 2015, be approved as a correct record.

57. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

58. Planning Applications

Details were tabled in the amendment sheet of alterations and amendments received since the agenda was circulated. The Committee adjourned to read the amendment sheet at intervals throughout the meeting.

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: S/00712/000 - Between Upton Court & Langley Broom; two Objectors and the Acting Head of Transport, Slough BC, addressed the Committee:-

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

Planning Committee - 15.10.15

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

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

59. S/00712/000 - Between Upton Court & Langley Broom

Application	Decision
Widening of the existing carriageway in Parkland verge to form additional bus and traffic lanes and footway / cycleway connections along A4 London Road.	Delegated to the Planning Manager for formal determination following resolution of outstanding highway and transport matters and finalising of conditions.

60. P/16196/000 - 83-127, Windsor Road, Slough, SL1 2JL

Application	Decision
Demolition of existing buildings and construction of three urban villas ranging from four to six storeys to provide 114 apartments, 130 car parking spaces and associated landscaping.	Delegated to the Planning Manager for the completion of a satisfactory Section 106 planning obligation; outstanding matters to be satisfactorily resolved, approval of revised drawings, alteration of draft conditions and consideration of any further neighbour re-notification responses.

(The meeting adjourned at 8.10 pm and reconvened at 8.20 pm).

61. S/00569/005 - St Marys CE Primary School, Yew Tree Road, Slough, SL1 2AR

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

Planning Committee - 15.10.15

62. S/00015/049 - Claycots Primary School, 19 Bath Road, Slough, SL1 3UQ

Application	Decision
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.	Deferred to a future Committee meeting to allow further discussion with the Applicant to achieve an improved design that is in keeping with the existing building.

63. S/00152/010 - James Elliman School, Elliman Avenue, Slough, SL2 5BA

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

64. P/03678/018 -76-78, Stoke Road, Slough, SL2 5AP

Application	Decision
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.	Delegated to the Planning Manager, for resolution of outstanding sustainable drainage matters, dual use parking provision, enablement of unloading and parking restrictions on service road, finalising of conditions, completion of a S106 Agreement and final determination.

65. Planning Appeal Decisions

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

66. Members Attendance Record

Resolved - That the Members Attendance Record be noted.

67. Date of Next Meeting

The date of the next meeting was confirmed as 26th November, 2015.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.35 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

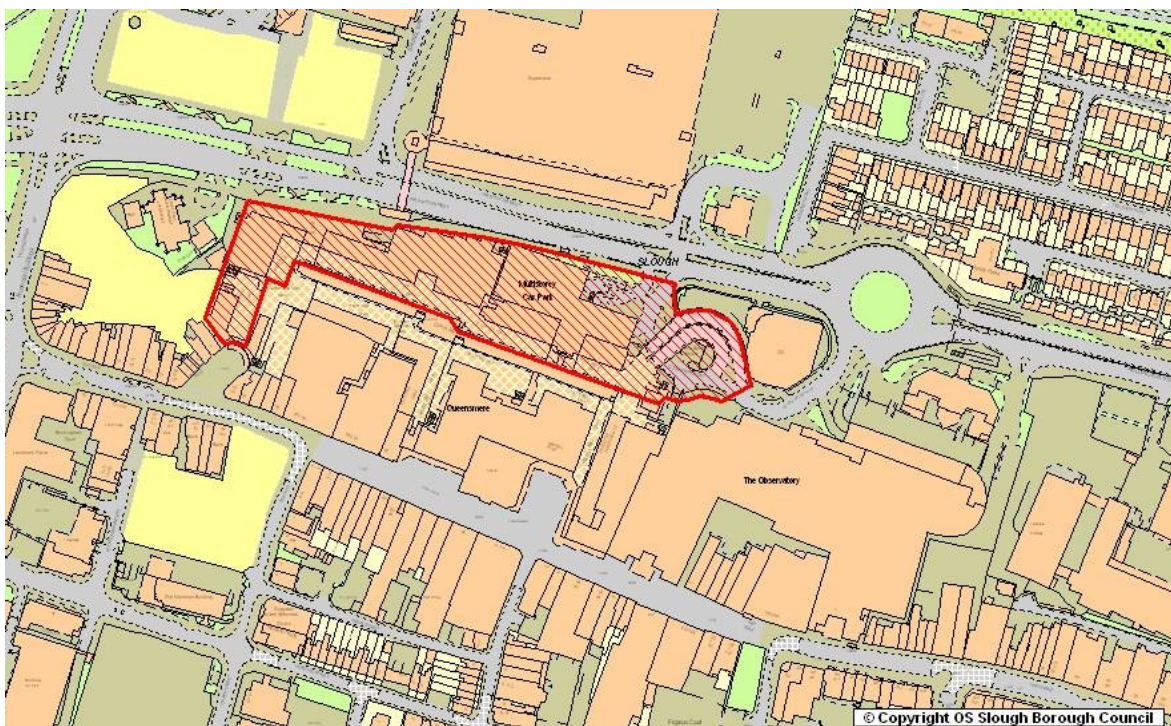
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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:	21-Nov-2012	Applic. No:	P/06684/015
Officer:	Mr. Stimpson	Ward:	Central
Applicant:	Slough Shopping Centre LLP		
Agent:	Mr. John Blackwell, Cunnane Town Planning LLP 67, Strathmore Road, Teddington, Middlesex, TW11 8UH		
Location:	Queensmere Shopping Centre, Wellington Street, Slough, Berkshire, SL1 1LN		
Proposal:	<p>PARTIAL DEMOLITION AND INTERNAL ALTERATIONS/EXTENSIONS TO EXISTING SHOPPING CENTRE AS PART OF A PART NEW BUILD/PART REFURBISHED MIXED USED SCHEME FOR 11, 533 SQ M OF A1 RETAIL, CLASS A3 - A5 FOOD AND DRINK AND CLASS D2 ASSEMBLY AND LEISURE FLOOR SPACE AND 675 RESIDENTIAL UNITS. THE RESIDENTIAL ELEMENT COMPRISING 346 NO. 1 BEDROOM AND 329 NO. 2 BEDROOM BEING CONTAINED WITHIN 4 NO. TOWERS OF BETWEEN 15 AND 23 STOREYS PLUS INFILLING DEVELOPMENT ON TOP OF THE EXISTING SHOPPING CENTRE AND A STAND ALONE TOWER OF 15 STOREYS WITH A VIEWING GALLEY ON TOP. RECONFIGURATION OF EXISTING ACCESS AND FRONTAGES ONTO WELLINGTON STREET AND WORKS INCLUDING, ALTERATIONS AND IMPROVEMENTS TO THE ENTRANCES TO THE SHOPPING CENTRE; PROVISION OF AMENITY SPACE AND LANDSCAPING; VEHICLE AND CYCLE PARKING; REFUSE AND RECYCLING STORAGE; PROVISION OF NEW AND/OR UPGRADING EXISTING INFRASTRUCTURE; GROUNDWORK'S AND RE-PROFILING OF SITE LEVELS; ANCILLARY ENGINEERING AND OTHER OPERATIONS AND PLANT AND MACHINERY.</p>		

Recommendation: Delegate to Planning Manager for Approval



SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

Background

1. At the Meeting of Planning Committee on 30th July 2015, Members deferred the application to a future Committee meeting to allow further discussions with the Applicant in order to reduce the height of the western tower and redistribute the lost flats elsewhere in the development. The reason for this was to reduce the impact of the tower at the St Ethelberts Church end of the development and the view from McKenzie Square in particular. A copy of the officer's report to Planning Committee on the 30th July 2015 (Appendix A) is attached for information purposes.
2. Following this meeting, the applicant has further developed the detailed design of the scheme and amended the proposal. This has included reducing the height of the western tower by three stories. Three of the other towers have now had an extra floor added, but without increasing the height of the tallest building.
3. They have also remodeled the entrance to the Queensmere shopping centre from McKenzie Square to make it taller and therefore more proportionate to the new towers behind it. In addition the space between the Queensmere and The Curve has been widened and remodeled in order to improve pedestrian access between the two.

Assessment of Detailed Design Amendments

4. Amended plans and Accurate Visual Representations and Methodology Statement have been submitted for consideration.
5. The key aspects of the detailed design amendments are as follows:
6. The height of the western tower has been reduced by three stories as requested by Committee. This tower is in a critical location because it is closest to St Ethebert's church and is seen from the railway station along Brunel Way as well as being visible from McKenzie Square. It is considered that the reduction in height of this tower helps to improve the relationship of the development with its surroundings.
7. There is now also a better relationship between the towers as there is a distinct step up from the west to the three tallest towers to the east.
8. The three tallest towers, including the circular tower, are now all the same height. Two of them have had an extra floor added and the circular tower has had an extra residential floor created within the same envelope. As a result there is no increase in the height of the tallest building.
9. A new taller entrance feature has been designed for the Queensmere shopping centre on Mackenzie Square. The purpose of this is partly to create a more imposing entrance and partly to help to screen views of the towers from Mackenzie Square and the High Street.
10. The glazed entrance feature will add a public realm value of this area. It will also increase the visual prominence of the Shopping Centre, which should promote its vitality and viability.
11. The proposed development also includes a new pedestrian route from McKenzie Square through to The Curve and Wellington Street. The revised plans have remodeled the side of the shopping centre at this point to widen the space between buildings and create active frontages looking towards The Curve. This more attractive design will improve the setting of The Curve and encourage people to use the space in front of it and use this as a pedestrian link through to the bus station. As a result this is considered to be a further benefit of the revised plans by improving the visual and physical links with The Curve.

12. There will be no net change to the number of residential units or floor space to the retail units as a result of the revised scheme.
13. The Visual Representations that have been submitted demonstrate a substantial change to the design. It is considered that the amendments improve the overall appearance and massing of the scheme and reduce its impact upon its surroundings. There are no other changes to the architectural detailing of the building or the use of materials which remain the same.

Re-consultation

14. Re-consultation has been undertaken on the proposed amendments to the design of the scheme. At the time of writing one objection has been received, which is provided below:
 - Lack of time to respond to the consultation – 14 days.
 - When the first letter arrived some time ago I went online to see plans and thought they were 'pie in the sky' and that they would not get anywhere so dismissed the possibility of planning being granted for even a smaller version.
 - Having only been able to look at latest plans online this time (attempting to open 166 separate pdfs is pretty boring) and not being able to ask questions directly I would be grateful if you could tell me...
 1. In the light of the significant social failures tower blocks have created in the past (drug/alcohol/vandalism/used as toilets) why would you allow so many all in one place and with so many floors, what sort of safeguards are there to stop them becoming ghettoised/vandalized.
 2. Is there adequate security, lighting and maintenance in place? And for how long?
 3. Where are all the residents going to park? 675 dwellings (even though that is less than previous application) could theoretically create in excess of 1300 cars.
 4. Is there sufficient social infrastructure, doctors, school places etc to cater for what could be potentially over 300 couples with a child/children?
 5. If some of the car parking is allocated to residents, where are the all the current (and prospective new) shoppers going to park? Your survey was conducted in May, not in the winter months (xmas) so not sure it provides the whole picture of problems parking in the Slough.
 6. How long would this take to complete.

Local Planning Authority Response:

15. The objections do not relate to any of the proposed changes to the design of the buildings that were being consulted upon. They raise issues which have been dealt with in the previous report to the Planning Committee, which is attached for information.
16. If any further representations are received they will be reported on the Amendment Sheet.

Other Issues

17. It is not considered that the proposed amendments will have implications on the Environmental Statement that was submitted because it has not increased the scale of development above that which was previously assessed.
18. In addition, the Section 106 Agreement is currently being progressed and it is therefore recommended that the determination of the application is delegated to the Planning Manager following the completion of this Agreement and finalising of planning conditions.

RECOMMENDATION

It is recommended that the application is delegated to the Planning Manager for approval, subject to further consideration of any outstanding consultation responses, minor design changes, completion of Section 106 Agreement, finalising conditions and final determination.

Appendix A: Officers original report

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies below and the information provided by the applicant, officers are of the view that the development is considered to result in economic, environmental and social improvements to Slough Town Centre and the wider area. It is therefore recommended that the application is delegated to the Planning Manager for the consideration of any outstanding consultation responses, minor design changes, completion of Section 106 Agreement, finalising conditions and final determination.
- 1.2 This application has been referred back to the Planning Committee for decision, following its earlier consideration of design issues during the meetings held on 28th November 2013 and 9th January 2014.

PART A: BACKGROUND

2.0 Application Site

- 2.1 The subject of this application is an area that consists of two shopping centres The Queensmere and The Observatory which are spread over circa 54,000 square metres and consist of 124 retail outlets, restaurants and cafes, plus a ten screen cinema and a health and fitness club. The centres are situated approximately five minutes' walk to the south of Slough railway station and bus station. The main landmark between the station and the site is the large Tesco Extra which is situated to the north of the site.
- 2.2 The application site covers an area of approximately 3.51 hectares between High Street and Wellington Street, Slough and is located within the Town Centre Area and Town Centre Shopping Centre as defined in the Proposals Map adopted in the Slough Local Development Framework Site Allocations Development Plan Document 2010 for the Slough Local Plan 2004. The Application site also an allocated site within the Slough Local Development Framework, Site Allocation Development Plan Document November 2010 (SSA14). The site currently has 37,000M² of retail floor space and 7,300m² of office floor space, although planning permission has been granted to convert the majority of the office space (Wellington House) into flats.
- 2.3 The proposals are centred around the northern side of the Queensmere Centre facing onto Wellington Street returning along the pathway between the application site and Our Lady Immaculate and St. Ethelbert Church. This area of the site which is the subject of this application has retail units, including the old Woolworths unit, toilets and entrances into the shopping centre at ground floor level with multi-storey car parking levels above. The entrance to the car park is also accessible from this side of the shopping centre.
- 2.4 The site is located between Wellington Street to the north with Tesco Superstore beyond and the railway and bus stations further to the north. The High Street is to

the south of which the western part of which is defined as the Slough Old Town Area, with residential properties further to the south. The area to the west of the supermarket is to be developed as an office development and is part of the Heart of Slough development. To the west of the application site is St Ethelbert Church which is a grade II Listed Building. To the area immediately to the south of the church a new library, cultural and community building, "The Curve", is being built.

3.0 Proposal

- 3.1 This application seeks permission for the partial redevelopment of the Queensmere Shopping Centre to create and enhance the retail offer with a new frontage, including retail units and improved pedestrian entrance onto Wellington Street and the provision of residential units above the centre with their own amenity space, to provide a landmark development. The scheme is intended to support the Heart of Slough development, reinvigorate the town centre area of Slough and act as a catalyst for further development.
- 3.2 In terms of the commercial elements of the proposals this application seeks to add the following additional floor space:
- 5,999m² retail use
 - 1,1387m² assembly / leisure use
- 3.3 The changes to the shopping centre involve the creation of 6 large retail units, 3 of which will have first floor elements and 3 accessed directly from Wellington Street. There will be another 2 entrances to the centre from Wellington Street that will access the mall directly. The façade of the shopping centre facing onto Wellington Street will be redesigned so that the retail units facing onto Wellington Street will have window displays replacing the existing blank and uninviting elevations, which act as a barrier to the High Street from the north of the site.
- 3.3 The proposals also see the western side of the shopping centre redesigned so that an additional larger retail unit will be located close to the Mackenzie Mall entrance to the centre and 2no. Units created for café, restaurant and takeaway uses. An additional entrance into the shopping centre will be relocated on this elevation of the building. The toilets in this location have been moved into the shopping centre under a previous planning permission for enabling works to the Curve building.
- 3.4 The public realm will be improved including paving, street furniture and planting to provide a pleasant connection between the shopping centre and the Curve building. In addition a new publicly accessible viewing gallery has been provided for in the top floor of the stand-alone residential tower to the west. That will be served via an external lift and supported by a commercial use, such as a bar or restaurant.
- 3.5 The other main element of this application sees the provision of 675 flats with the accommodation broken down as follows:
- 346 X 1 bedroom flats
 - 329 X 2 bedroom flats
- 3.6 These residential units would be provided over 4 towers above the existing shopping centre, with additional development returning along the western side of

the building. A stand alone tower is also proposed to the east of the shopping centre. It is proposed that the top level of this tower will be served via an external lift and can act as a publicly accessible viewing gallery or other commercial use, such as a bar or restaurant. The 2nd and 4th floors of the development would see leisure facilities provided for the occupiers of the flats. The towers will range between 18 storeys and 23 storeys in height measuring between 61.1m and 79.8m above pavement level in Wellington Street. Each tower will be accessed from their own entrances from Wellington Street and opposite the Church. The towers above the shopping centre will be slightly curved and will have silver composite cladding with external glass balconies while the stand alone circular tower will be clad in glass with featured coloured glass fins and recessed balconies punched into the building.

- 3.7 The existing parking arrangement will be rearranged to the same level of parking of 1,415 spaces over both shopping centres with the Queensmere spaces being over 4 floors accessed from the existing ramp into first floor level. Five spaces will be for disabled users and four for the car club.
- 3.8 Car parking spaces will be provided for 15% of the residential properties totalling 102 spaces and will be located in the Observatory car park where they can be clearly segregated to avoid confusion with normal unallocated bays. Storage will be provided for cycles for residential and commercial use.
- 3.9 The development will be served from the existing service area which will be accessed from the same vehicle ramp as that for the car park although some works will be undertaken to ensure two way traffic and a separation of cars and service vehicles
- 3.10 As well as the development making changes to the actual shopping centre the application will also see changes to the public realm along Wellington Street with additional paving and planting.
- 3.11 Any permission would be built over 3 phases as follows-
- Phase 1 – stand alone tower and western end of the shopping centre 276 units,
 - Phase 2 – one tower in the middle of the site 117 units
 - Phase 3 – eastern part of the shopping centre 282 units
- 3.12 The scheme has been amended since the original submission which was originally for 908 flats in the same number of towers, which were to be finished in a painted render but with additional development between the towers. The proposal was referred to the Berkshire Design Panel, who accepted the height parameters of the scheme, but was highly critical of design, finish and layout. A further amended scheme was then submitted which provided the current form and appearance of development. This application came to planning committee and following the comments made by members the internal layout of the shopping centre was changed so that views through the centre were available from the Mackenzie Square entrance.
- 3.13 The following documents have been submitted along with this planning application:
- Application Form

- Plans (amended)
- Environmental Impact Assessment & Appendences (amended)
- Design & Access Statement (amended)
- Townscape Impact Assessment (amended)
- Visual Impact Assessment (amended)
- Heritage Impact Assessment (amended)
- Planning Statement and Retail Assessment (amended)
- Parking Survey Report
- Transportation Assessment & Appendences (amended)
- Residential / Workplace Travel Plan Framework (amended)
- Servicing Management Plan (amended)
- Site Waste Management Plan (amended)
- Flood Risk Assessment
- Daylight / Sunlight / Overshadowing Report
- Air Quality Assessment
- Noise Assessment (amended)
- Contaminated Land Risk Assessment
- Statement of Consultation
- Utility Statement (amended)
- Sustainability Statement
- Energy Statement

4.0 Planning Background

- 4.1 There have been aspirations for some years to achieve a radical comprehensive development of key sites within Slough in a way that would deliver significant change to the infrastructure and appearance of the area. Recognition that the town centre was not fulfilling its full potential as a community and leisure area was reflected in Slough's Millennium project in 1995. The *Local Plan For Slough, 2004* also recognised the inadequacy of the town centre and the potential for its redevelopment.
- 4.2 The perceived problems within the town centre included:
- Substantial areas of land are dominated by public highway, including the wasted area of the sunken A4/William Street roundabout;
 - Severing effect of the A4, with pedestrians forced to use subways and cyclists not catered for in a safe manner;
 - Lack of focus and identity or sense of entering the Town Centre;
 - Poor architecture and lack of landmark buildings at one of Slough's principle gateways;
 - Poor pedestrian and cycle links between the railway station and town centre/shopping centre;
 - Bleak unwelcoming environment outside Slough Station, with muddled usage patterns on forecourt areas;
 - Poor unwelcoming environment in the Bus Station and at bus stops outside the Queensmere shopping centre; and
 - Lack of integrated rail/bus/transport interchange.
- 4.3 As a result the Council and its partners have promoted the "Heart of Slough" comprehensive regeneration scheme in order to alleviate the problems identified above and regenerate Slough Town Centre and have started to be implemented

with the highway changes along Wellington Street and creation of the new bus station. The next phase in this scheme is the construction of the Curve building to act as a new library, education facilities for adults, a café and a cultural centre for the town and work has commenced on this building. The proposals which are the subject of this application are designed to supplement and support the wider Heart of Slough Project.

- 4.4 The Council have now established a 'Changing Views' task group to improve the quality, facilities and image of the centre of the town. These proposals have formed part of the discussions with regards to the regeneration of the Town Centre.
- 4.5 In order to inform the Core Strategy which was adopted in December 2008, the Council commissioned a Retail Assessment from Colliers CRE in January 2007 which considered the current and future role of the town centre. This concluded that Slough town centre is experiencing a significant leakage of retail expenditure to competing centres, retaining just 30% of market share of comparison goods expenditure within the defined core catchment area. This loss of market share and the associated decline in goods sales and shopper population is forecast to continue in the absence of an additional and improved retail offer within the town centre.
- 4.6 Following on from this report the Core Strategy identified the need to improve the range and attractiveness of Slough's retail offer to consumers and sought to positively enhance the role of the town centre by ensuring that all new major retail and leisure facilities are located within it. The redevelopment and reconfiguration of the Queensmere and Observatory shopping centres are therefore pivotal in achieving this and improving the competitiveness of Slough Town Centre to provide for its catchment area and complement the offer of other centres.
- 4.7 The Slough Local Development Framework Site Allocations Development Plan Document in November 2010 (site reference SSA14) allocated the broader site that includes this proposal area for the following reasons :
- to establish the principles for comprehensive redevelopment or reconfiguration of the Queensmere and Observatory shopping centres
 - to ensure the future development of the shopping centres positively contributes to the wider regeneration proposals for the town centre, particularly the heart of Slough
 - to support development proposals that will encourage further retail investment in the town centre.

The background for the site allocation highlights the Queensmere and Observatory are located in the centre of the town, and that the amount of retail space could be increased and enhanced. It goes on to state, "the refurbishment and reconfiguration of this site is also central to the wider regeneration of Slough Town Centre... The proposals will be expected to build on the town centre 'Art at the centre' initiative and Heart of Slough proposals".

- 4.8 The Site Allocation DPD also acknowledged some of the constraints of the current layout of the site closes off the historic north-south routes from Mackenzie Street to the High Street and urban by-pass appearance of the Wellington Street for pedestrians and cyclists

- 4.9 The site allocation document therefore considered that redevelopment or reconfiguration proposals should have the following:
- Create an internal pedestrian link between the Queensmere and Observatory shopping centres
 - Improve the retail and leisure offer around the Town Square through change of use of key units and improved retail offering
 - Link to the Heart of Slough through provision of a western entrance to the shopping centre, and access to residential units above the centre
 - Create active frontages along the A4 Wellington Street and St Ethelbert's Church frontage
 - Remove the service ramp to the Prudential yard in coordination with the Heart of Slough proposals for the area
 - Improve pedestrian links to the bus and train stations via Wellington Street
 - Rationalise multi-storey car parking provision and its links to the centres and Wellington House
 - Redevelop the western end of the Queensmere Centre adjacent to St Ethelbert's church, including improved retail units, residential accommodation above the centre and removal of the toilet block
 - Transform the Wellington Street frontage to create an urban boulevard with tree planting, improved north-south route connection to the town centre, active retail frontages and access to residential accommodation above the retail units
 - Aim to reduce the negative impacts of construction upon existing businesses and on the quality of life for residents and users of the town centre by appropriate phasing and implementation.
- 4.10 A Development Brief was produced in 2007, in which the Council is broadly supportive of the key proposals including the comprehensive redevelopment and reconfiguration of the shopping centres incorporated an element of high density residential development into the scheme. The brief indicates four phases/parts to the development:
- Part 1 – redevelopment of Queensmere multi storey car park, new retail, basement parking and residential units above
 - Part 2 – redevelopment of western end of Queensmere centre of new retail and residential above
 - Part 3 – Design solution for Wellington Street frontage and design code for soft and hard landscaping
 - Part 4 – Proposal for vehicular connection between Wellington House and Observatory car park.
- 4.11 Two broad locations for new build are identified. The first being redevelopment of the existing multi storey car park and retail below, taking the form of two residential blocks above replacement extended and improved retail space.. One of the towers would be 12 storeys above the retail equating to a total height of 15 storeys. The other would be 8 – 10 storeys above the retail, equating to a height of 11 – 13 storeys. A lower connecting residential block 6 -7 storeys above the amenity deck is also proposed. The vertical emphasis created by these blocks would balance the current horizontal emphasis onto Wellington Street.

- 4.12 The second location is above Queensmere shopping centre adjacent to Prudential Yard and the listed church. Retail will be provided at ground and mezzanine levels with a frontage to Wellington Street. Residential development above will be at a height of 8 – 9 storeys above the retail stepping down to 4.5 storeys above ground floor adjacent to the listed church.
- 4.13 Wellington Street would be enhanced through a use of modern and robust hard and soft landscaping in accordance with a design code.
- 4.14 The Council is therefore supportive of the principle of the comprehensive phased redevelopment of the shopping centres including and supported by residential development.
- 4.15 The design brief was then used as a basis for a planning application which was considered by Planning Committee on 15th January 2008 reference P/06684/013 for the following scheme:
- “Demolition of part of the Queensmere shopping centre and redevelopment to provide 3,019 sq metres of Class A1 retail floorspace together with associated alterations to pedestrian access arrangements to the shopping centre and demolition and redevelopment of existing service road with construction of a roof above”.*
- 4.16 This application was subsequently approved after being delegated back to officers to finalise a Section 106 Agreement in November 2008. This permission has now expired.
- 4.17 Prior to this the last planning permission for the extension of the shopping centre was in July 1997 when planning permission was granted for the following (reference P/06684/008):
- REFURBISHMENT AND EXTENSION TO EXISTING SHOPPING CENTRE COMPRISING: (1) INFILLING OF THE GROUND FLOOR AREA BETWEEN THE CINEMA COMPLEX AND EXISTING RETAIL UNITS ADJOINING TOWN SQUARE TOGETHER WITH CHANGE OF USE OF PART OF EXISTING PROPERTY FOR RETAIL (A1) AND/OR RESTAURANT (A3) PURPOSES; (2) ERECTION OF SINGLE STOREY SHOP UNIT ADJOINING CINEMA AND OTHER GROUND FLOOR EXTENSIONS; (3) ALTERATIONS TO EXTERNAL APPEARANCE AND ENTRANCES; (4) REPAVING TOWN SQUARE, MCKENZIE STREET AND PARTS OF THE HIGH STREET (5) REMOVAL OF PLANTERS IN TOWN SQUARE AND CERTAIN PLANTERS ON THE HIGH STREET; (6) REMOVAL OF FOUNTAIN AND PUMPS IN MCKENZIE STREET
- 4.18 All other planning history relates to signage and small scale alterations to the shopping centre.
- 4.19 Wellington House is the office building which occupies part of the site. Planning permission was granted for the conversion of part of the building known as the annex into residential accommodation in December 2010 (reference P/03167/020) and has been carried out.
- 4.20 Planning permission was then refused for the conversion of one of the floors of the

main office building into residential accommodation in October 2011 (reference P/03167/021). This refusal was appealed when it was dismissed in November 2012 due to the impact on the future occupiers in terms of lack of sunlight, daylight and outlook.

4.21 The following application was approved in July 2013 (P/11826/005)

CHANGE OF USE OF PART 1ST FLOOR FROM CLASS B1 (A) OFFICE TO CLASS C3, CHANGE OF USE OF 2ND FLOOR FROM CLASS B1(A) OFFICE/CLASS D1 NON RESIDENTIAL EDUCATION CLASS C3 RESIDENTIAL AND CHANGE OF USE OF 3RD TO 5TH FLOORS FROM B1(A) OFFICE TO CLASS C3 RESIDENTIAL. ERECTION OF A 6TH FLOOR FOR CLASS C3 RESIDENTIAL USE TO CREATE A SEVEN STOREY BUILDING CONTAINING A TOTAL OF 100 FLATS, COMPRISING, 2 NO. STUDIO FLATS, 76 NO. X ONE BED FLATS AND 22 NO. X TWO BED FLATS. PROVISION OF CYCLE AND BIN STORES ON REAR SERVICE DECK AND ROOF TOP COMMUNAL GARDEN.

5.0 Consultations

See Appendix A

6.0 Neighbour Notification

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

Queensmere : 1 -122
High Street : 16 to 339
The Observatory : 1-46b
Brunel Way : Tesco Stores Ltd and Occupiers Thames Trains
Mackenzie Street : 1-9a
Windsor Road : 1-51
Beechwood Gardens : 1-99
Osborne Street : Stephenson Court, Richard Dodd Place
Victoria Street : 2-107
Park Street : 4-77 inc Bishops Copurt, Spruce Court and Bembridge Court
Alpha Street North : 2-51b,
Alpha Street South : 44-75
Hencroft Street North : 1-55,
Hencroft Street South : 34, 59,
Herschel Street : 1-58
Church Street, : 1 – 77 inc Buttler House
Chalvey Park : 2-18
Burlington Road : Look Ahead, Burlington Court, IbeX House
Burlington Avenue : 1-3
William Street : Prudential Buildings
New Square : 2-30
Moorstown Court : 1-23
Chapel Street : 9-10
Buckingham Gardens : Brisbane Court
Bronte Close : 1-40
Grays Place: 31-75 inc The Junction, Automotive House and Roman House.
Mill Street : 64, Noble Court, Fundary Court, Headington Place

Stranraer Gardens : 38-47
 Stoke Gardens : 10, 1-5 Brostol Way
 Stoke Road : 1-25
 Wellesley Road : 15-80
 Wellesley Road : 2-106
 Wellesley Path : 201/215
 Wexham Road: 2-44 inc Milford Court and Neo Apartments.
 Rye Court : 1-12
 Stratfield Road : 1-133 inc Duncansby House
 Merton Road : 1-11
 The Grove : 6-12 inc Amazon and Pechiney House
 Richmond Crescent : 1-72
 Wellington Street : 100
 Leith close : 1-60
 Whittenham Close : 1-15 Slough Interchange Industrial Estate
 Albion Close : Sun Chemical and Manrose Manufacturing
 Petersfield Avenue : Lion House

6.2 There has been three letters received as a response of the neighbour consultation raising the following issues:

- High rise buildings in the centre; the heart of Slough, is an over-development and is a backwards step.
The five high rise buildings will be the tallest in the town and will completely overshadow St. Ethelbert's and the attractive Curve. The plans are not in keeping with its surroundings and are completely out of scale with all surrounding buildings.
- An additional 900 dwellings will significantly increase demand on amenities. There is no mention in the plans of how the demands of new residents will be accommodated. The plans do not seem to take into account the quality of life for these residents and the proposals will create a sink estate in the town centre that will make the high street a no go area and leave us in a worse position that we are today.
- If there are to be 908 residential units will sufficient parking be provided. Assuming that each is inhabited with a couple then there will need to be at least 1800 extra spaces provided as nowadays most couples have 2 cars.
- Where will the exit to the new parking facility be? Will it be the A4? This is busy at the best of times, what with Tesco's and the new road layout and if the exit is here it will only lead to more congestion.
- Do the blocks have to be so high? They will only provide an eyesore similar to those in parts of London where it is now accepted that high rise blocks of this type are not the solution and hence why many are being demolished.
- Will extra recreation areas be provided for children living in the new apartments? Currently there is nothing close by for them – will we just get more & more children roaming the streets / shopping centres.
- The whole place is an eye sore and should be done correctly to bring it in to the 21st century or not done at all. Slough has a big chance to change its image with a real complete overhaul with landscaped pedestrian areas grass/ trees and new shops
- If the focus is to build 5 large flats which is just an eye sore then we need to think again. Cross Rail comes in 2018 which could make slough a huge investment potential, we really must get this right or we will lose this massive

potential to put slough on the map

These matters are discussed in the report below.

- The consultation by Criterion has been woeful. Their application only includes comments from the stand they had in the underused shopping centre over two days and a handful of comments from some leaflets. This limited consultation resulted in 135 comments – this is not representative of a town of over 200,000 residents. Looking in the application, there are no comments included from the online consultation portal. The consultation part of the application is clearly incomplete and inadequate.
- While legislation currently states that developers undertaking major applications should engage in pre application consultations with the public and the Localism Act 2011 states that consultation should be genuine, responsive and demonstrable but does not stipulate how such a consultation should be done. Therefore although considered by some to be inadequate a consultation exercise has been undertaken and complies with the Localism Act 2011. This however did not inhibit the consultation undertaken by the council as part of their duty under the Planning Act where a full and comprehensive consultation exercise was undertaken, as documented above.

6.3 A petition has been received with the following citation:

“We call on Slough Council's planning committee to REFUSE permission for the development of five high rise residential flats (9 - 21 storeys in height) on the high street on the following grounds: a) it would have a significant detrimental impact on the visual amenity in the centre of Slough b) the density of accommodation would create huge stresses on community facilities such as schools and health provision; and c) the proposals are an overdevelopment which adversely affect the urban environment around the town centre, making it harder to bring business to the high street.”

This petition has been signed by 72 people (5 of which are anonymous) but no addresses are given so it is not possible to verify where the people who sign the petition live.

6.4 A representation has been received from Barclays Bank who wants no harm caused to their presence in the shopping centre as a result of these proposals and have agreed a better frontage and visibility so to better integrate Barclays into the proposed scheme and support the principle of the proposed development to support the socio – economic regeneration of Slough.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application will be assessed against the following policies:

The National Planning Policy Framework (NPPF)

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 Slough Local Development Framework Core Strategy (2006– 2026) Development Plan Document December 2008

Core Policy 1 (Spatial Planning Strategy),
Core Policy 3 (Housing Distribution),
Core Policy 4 (Type of Housing),
Core Policy 5 (Employment)
Core Policy 6 (Retail, leisure & Community Facilities)
Core Policy 7 (Transport)
Core Policy 8 (Sustainability and the environment)
Core Policy 9 (Natural, built and historic environment)
Core Policy 10 (Infrastructure)
Core Policy 11 (Community safety)

7.3 Adopted Local Plan for Slough 2004

Policy H7 (Town Centre Housing)
Policy H14 (Amenity Space)
Policy S1 (Retail Hierarchy)
Policy S8 (Primary and Secondary Frontages)
Policy EN1 (Standard of Design)
Policy EN3 (Landscaping Requirements)
Policy EN5 (Design and Crime Prevention)
Policy T2 (Parking Restraint)

7.4 Adopted Site Allocations Development Plan Document 2006-2026

Policy 1 Site Specific Allocations (SSA 14 Queensmere and Observatory Shopping Centres)
Proposals Map Policy 1

- 7.5 The main planning considerations are considered to be:
- Principle of development
 - Design
 - Impact on surrounding area including listed buildings
 - Relationship to Heart of Slough
 - Living conditions for future occupiers
 - Transport and parking
 - Sustainability / environmental issues
 - Financial contributions
 - Delivery of Site Specific Allocation 14 Site Planning Requirements

8.0 Principle of development

- 8.1 The site is identified on the Local Development Framework Proposals map as within the Town Centre Shopping Centre and Town Centre area. Policy S8 (Primary and Secondary Frontages) of the Local Plan for Slough (2004) identifies the Queensmere and Observatory as Primary Shopping Frontages in Slough Town Centre. The site also covers approximately 50% of Site Allocation SSA 14 of the Site Allocations DPD. These identify the uses proposed are acceptable in this location.
- 8.2 The proposed development is expected to build on the Heart of Slough Proposals, and the redevelopment of the Queensmere and Observatory Shopping Centres was identified in the Heart of Slough Development Brief in April 2007. The proposals also help deliver the Councils 'Changing Views' strategy promoted in the Corporate 5 Year Plan through providing a draw to the town centre and new residents for it. For example i) the new and reconfigured retail will stabilise the current retail offer, ii) the viewing tower will add an interesting leisure destination iii) the combination of new retail, food and drink provision will improve the attraction of the Centre to the residential and commercial population within cycling and walking distance and beyond, iv) The addition of a new community (including in penthouses) will help deliver a return to positive town centre living, v) The high quality buildings and 'Heart Of Slough' design standard public realm will add positively to the atmosphere and image of the town centre, including the elements visible for those travelling through on A4 or the rail line, The 'Changing Views' strategy will inform the new Local Plan policies for the town centre and its environs.
- 8.3 The principles of the proposals are compatible with the Core Strategy Core Policy 1 (Spatial Strategy) which states that high density housing development and intensive trip generating uses including retail and leisure should be located in Slough town centre. The negotiations have secured a commitment to high quality internal residential fit out and external finish that will improve the quality and feeling in the area for new and existing residential and business communities. This will also add to the improvements delivered by Heart of Slough and Art at the Centre.
- 8.4 Core Policies 3 (Housing distribution) identifies the town centre as an appropriate location for housing, and Core Policy 4 (Type of Housing) directs high density housing to Slough Town Centre. The units will be 'Private Rented' which will introduce a new and in demand tenure to the town centre.
- 8.5 The viability of the mixed use scheme rests on the residential element coming

forward but all elements are required to bring forward the social and economic benefits of the development, so negotiations and a S106 have been used to appropriately phase and mitigate the development.

- 8.6 The details of the proposal are compatible with the Site Allocations DPD SSA14 Site Planning Requirements which state: “Redevelopment and/or reconfiguration proposals should:
- Create an internal pedestrian link between the Queensmere and Observatory Shopping Centres.
 - Improve the retail and leisure offer around the Town Square through change of use of key units and improved retail offering.
 - Link to the Heart of Slough through the provision of a western entrance to the shopping centre, and access to residential units above the centre.
 - Create active frontages along the A4 Wellington Street and St Ethelbert’s Church frontage
 - Remove the service ramp to the Prudential Yard in coordination with the Heart of Slough proposals for the area
 - Improve pedestrian links to the bus and train stations via Wellington Street
 - Rationalise multi-storey car parking provision and its links to the centres and Wellington House
 - Redevelop the western end of the Queensmere Centre adjacent to St Ethelbert’s church, including improved retail units, residential accommodation above the centre and removal of the toilet block.
 - Transform the Wellington Street frontage to create an urban boulevard with tree planting, improved north-south route connection to the town centre, active retail frontages and access to residential accommodation above the retail units.
 - Aim to reduce the negative impacts of construction upon existing businesses and on the quality of life for residents and users of the town centre by appropriate phasing and implementation.
- 8.7 Paragraph 1.5 of Slough Site Allocations DPD states that *“the council will in principle support any development or use of land that is in accordance with the use proposed for it. In practice this means that a planning application that complies with the Site Planning Requirements, policies within the Development Plan and other regional and national guidance as appropriate, will be approved unless the details of the scheme are unacceptable or there are other material considerations that indicate otherwise”*
- 8.8 The principle of the redevelopment of the Queensmere and Observatory Shopping Centre to present a high density mixed use scheme, which complements the town centre, is supported through the Slough Site Allocations DPD. Also the principle of the proposal was agreed at Planning Committee in September 2009.

8.9 Retail

There have been revised proposals for the retail element since August 2007. The current application proposes a reconfiguration of the retail facade so that the retail face of the Queensmere centre is redefined, and new larger units are integrated into the western end.

- 8.10 The current proposals are compliant with Core Policy 6 (Retail, leisure and Community Facilities), which states that all new major retail, leisure and community developments will be located in the shopping area of the Slough Town Centre in order to improve the town's image and to assist in enhancing its attractiveness as a Primary Regional Shopping Centre. The proposal for more retail and improved and larger retail formats delivers the change to the quality and scale of the shopping centre established in the Core Strategy 2006-2006 DPD (2008), and is in compliance with Core Policy 6 (Retail, Leisure and Community Facilities) and National Planning Policy Framework (NPPF) which supports sustainable economic development to deliver the homes, business and industrial units.
- 8.11 This proposal for the comprehensive redevelopment and reconfiguration of the shopping centres will have a positive impact on the vitality and viability of Slough Town Centre, and is therefore supported. The Centre of Slough will benefit from the investment to improve the retail experience in the Queensmere which should also attract new tenants.
- 8.12 The Retail Assessment (2007) commissioned by Colliers CRE on behalf of Slough Borough Council (2007) identified that Slough is leaking expenditure to nearby town centres and concludes that the town suffers from fierce competition in the local market for shopping expenditure and that the quality of Slough's retail offer is comparatively poor and in need of improvement.. The principle of improving the quality and scale of the shopping centre in response was established in the Core Strategy 2006-2026 DPD (2008). This was then implemented through the identification of the Queensmere and Observatory Shopping Centre in the Site Allocations DPD (2010) as a key site for regeneration. Slough Core Strategy 2006-2026 DPD states that the town centre is likely to slip down the ranking of shopping centres unless there are significant improvements to its attractiveness (Paragraph 2.25). As retail provision and the role of town centres has changed dramatically with the arrival of internet shopping and the economic downturn mixed use redevelopment of the Centre will contribute to delivering the Core Strategy Spatial Strategy and Core Policy 6 to promote and optimise the Town Centre.
- 8.13 Heart of Slough infrastructure works have improved pedestrian and cycle access across Wellington Street, but the entrances and access to the shopping centres and high street remain in need of improvement. The redesign to create a street frontage with more activity on Wellington Street will begin to remedy this. Signposting the shopping centre and providing a gateway to the town from the A4 Bath Road and the main route from the train station. This is in conformity with the site planning requirements set out in the Site Allocations DPD (November 2010). Improving the retail façade and additional retail floorspace will also provide the opportunity to improve the retail offer and attract more footfall to the shopping centre improving its vitality and viability.

- 8.14 The applicant has already altered the internal layout of the Queensmere and Observatory to create a link between the two, which has achieved the Site Allocation's Requirement to increase permeability.
- 8.15 Impact assessment and sequential test
- Core Policy 6 (Retail, Leisure and Community Facilities) states that out of centre and edge of centre retail developments will be subject to the sequential test.
- 8.16 The proposal is located in a town centre location. Hence Slough Core Strategy 2006-2026 DPD and the National Planning Policy Framework (NPPF) do not require an assessment of need, impact or sequential approach to site selection.
- 8.17 The planning and retail study submitted by the applicant provides an assessment of the likely effects of the proposal. Work was updated to provide a baseline position and identify trends or patterns. The applicant then have forecasted the patterns of expenditure under 'without proposal' and 'with proposal' scenarios in order to examine the effect on Slough of the application proposal being completed. New retail offer completion from other centres. A do nothing approach would potentially see the centre fall in to decline this will provide a boost to the town centre.
- 8.18 The assessment shows that the both centre fail to capture available expenditure form all of the sub area but particularly the tertiary and quaternary. The remaining expenditure is been spent at other centre therefore there is leakage of spend. The negative impact is that the health of the centre could decline with increased retail vacancy rates.
- 8.19 The outcomes of the assessment state that the impact of the proposal in quantitative terms is forecasted to build share for the centre and claw back trade from the competing centres. This is a positive outcome and this will improve the competitiveness of Slough Town Centre as a retail destination over other competing centres.
- 8.20 Residential
- Proposals for the residential element have been revised over the years from August 2007 to August 2011. The design and number of residential units has fluctuated over the years. In August 2007 it was 474 residential units, 1109 in January 2010 and 944 in August 2011. A part of the current proposal is to develop 675 residential units above the Queensmere shopping centre.
- 8.21 Past Annual Monitoring Reports (AMR) have recorded projected housing units to be delivered on site lower then stated in past proposals. Housing trajectories in the December 2007-08 AMR recorded 250 units and in each AMR from December 2008-2011.500 units were recorded in December AMR 2011-12 The Strategic Housing Land Availability (SHLAA) (2010) identified that the Queensmere and Observatory would deliver 250 units which is in line with the figures recorded in the Annual Monitoring Reports. These figures show that we did not endorse this high number of units on the site. The maximum units we have endorsed are 500 units in the housing trajectory in the latest AMR. Therefore we are not reliant on the 675 units been delivered to meet our housing target.

- 8.22 Core Policy 3 (Housing Distribution) states that a minimum of 6,250 dwellings will be provided in Slough between 2006 and 2026. There will be a minimum of 3,000 dwellings in the Town Centre. As stated above we have no objection in principle to the development of flats in Slough Town Centre which will provide a new resident population. The principle of residential above the shopping centres was established through the Core Strategy 2006-2026 DPD and the Site Allocations DPD.
- 8.23 There is high housing need in Slough and these units will contribute to the housing supply. However we need to ensure that these are built to a high standard of quality and design. This is in line with National Planning Policy Framework (NPPF) which states that there is a need to deliver a wide choice of high quality homes.
- 8.25 The latest Annual Monitoring Report 2011-12 (AMR) identifies that Slough has a 5, 10, 15 year housing supply. Slough is therefore on target to meet the housing allocation before the end of the plan period and not reliant on these 675 units being implemented. The housing trajectory in the AMR 11-12 reports that the Queensmere and Observatory shopping centre will provide 500 units. It is acknowledged that these flats will contribute to Slough housing supply but the local planning authority is not willing to relax policies on design, housing mix and affordable housing to accommodate 625 new residential units.

9.0 Design

- 9.1 The National Planning Policy Framework confirms the following:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;

- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

9.4 The original proposal that formed this application for the larger development, with coloured render finish, was referred to the Berkshire Design Panel in December 2012. The Berkshire Design Panel is an independent panel who assess and comments on major schemes such as the one proposed. The use of such panels is encouraged in the National Planning Policy Framework.

9.5 With regards to the design and layout of the proposals the design panel had the following comments to make:

“While the overall height of the proposed development did not concern the panel, there is little evidence that the scheme is responding to a coherent approach to composing the towers on the site; how they respond to each other in terms of proximity and relationships to the medium and longer range views. For such a significant development which is considerably higher than the surrounding development we feel that this clear strategy is required. The development is very large and complex in its levels and the interrelationship of different elements and uses....This will not be the only tall building in the area and the proposed development will have to work alongside its emerging context. The development should be matched with a clear vision as to how it responds to the town centre. We note the urban design analysis that has been undertaken but it is difficult to see how this has informed the architecture

The desire to turn the A4 at this point into a street rather than a road solely for vehicles, is welcome, and we feel the development goes a long way in achieving a successful active frontage at this point.”

9.6 As a result of the comments received from the Design Panel the developers reconsidered the scheme to produce the proposals which are currently being considered. This involved

- The removal of lower level accommodation on the podium above the shopping centre
- Massing from the west to the east stepping away from St Ethelbert’s Church.
- The towers above the shopping centre being of the same appearance
- The towers being shaped and sculptured with silver cladding.
- The provision of penthouse apartments.

9.7 This amended scheme was presented to Members in January 2014. The following table shows gives a view of Members concerns and how they were further addressed by the applicants with additional discussion in the section below:

<p>The Scheme as now amended was a marked improvement, but was not a flagship scheme and there remained a way to go before concerns were fully satisfied.</p> <p>The 'silver' theme was an improvement over painted concrete. Could this be extended throughout the scheme?</p> <p>Concerns remained regarding the height of the towers vs. the height of St. Ethelbert's Church and it was not in accordance with the Council's Core Strategy which had indicated a limit to 15 floors.</p> <p>There were concerns regarding the addition of what appeared to be elevator shafts external to the towers, which result in a protruding spike over and above the top level of the towers and it was felt that the concern was that this was not aesthetically pleasing.</p> <p>Concerns were raised that signposting and sightlines from Slough railway Station to the High Street would be unclear as the towers would be obscuring the view. This could lead to issues with patrons being unsure how to get to the High Street.</p> <p>The view from Mackenzie Street towards the towers was also deemed not aesthetically pleasing and it was very important to get this right.</p>	<p>Further changes and amendments were made as outlined below.</p> <p>The buildings will have silver composite cladding and would be the main material in the residential towers above the shopping centre and will contrast well with the glass fascia of the stand alone tower and the aluminium glazed façade of the retail units.</p> <p>Professional design advice that was taken was to make the towers even higher/slimmer, though a medium between the two has been attempted. The height had been capped at the height of the church spire. The Design Panel had advised that the height was not a problem but it was important to incorporate good design with the height and it is considered that this has been achieved.</p> <p>This issue has been resolved with the overrun incorporated into the building itself.</p> <p>The towers would signify the Town Centre and act as a marker to draw people to the Town Centre.</p> <p>It is not considered that the towers would have an adverse impact upon Mackenzie Street as they would be a distance away from the edge of the street and would set the back drop to Mackenzie Street rather than appear as part of it.</p>
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<p>The single circular tower was deemed not to be congruent with the remainder of the Scheme, though the design of this building was praised.</p>	<p>The stand alone tower will act as a beacon for Slough Town Centre and therefore has a different design to the towers above the shopping centre to make the most of the shape of the site and act as a true landmark.</p>
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- 9.8 The matter of height was discussed by the design panel. It was stated that there was no concern with regards to the overall height of the development, but the height would need to be justified with a coherent approach to having towers on the site, how they respond to each other and impact upon medium or long views. The issues of the longer views are discussed further below in this report. The design is now considered to provide a clear and coherent massing proposal, as the towers rise in height from the west. This is so that the impact on St Ethelberts Church is minimised and will provide a landmark development within Slough Town Centre, with well designed and sleek architecture which will help improve the appearance of the area.
- 9.9 The massing and the design of the proposed development picks up some of the characteristics of the surrounding area. Heights are similar to the approved Development Securities building on the site to the north west of the application site. With the buildings being of curved design, with metallic and glazed finishes, it will be in keeping with nearby buildings, such as the Curve and Slough Bus Station.
- 9.10 The proposed towers themselves, with the massing having a coherent strategy as discussed above together with the design, height and massing of the building is providing a clear vision of the building, taking in elements of the surrounding area with a clear strategy of providing an uplift to the Town Centre. While the towers themselves are going to be large and will be seen from many view points around the town they will be of good design and will be conditioned to use high quality materials so that they will not appear to be detrimental the character of the area. It will also provide a land mark development for the Town Centre, which will compliment other large scale development around the Town Centre and therefore enhance and conserve the character of the Town Centre.
- 9.11 These proposals will see the introduction of an active frontage onto Wellington Street with a glazed frontage and ground level providing a retail frontage with 60% of it being an active frontage. This new retail frontage will be predominantly glazed giving views into the retail units, allowing glimpses to the shopping centre beyond. This opens the shopping centre up onto Wellington Street thereby reversing the situation of the centre turning its back on Wellington Street and acting as a barrier between the High street and the area to the north with the provision of an active frontage.
- 9.12 The proposals will add additional mass and bulk onto Wellington Street and this in turn will produce significantly greater enclosure along Wellington Street. However this needs to be balanced against the high level of design in the proposals, including the shape of the towers so that they will look sleek and sculptured from Wellington Street, the positive impact of the active frontage and the continuation of the Heart of Slough urban realm along Wellington Street. It is therefore considered on balance that the proposals will have a significant impact along Wellington Street,

but this will be a positive impact and one which will not be harmful to the character and appearance of the street and provide an improved shopping frontage and public realm.

- 9.13 The towers that rise above Queensmere will also be seen by people arriving from the bus and train stations to the north, especially along Brunel Way. This will provide a strong landmark for those people wanting to direct themselves towards the Town Centre by providing a point of reference announcing the location of the Town Centre. This would however result in the loss of views of the St Mary's Church spire which is currently seen from this location, which is an important historical landmark. It is considered that on balance the loss of the view of the church spire, for the provision of a positive new landmark can be accepted due to the benefits of the scheme.
- 9.14 The current proposals provide links from the shopping centre to the north, with entrances to the centre on the desire lines to the bus station and Tesco's. The proposals will also open up a link between St Ethelbert's Church and the shopping centre and the Curve building. Plans have been provided to show how this important access way would be laid out and shows the area to be relatively well planted with a selection of cycle parking and seating areas. The area will be further improved with the units facing onto the passage way being used as restaurants, cafes and takeaways providing an active frontage and help to make the access way more welcoming. The importance of good pedestrian links between the station, car parks and High Street is pivotal to the success of the town centre and these proposals will improve such links and therefore improve the vitality and viability of the shopping centre and wider Town centre.
- 9.15 Internally there will be little change to the shopping centre in terms of the links, although the larger units facing onto Wellington Street will still have accesses into the centre and Mackenzie Street will be slightly remodelled so that it will be curved allowing views from the Mackenzie Street entrance to the opposite side of the shopping centre. This will further open up the centre and provide better linkages through it.
- 9.16 The stand alone round tower building to the eastern end off the site will of different design, being a circular glazed tower with the provision of coloured glazed fins, compared to the other towers, with their slightly curved facades. This will provide another land mark building within the town centre and will add further interest. While being different in appearance it will add to the site as a whole as it will show a different contrasting style, adding variety and interest to the public realm.
- 9.17 The circular building will also have the provision of an external lift that will provide direct access for visitors to the top floor. This will give good long views across Slough and the wider area into Windsor and therefore this area should be fully utilised for these views. It is therefore proposed to use this area as a bar, restaurant or other commercial use where the views will add additional benefit. It could potentially also linked to Slough's heritage, linking it to William Herschel and other historical elements of the town. This will add a further interesting feature to the scheme that will attract people to the town and improve the vitality and viability of the Town Centre.
- 9.18 The residential element of the development has been laid out so that the flats will

be accessed from relatively short corridors, with approximately 9 doors without bends or corners providing appropriate form of layout. Each block will also have its own access onto Wellington Street or the new public realm to the western end of the site, providing good links and access to the Town Centre and transport links.

- 9.19 The accommodation now provided in the residential element of the scheme allows for 346 X 1 bedroom flats and 329 X 2 bedroom flats and is a split which is considered acceptable for a town Centre location where there would not be the expectation to see many families located. The scheme further provides for penthouse type apartments at the top of the towers, providing further improved accommodation, which is lacking within the Town Centre and providing additional forms of living for those who otherwise might not be attracted to Town Centre living in Slough.
- 9.20 Therefore it is considered that the proposals provide a design which is acceptable for the area, provides a suitable mix of housing type fully capitalising on the opportunity to provide clear and strong links to the shopping centre and High Street and fully utilises the opportunity to provide a full retail led regeneration of the area.

10.0 Impact on the Surrounding Area including Listed Buildings

The National Planning Policy Framework outlines the following points:

- 10.1 *“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal” (para 129)*
- 10.2 *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional” (Para 132).*
- 10.3 *“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).*

The Composite Development Plan for Slough

- 10.4 Core Policy 8 states *“The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*
- 10.5 Core Policy 9 states that *“Development will not be permitted unless it:*
 • *Enhances and protects the historic environment;*
 • *Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;”*
- 10.6 Policy EN1 of the Local Plan requires that *“Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c)massing/Bulk, d)layout, e)siting, f)building form and design, g)architectural style, h)materials, i)access points and servicing, j) visual impact, k)relationship to nearby properties, l)relationship to mature trees and m)relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”*
- 10.7 Policy EMP2 of the Local Plan requires that: *“there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.*
- 10.8 The proposed development would change the image and appearance of Slough Town Centre and in order to fully consider the impact of these changes a Visual Impact Assessment has been prepared and submitted with the application. In terms of the impacts upon the Town Centre the following view points have been considered:

LOCATION	IMPACT	REASONS
Wellington Street / St. Ethelbert's Church	Moderate Beneficial	Provision of active frontage and appropriate scale given to the building frontage
Wellington Street / Aldin Avenue North	Moderate Beneficial	Gives a positive reference of the Town Centre
East end of High Street	Moderate Beneficial	Will draw sight and attention to the main part of the Town centre and commercial core.
High Street / Mackenzie Street	Neutral	Creates a new skyline for the shopping centre drawing attention to the Mackenzie Street entrance.
Alpha Street	Neutral	Distant change to the sky line but again identifies the Town Centre
Park View / Herschel Street	Moderate adverse impact	Some impact from the blank elevations facing onto this area and some confusion of their scale and function.
Church Street –	Moderate	Some impact from the blank elevations

Herschel Street	adverse impact	facing onto this area and some confusion of their scale and function.
Heart of Slough	Significantly Beneficial	New Wellington Street frontage and back drop to St Ethelbert's Church

10.9 In taking the above into consideration, it is considered that the change to the Slough Town Centre skyline would be acceptable as it would introduce a new landmark to draw people to the Town Centre. While there would be some adverse impacts from the Park View / Herschel Street and Church Street / Herschel Street views, these impacts would be moderate and the presence of a new Town Centre landmark building would overcome these moderately adverse impacts. Furthermore the towers would not have an adverse impact upon the existing Town Centre where it is considered that they would not appear overbearing as they are set back behind the High Street and will simply act as a back drop to the High Street, which will remain at a pedestrian scale.

10.10 Due to the sheer size and scale of the development it will have an impact over a wider area of Slough. The Visual Impact Assessment therefore also considered the following:

LOCATION	IMPACT	REASONS
Stoke Road / Elliman Avenue	Slight Beneficial	Longer view that respects St. Paul's Church in the foreground and provides a Town Centre reference
St John's Road	Neutral	The clear Town Centre landmarks competing with the residential amenity in the fore ground.
Wexham Road Rail Bridge	Significant Beneficial	Allows for a Town Centre reference for those navigating from this location
St Bernard's School Conservation Area	No impact	Completely screened
Lascelles Park	Neutral impact	The profile of the proposed building will replicate the current scale and form of the existing buildings
Entrance to Herschel Park at Upton Close	Negligible impact	Most of the development is screened by trees
Datchet Road Roundabout	Moderate beneficial impact	Landmark for the Town Centre from this important gateway with no impact on the Listed Building in the foreground
St Marys Church	Moderate adverse impact	Most of the building will not be visible above the roof of the church although due to the important nature of the building the impacts would have a moderate adverse impact
Slough Road / Ragstone Road	Slight neutral impact	Lack of clear visibility in terms of distance and sightlines
Lascelles Road M4 bridge	Slight beneficial impact	Appears above the tree line to show where the Town Centre is
Datchet Road nr Datchet Mead Hotel	Slight beneficial impact	Clear landmarking of the Town Centre
A332	Slight	New back drop to the St.Mary's Church

	adverse impact	spire and changes the relationship of the skyline where the spire is currently the most visible landmark from this location
Stoke Poges Lane / Blair Road	Slight neutral impact	Not visible enough to create a positive landmark
Bath Road / Montem Lane	Slight beneficial impact	Provides strong Town Centre landmark
Bath Road / Cippenham Lane	Negligible impact	Lack of clear visibility
Huntercombe Roundabout	Negligible impact	Lack of clear visibility

10.11 The proposed towers would therefore be visible from many areas in Slough, however would not have a detrimental impact upon the wider area and where there would be some sort of impact it would not be so detrimental as to warrant refusal of the application due to the limited sensitivity of the area effected or the limited impact on the sensitive areas.

10.12 The following long term views were identified and assessed:

LOCATION	IMPACT	REASONS
Windsor Castle North Terrace	Significant adverse impact	New set of landmarks and skyline for the town impact on the horizon
Windsor Castle Copper Horse	Moderate adverse impact	New set of landmarks and skyline for the town impact on the horizon although is comparable to Windsor Castle

10.13 The setting of Windsor Castle, an internationally significant building of high sensitivity, and its surrounds would be affected, as the proposed development would rise above the existing horizon resulting in a new skyline for the Slough. While it would be visible, the impacts are not considered to be significant enough to refuse the application, due to the distance from Windsor Castle. It should be noted further that Historic England (previously English Heritage) has not objected to the scheme, indicating that they do not consider the impact to be so severe for them to formally object to the scheme.

10.14 While the development will change the skyline of the town, due care has been given to provide a development that provides the required Town Centre landmark building. The buildings will be of high quality design so that it does not have a detrimental impact upon the immediate, medium and long views so much so that it would be harmful to these areas.

10.15 The proposed development will result in large and dominant buildings within the town centre and would have an impact upon the overshadowing and shading experienced on Wellington Street. However this would not be a big difference than that currently experienced and should not be a significant impact. Likewise the proposals would have a negligible impact upon Wellesley Road in terms of loss of day light and sunlight, which has been identified in the Daylight / Sunlight / Overshadowing Assessment submitted with the application.

- 10.16 The proposal site is surrounded by several heritage assets including:
- Church of Our Lady and St Ethelbert and St Ethelbert's Presbytery (Grade II Listed Building)
 - 1-7 Mackenzie Street (Locally Listed Building)
 - Properties in High Street (Locally Listed Building)
 - Properties in Windsor Road and Park Street (Locally Listed Building)
 - Slough Old Town
- 10.17 At present the area east of the church and presbytery is unwelcoming and does not benefit the setting of a listed building. The renovation around this area will make it more vibrant and the introduction of A3 type uses along this west side of the development should potentially enhance the currently somewhat degraded setting of the listed buildings. The provision of taller buildings in this location will not dwarf the Church and will not be overbearing. The setting of the Church will not be impacted by the tallest buildings as the area closes to the church would accommodate the smallest towers, progressing up to the largest towers at the eastern end of the shopping centre, furthest away from the church.
- 10.18 Accordingly the scheme should improve the aspect to Wellington Street and an enhanced setting for St Ethelbert's church. In listed building setting terms the scheme is considered acceptable.
- 10.19 Some Impact would arise in relation to the setting of the Old Town Area and it would be visible in the short and long range views. However due to the distance between the area and the proposed development, the retention of the historic building stock and the improvement of the quality of the existing application site would result in beneficial impact.
- 10.20 In terms of impacts on locally listed buildings in the central and eastern parts of the High Street the land mark building would enhance the setting of the Town Centre assets and be of beneficial impact. There would be some further impact upon the properties in Mackenzie Square, Park Street and Alpha Street due to the scale of the development and possible over bearing impact. However due to the separation distances and the urban environment the assets are contained within the impact in considered being minimal. Furthermore any harm to these assets is outweighed by the significant public benefit the scheme will bring to the area and a reason for refusal could not be sustained on this reason.
- 10.21 Consideration also needs to given with regards to the possible impact the development may have on daylight and sunlight on the nearby residential uses. The nearest residential uses would be on Wellington House, which is the office building on the same site as the Queensmere Shopping Centre and raises 5 floors above the shopping centre. Planning permission has been granted to convert the building into residential flats for 100 flats (2 no. studio flats, 76 no. x one bedroom flats 22 no. x two bedroom flats). The Daylight / Sunlight / Overshadowing Assessment submitted with the application states that there would be some moderate adverse impact upon these properties in Wellington House. It is considered that these impacts are mitigated as the properties are in the same ownership and is used for short term lets only.
- 10.22 The windows in Wellington House would also be approximately 15m from the proposed development, which while not ideal is considered to be acceptable within

a Town Centre location, where higher density housing is appropriate and therefore some relaxation in such issues are considered acceptable.

- 10.23 There would be some negligible impact on a property in Wellesley Road, but is not of such severity to be of noticeable impact and therefore a refusal could not be sustained on this.
- 10.24 The proposals would also have some impact on the neighbouring St. Ethelbert's Church and Presbytery would be impacted in terms of daylight and sunlight but only one window would be adversely impacted and some improvement would be obtained from the removal of the vehicle ramp at the rear of the site so that the impact would not be significantly noticeable and a refusal could not be brought for this reason.
- 10.25 The proposed development is also close to the HTC building to the east, but as this is a commercial building, it is not afforded the protection given to residential buildings in terms of loss of light. Therefore no objections are raised with regards to the impact on this building.
- 10.26 It is considered that the proposals would not have a detrimental impact upon the character and appearance of the surrounding area or surrounding buildings. Any impacts on the surrounding area would not be so severe as to outweigh the public benefits provided of the scheme, in the terms of Town Centre regeneration.

11.0 **Living conditions for future occupiers**

- 11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure and*
- *widening the choice of high quality homes.” (Para 9).*

- 11.2 *“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).*

- 11.3 *“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73)*

- 11.4 Core Policy 8 states *“All development will: a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable; b) Respect its location and surroundings; c) Provide appropriate public space, amenity space and landscaping as an integral part of the design....*

11.5 The Council are keen to see that the residential units to be provided under this scheme are of a high standard to serve the people who may be moving into the area. The applicant has confirmed that the development will remain in their ownership and will form part of their Private Rented Housing development portfolio. This will ensure that the management of the development will be maintained and that the development will be kept at a reasonable standard so that the applicant will maximise the return that they will expect to receive from the development.

11.6 In order to ensure that the development is of the high quality, both internally and externally, the applicant has provided an Interiors Design Code, which shows the final specification of the proposed flats. This shows that the units will have oak or walnut finished doors and floors, fully tiled bathrooms with quality fittings, built in wardrobes and kitchens with gloss cabinets, integral appliances (Larder fridge, freezer, fan assisted oven, and washer dryer). Some Members may be aware of the proposed fit out as it is the same as that of the recently developed flats in the High Street, which some Members previously visited. Furthermore some larger apartments will be provided at the top of the towers providing better views to the south. This shows that there is a commitment to provide high quality accommodation within this development and the Interiors Design Code would be secured via condition, to ensure that a high quality development is delivered.

11.7 Consideration with regards to the size of some of the residential units has been considered as this will go further to dictate the quality of the proposed units and ensure that they will provide suitable living accommodation. The following shows the adopted room sizes that should be provided for in the development:

	Living Room and Kitchen	Bedroom 1	Bedroom 2
1 Bed	20.25 m ²	11.14 m ²	---
2 Bed	22.29 m ²	11.14 m ²	6.5 m ²

11.8 The proposed rooms meet the requirements as set out above and therefore provide appropriately sized accommodation that goes to add to the quality of the proposed development.

11.9 The Daylight / Sunlight / Overshadowing Assessment that was submitted with the application demonstrates that the units in the proposed development would by and large receive the appropriate levels of sun light and day light, some of the units will suffer from levels of daylight below the recommended guidelines at the lower levels of the towers, with the bottom 4 levels being the worse effected. However of these windows effected most will meet the average daylight factor for living rooms (1.5%), but not kitchens (2%). Therefore it is considered that if the appropriate levels of light for living rooms are maintained, then no reason for refusal could be sustained. It is worth bearing in mind that the BRE Report that the standards are taken from, does not recommend a pass or fail determination, but rather that it should act as a guide to good practice, and would not necessarily act as a reason to refuse the application.

11.10 The lower levels of the stand alone tower would suffer more with regards to appropriate levels of daylight and sunlight. It is therefore proposed to use these levels to provide additional leisure facilities for the users of the development. While overcoming this issue, it would also provide further facilities to improve the quality

of the accommodation provided in the building.

- 11.11 Most of the units would be single aspect with views to the west and the east and although not ideal, a form of outlook is still provided and it ensures an appropriate level of amenity. There would be a separation distance of 22m to 43m between the towers, which would ensure that an appropriate form of outlook is maintained while ensuring that there would not be any overlooking between the towers.
- 11.12 As the site is situated next to the A4, there is a possible related issue with regards to noise disturbance to the residents of the proposed residential units. The Noise Assessment submitted with the application states that if a good standard of double glazing is installed throughout the development, with acoustic glazing where require, there should be acceptable noise levels within the development. Acoustically treated ventilation would also need to be installed to ensure that windows will not need to be opened to ventilate the rooms. Furthermore the assessment of traffic flows shows that there would be negligible increases in traffic noise. An appropriate condition could be applied to any permission to ensure that an appropriate level of noise within the development is provided.
- 11.13 Amenity space would be provided for the residents of the proposed development on the podium level of the shopping centre between the towers. The following areas would be provided within the amenity area:
- Outdoor chess tables with planting;
 - Passive green open space;
 - Areas of biodiverse planting;
 - Play zones with table tennis, play mounds, sculptures, synthetic turf and seating
 - Open space with sculptures, seating and play features;
 - Out door recreational gym with running track;
 - Semi enclosed space with containerised trees.
- 11.14 This area is considered to be a high quality amenity space that will provide good levels of amenity to the residents of the proposed development and will be accessible so all residents will have some amenity area within easy reach of their dwellings.
- 11.15 It is therefore considered that the scheme provides high quality dwellings for future residents with a suitable standard of amenity that fully considered the future occupiers needs.

12.0 **Transport and Parking**

12.1 With regards to issues of transport and parking the NPPF states:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively*

limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” (para 32)

- 12.2 *“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.” (Pars 34)*
- 12.3 *“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*
 - accommodate the efficient delivery of goods and supplies;*
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - consider the needs of people with disabilities by all modes of transport. (para 35)*
- 12.4 *A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan. (para 36)*
- 12.5 *Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. (para 37)*
- 12.6 *For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. (para 38)*
- 12.7 *If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
 - the accessibility of the development;*
 - the type, mix and use of development;*
 - the availability of and opportunities for public transport;*
 - local car ownership levels; and*
 - an overall need to reduce the use of high-emission vehicles. (para 39)*
- 12.8 *Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.” (Para 40)*
- 12.9 Local Plan Policy T2 requires residential development to provide a level of parking

appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

- 12.10 In terms of the vehicle trip generation, the Transport Assessment has stated that the development will add an additional 134 vehicle trips in the AM peak, 147 in the PM peak and 175 on a typical Saturday. These figures are considered as being acceptable and will not impact upon existing highway capacity or safety.
- 12.11 With regards to access onto the site it was originally proposed to use the existing roundabout on the Queensmere Road / Wellington Street junction. However as the development would result in an increase in the number of people using Wellington Street as the shopping centre addresses the street, appropriate pedestrian crossing facilities would need to be installed. However this was not possible to do in a safe manner and therefore a T-junction has been designed for the entrance. This will incorporate safe crossing for pedestrians and cyclists while having no detrimental impact upon the traffic on the A4. In order to facilitate this change a further change will need to be made to provide a right hand turn from the west bound A4 into Wexham Road, as vehicles will no longer be able to turn round the roundabout and go back up the A4 to turn into Wexham Road. This has again been agreed by the applicant and final details are being agreed.
- 12.12 The applicant has agreed that all of the works within the public realm will be completed using Heart of Slough materials. This will see the continuation of the Heart of Slough up Wellington Street. It is considered to result in a better urban realm in this area and will go further to improve the appearance of the shopping centre.
- 12.13 There are 1,405 existing car parking spaces across both shopping centres and the Queensmere shopping centre car park will be rebuilt as part of the development with no increase in the number of parking spaces. Under the Slough Local Plan Parking Standards the minimum number of spaces required for residential developments in the town centre is nil. However this does not prevent developers providing spaces should they choose to do so and the applicant has been encouraged to provide some level of parking provision
- 12.14 Parking provision has been provided for 15% of the total number of flats making a total of 102 parking spaces which is acceptable for a site which is in a highly sustainable location, such as this. Furthermore additional parking will be available as there will be capacity during the week and the weekend so that additional residential parking could be made available if required. Five disabled parking spaces and four spaces for a car club will be made available before the parking barriers. Therefore it is considered that appropriate levels of parking will be provided for this development.
- 12.15 Active signing informing users of car parking availability from the Wellington Street access point is welcomed as this should help manage demand and will be secured within the S106 agreement.
- 12.16 The re-built Queensmere car parking will need to accord with the Park Mark: Safer Parking Scheme standards and electric charging points will also be provided. This will form part of the Section 106 obligations.

- 12.17 A car club will be provided as part of the development with free membership for the residents for the first three years with a possible maximum of four cars being provided with one on first occupation and another on occupation of the 20th flat and as per requirements thereafter. This is supported by the Council's Transport Consultant.
- 12.18 Cycle parking is proposed within cycle cages located on each floor of the residential development and is considered a suitable option for resident cycle parking. In addition to this a cycle hub will be provided on the ground floor level for 453 cycles for the residential and retail elements of the site and has additional shower and locker facilities as well as a bike accessory area. The provision of such a hub is acceptable and the final details are being discussed, with regards to its use, facilities and security.
- 12.19 The applicant's have provided a draft Travel Plan in relation to the residential and retail elements of the site and has been considered further by the Council's Transport Consultants and further elements of this are being discussed and will be secured via the Section 106 Agreement.
- 12.20 The Council's Transport consultant has considered the information that has been provided to date and considers that appropriate parking provision has been provided and the development would not result in any highway safety or capacity issues.
- 13.0 **Sustainability and Environment Issues**
- 13.1 The NPPF states that :
"In determining planning applications, local planning authorities should expect new development to:
- *comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
 - *take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption"* (para 96).
- 13.2 *"Planning policies and decisions should aim to:*
- *avoid noise from giving rise to significant adverse impacts²⁷ on health and quality of life as a result of new development;*
 - *mitigate and reduce to a minimum other adverse impacts²⁷ on health and quality of life arising from noise from new development, including through the use of conditions;*
 - *recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and*
 - *identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.* (para 123)
- 13.3 Core Policy 10 states that

“Development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable.

Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. These improvements must be completed prior to the occupation of a new development and should serve both individual and communal needs.

Infrastructure includes:

- Utilities (water, sewerage and drainage);*
- Transportation;*
- Education and skills;*
- Health;*
- Leisure, community and cultural services; and*
- Other relevant services.*

The provision of reasonable and necessary infrastructure will be secured through planning obligations or by conditions attached to planning permissions.”

- 13.4 Thames Water has stated that there is some concern with regards the existing sewer system being able to take any additional capacity. They have suggested a condition, which will allow a solution to be found before the commencement of the scheme. Other service supplies seem to be acceptable for the proposed development.
- 13.5 The applicant has confirmed that the proposed development would meet the Code for Sustainable Homes Level 3 and be in accordance with Homes for Life for the residential element and the retail element of the scheme will achieve very good BREEAM status and can be secured via a Section 106 Agreement.
- 13.6 The proposed development will not result in any increased risk of flooding.
- 13.7 As the site is located on a former gas works, there is some potential risk of land contamination and pollution to controlled waters. This can again be controlled by means of a condition to provide additional details of how any such contamination will be treated prior to the commencement of any works.
- 13.8 The applicant’s report into Electronic Interference has stated that the proposed development may have some effect upon TV reception in the area although this can be mitigated and this can be covered via condition. Arqiva is responsible for providing the BBC and ITV’s transmission network and have been consulted on this application as they are responsible for ensuring the integrity of Re-Broadcast Links and have stated that they have no objection to this application.
- 13.9 The applicant has provided an Air Quality Assessment, which states that concentrations of pollutants across the site are below NAQ levels and therefore air pollution is not a significant issue and there will be no significant increase to sensitive receptors.
- 13.10 Due to the large nature of this scheme it was considered to fall within the scope of the Town and Country Planning (Environmental Impact Assessment) (England and

Wales) Regulations 1999 and the application required the submission of an Environmental Statement, for which a Scoping Opinion was issued in January 2012.

13.11 The Scoping Opinion stated that the following issues should be considered in terms of the impact they development may cause in the immediate locality and the wider area:

- Townscape and visual impact;
- Traffic generation, vehicle movements and activity;
- Retails services;
- Socio-economics and population;
- Water, air and climatic factors, including radio and media reception;
- Heritage assets and important views;
- Use of natural recourses, the emission of pollutants and the creation of nuisances and waste;
- Inter-relationships between the above.

13.12 The issues contained in the Scoping Report have been covered in the report above and it is considered that the appropriate details under the Environmental Impact Assessment Regulations have been complied with.

13.13 Paragraph 14 of the National Planning Policy Framework sets out a presumption in favour of sustainable development and in such circumstances permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. The proposals considered under this application are therefore considered under the following principles of sustainability.

13.14 Environmental

As discussed in the report above the proposals are considered to have a positive impact upon the character and appearance of the surrounding area and would have no environmental impacts upon the surrounding area.

13.15 Economic

The provision of high quality housing, additional retail and the viewing tower has economic benefits as will the improvements to the Town Centre public realm which together will provide a better offer for people living in and visiting the Town Centre and improve the vitality and viability of the Town Centre.

13.16 Social

These proposals are considered to result in some social benefits with the provision of housing in the borough and also to improve the vitality and viability of the Town Centre and provide better facilities for local residents and visitors to the town.

14.0 **S106 Agreement**

14.1 The applicant has confirmed that the following works will be funded and undertaken by them:

- Costs to form the signalised T junction access to the site.
- Costs to improve the offsite junction at Wexham Road.

- The observatory / viewing gallery costs.
- Costs to comply with Heart of Slough external works specification.
- Costs to comply with Interior Design Code.

14.2 In terms of making the scheme acceptable in transport terms the following contributions will be required and secured via the Section 106 Agreement:

- Variable Message Signing Scheme on approach to development on A4 Wellington Street (including minimum of two VMS signs) and VMS signs on Queensmere Road leading to the car parks advising which car parks have spaces available;
- Real time passenger information screens (no. and location to be agreed);
- Electric charging bays in both Queensmere and Observatory car park (see further guidance from IAQM);
- Car Club vehicles number and phasing to be agreed, specification of vehicles to be agreed in terms of low emission standard);
- Commitment to funding car club vehicles until at least development is fully built out;
- Car Club membership free for three years for all occupiers;
- Personalised Travel Planning contribution (further discussion);
- Welcome Pack (to be approved by the local highway authority prior to distribution);
- Occupiers of the development will be ineligible to apply for parking permits in any existing or future on-street residents parking zones;
- Travel Plan (submitted document to be revised as per comments above and then appended to S106);
- Travel Plan Monitoring contributions - residential and for commercial development;
- TRICS SAM surveys for TP monitoring including survey years;
- Funding of the Travel Plan Coordinator – budget allowance commitment;
- Cycle/public transport vouchers (further discussion required);
- Reconstructed car park to be built to Park Mark Standard;
- Cycle Hub including agreed internal specification;
- Contribution to fund stopping up of redundant highway (Queensmere Road);
- Implementation of SCOOT and MOVA at the new signalised T-junction and link proposed toucan crossing at Wexham Road to the existing Uxbridge Road roundabout and the new T-junction at Queensmere Road;

14.3 A development with this number of residential units requires on-site provision of affordable housing and contributions towards education and public open space as per the Developers Guide. However in practice as the flats are to be operated by a Private Rental Company, service charges are likely to be unaffordable for applicants eligible to be nominated to the tenancies available. In addition, there is a risk a very high concentration of one bedroom flats occupied by those in housing need or with insecure incomes for example could lead to neighbour and management problems. As such a contribution for off-site provision has been agreed. The intention is that this should then also enable the occupants to be there through choice, and the flats and facilities to be suited to the tenure provided. This in turn will then create a positive living environment, and a population who can utilise the town centre's facilities.

14.4 A viability statement has been submitted by the applicant with regards to what is

viable to be paid and initially suggested that no sums were payable as the scheme had a negative viability. However after further scrutiny of the assessment and negotiations a sum of 4 million pounds has been offered by the applicant. This offer would cover all of items mentioned in the paragraph above and any additional highway contributions. Officers are of the opinion that this figure is the maximum amount that would still ensure that the development is viable, but that the detail of how this would be prioritised for allocation still requires further discussion.

- 14.5 When this offer is considered against the fact that the scheme will produce much needed benefit for the Town Centre, as set out above, officers are of the opinion that this offer should be accepted. It is believed that without this development the existing shopping centre will continue to suffer decline and provide a low quality offer that will further impact upon the vitality and viability of the Town Centre.
- 14.6 The applicant's have stated that they are proposing to start undertaking the development within nine months of obtaining planning permission and have already tendered the work out to contractors. Therefore with work being undertaken on the site early it would be inappropriate to have any claw back should profits rise as every effort will be taken to get the development implement on site. The Section 106 Agreement would require the early commencement of the scheme as well as providing for the phasing of the scheme.

PART C: RECOMMENDATION

15.0 **Recommendation**

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

16.0 **PART D: CONDITIONS**

The heads of the following draft planning conditions are proposed in the event that planning permission is granted. The list is not exhaustive at this stage and may be subject to change before a final determination is made

1. Time Limit (*cross reference with S106*)
2. Approved Plans
3. Approved Reports
4. Materials
5. Development in accordance with the design code
6. Access
7. Cycle Parking
8. Surface Water
9. No doors on highway
10. Car Park Management Plan
11. Servicing Management Plan
12. Surface details
13. Refuse storage

14. Landscaping
15. Landscaping Management Plan
16. Working Method Statement
17. Glazing
18. Ventilation
19. Contaminated Land
20. No Piling
21. Bird Hazard Management Plan
22. Delivery Times
23. Use of plant and machinery
24. Internal Noise Standards
25. Drainage Strategy
26. Water Impact Study
27. Archaeology
28. Use Class restriction on viewing platform
29. Entrance security details
30. Safer parking Scheme Standards
31. TV signal strength

APPENDIX A: CONSULTEE RESPONSES

1.0 HIGHWAYS AND TRANSPORT

Trip Generation and Trip Distribution

The local highway authority has accepted the trip generation, it has some reservations with the assumptions made, and the accuracy of these assumptions will be tested by the travel plan TRICS based surveys. Clarification is required on what have changes have been made.

Car Parking

There are 1,405 existing car parking spaces in the two car parks. The Queensmere car park will be fully re-built as part of this development, but the number of parking spaces will not increase. Under the Slough Local Plan Parking Standards the minimum number of spaces required for residential developments in the town centre is nil. However this does not prevent developers providing spaces should they choose to do so. In respect of this application the applicant has been encouraged to provide some level of parking provision and in the local highway authority's previous comments this was recommended to be between 0.25 and 0.5 spaces per dwelling.

Parking Accumulation

Parking accumulation surveys have been undertaken at the Queensmere and Observatory car parks on two occasions: the first occasion was in May 2012 and the second occasion in July 2014.

The parking accumulation surveys do show a decline in use of the Queensmere and Observatory car parks between the survey dates. There are probably a number of factors why this has been the case and it is unlikely to be any one single factor.

What is clear from the parking accumulation surveys is that there are a large number of parking spaces available both on a weekday and at the weekend and these could be used for residential use.

The local highway authority has accepted the proposed level of parking provision of 0.15 spaces per flat. It acknowledges that the Car Park Management Plan allows for a greater proportion of residents to park cars on-site. Given that spaces are currently available within the two car parks and that the developer has agreed to allow residents to take up short term leases of spaces there is now the opportunity for a greater proportion of residents to park, which will alleviate the potential issues caused by not providing this facility. With the availability of the car club residents will be better placed to make decisions on the cost of owning a car and the cost of using a car club vehicle as and when required. Changes are required to the Car Park Management Plan to address the issues raised at this stage, but I would also recommend that an updated Car Park Management Plan is secured through a planning condition in case there are any further changes between planning consent and first occupation.

Car Park Design

The car park design is shown in Drawing TSP/SSC/P220-9/71 rev A. Clarity has been requested from the consultant as to whether there will be any visibility between vehicles leaving the car park and vehicles emerging from the service deck down the ramp. It is unclear from the plans as to whether this is a kerb line or a solid wall and this clarity is required.

The car park design at its entry point shows incorporates a number of pick-up and drop off bays and the car club bays. This will make the entry point of the car park quite confusing for users and introduces hazards of turning vehicles across the entry queue when first time users may not be expecting these manoeuvres to occur. It is recommended that at the detailed design stage that a road safety stage 2 audit is undertaken in this location. It may be necessary to delete the pick-up and drop off bays further in the design process or potentially once the development is operational and therefore this should be picked up in the CPMP. Car park entry and exit technology is changing all the time and by the time this scheme is implemented it may not be necessary to have entry and exit barriers or alternatively it may be possible to locate the pick-up and drop off bays and the car clubs within the barriered area of the car park.

An informative should be included requiring the car park to be designed to accord with The Institution of Structural Engineers document *Design Recommendations for multi-storey and underground car parks (Fourth edition)*, and it is recommended that a Variable Message Signing system is installed to assist car drivers in navigating to available car parking spaces.

Some of the aisles within the car park are below 6m. In particular on the north side of the floor to floor ramp the aisle in this part of the car park measures just 4.5m. This is unacceptable and the design will need to be amended. Some of the bays and aisles around the stairwells are also below minimum dimensions.

Park Mark

The re-built Queensmere car parking will need to accord with the Park Mark: Safer Parking Scheme standards. This will form part of the Section 106 obligations.

Electric Charging Points

The council will require the provision of electric vehicle charging bays within the development. The provision will need to be in line with the standards within the Institute of Air Quality Management's 'Land-use planning and development control: planning for air quality' document (April 2015). A copy of this will be provided to the applicant. This document recommends the following good practice:

The provision of at least 1 Electric Vehicle (EV) "rapid charge" point per 10 residential dwellings and/or 1000metres squared of commercial floorspace. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made.

In respect of this application consideration needs to be given as to how many rapid charge points are to be implemented in the Observatory car park where the residential parking is proposed and what infrastructure will be provided in the re-built Queensmere car park. Noting the comments in the Car Park Management Plan some of the bays in the Queensmere car park may be used for short term residential use.

Car Park Design Summary

There are some minor design changes that are required and further clarifications on several points. The number of electric charging points should be agreed and will need to be agreed as part of the S106 agreement.

Access and Other Highway Works

One of the most welcomed elements of this development is the proposed change to vehicular access. The existing Queensmere Road junction that forms part of the Tesco/A4 Wellington Street junction will be altered by removing the Queensmere Road arm (In only) and the Queensmere Car Park vehicular exit (out only). This enables the development frontage (new shop fronts) to extend along the length of Wellington Street, which will help to transform Wellington Street from a dual carriageway into shopping street.

As a result of this change all vehicle access to Queensmere car park and the service deck above Queensmere shopping centre will be taken from the existing roundabout junction with A4 Wellington Street. This arm of the junction will also provide vehicular access to:

- the Yell Building and its underground car park (currently being converted to residential use);
- the Observatory car park;
- the ground floor service area for Queensmere shopping centre;
- a refuse collection area for one of the residential blocks; and
- the HTC building.

The existing traffic flow in and out of this arm will increase significantly with this change and therefore a key part of this assessment of the development has been to understand the impact of this additional traffic on this arm of the junction. It is particularly important to ensure that all road users, particularly vulnerable road users are considered in this assessment of this impact. The NPPF is very clear about this as it *“states that developments should be located and designed where practical to:*

- *Give priority to pedestrians and cycle movements;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and*
- *Consider the needs of people with disabilities by all modes of transport.”*

There will be significant change in traffic flows with the closure of the Queensmere Road arm of the Tesco junction. This will have an impact on the pedestrians and cyclists crossing this arm of the roundabout junction whilst using the southern footway of A4 Wellington Street. With 675 new flats and 7,386 sqm of new commercial floor area, together with the construction of shop fronts onto A4 Wellington Street this will create significant additional demand for pedestrian and cycle trips using the southern footway of A4 Wellington Street. The TA does not acknowledge this increase in pedestrian/cycle demand nor does it acknowledge the increase in vehicle traffic using the Queensmere Road arm of the roundabout in terms of the impact it will have on the available gaps in traffic flow or the comfort of and safety of crossing this arm of the junction.

Without a controlled crossing facility, pedestrians (including the mobility impaired) and cyclists will find it harder to cross this arm of the junction as the traffic flow will

be 90% greater in the Saturday lunchtime peak, 274% greater in weekday evening peak and 626% greater in the weekday morning peak hour. It will be harder to find gaps in the traffic to cross and motorists will be less willing to allow pedestrian/cyclists to cross as there will be fewer gaps for them to get out onto the A4 Wellington Street. Currently circulating traffic exits the roundabout at a greater speed that one would necessarily expect (an observation) and one of the reasons for this is that there is so much road space for circulating traffic that the behavioural response is that drivers drive faster. Taking into account the factors of volume of traffic increasing, speed of exiting traffic and increased in pedestrian/cycle demand it explains why the local highway authority has been very firm in its request for an improved route for pedestrians and cyclists along the southern footway.

Furthermore the local highway authority has also had experience of the Tesco development where the pedestrian crossing between Tesco and Queensmere shopping centre was not located on the desire line. This led to the majority of pedestrians ignoring the signal controlled crossings and crossing on the desire line, which has led to a number of accidents and ultimately the local highway authority has had to fund a new signal controlled crossing on the pedestrian desire line.

The local highway authority has requested that an improvement is made to the Queensmere Roundabout to provide a safe crossing environment for pedestrians and cyclists. In order to achieve this request, several design options were considered and this included trying to incorporate a controlled crossing on the Queensmere Road arm of the roundabout. However it was not feasible to safely accommodate a controlled crossing in this location. Even if there had of been sufficient space it would have had a detrimental impact on the operation of the roundabout. Therefore at the request of the local highway authority the developer was requested to design a signal controlled T-junction. However the local highway authority was not satisfied with the design.

Overall the local highway authority felt that the T-junction design could be improved upon, which would reduce the amount of queuing and reduce delays and provide greater capacity for the whole network and future proof the junction, particularly in order to accommodate an increase in traffic flows into and out of the Queensmere and Observatory developments. It was felt that the developer's design would lead to some unnecessary delay on the A4 Wellington Street due to the alignment of one of the crossing points and the decision not to provide a left turn slip lane into the development would create further delay for through traffic. Given that the local highway authority still has some reservations regarding the trip rates presented in the TA then it is reasonable that the local highway authority seeks an option that provides greater capacity and at the same time addresses the safety and comfort concerns for pedestrians and cyclists. The local highway authority proposed an alternative highway arrangement which is shown in Drawing No. TSP/SSC/P2209/70 Rev. A.

It should be noted that the left hand slip lane into Queensmere Road is likely to be required to be signalised as it would be unusual to mix and unsignalised crossing with signalised crossings in a junction arrangement.

The conversion of the Queensmere Roundabout to a T-Junction will mean that a right turn lane is required to be implemented from the A4 Wellington Street to turn into Wexham Road north. This will have a benefit to the wider network because as

much as 24% of westbound traffic flow on the A4 Wellington Street (weekday PM peak) makes a U-Turn manoeuvre at the Queensmere Roundabout. The loss of the U-turn facility is considered acceptable for the following reasons:

- The loss of the U-turn facility is being mitigated by implementing a right turn lane from A4 Wellington Street into Wexham Road;
- Existing traffic using Wexham Road (section south of Wellington Street) that needs to U-turn at the roundabout can be accommodated by using High Street and then A412 Uxbridge Road;
- Only traffic egressing from the Observatory service deck will be disadvantaged by not being able to U-turn, but this can be designed into the routing strategies of the delivery vehicles limiting its impact.

There are also a number of benefits of making these changes:

- Will reduce traffic volumes on Wellington Street eastbound and in doing so will reduce vehicle delay for eastbound traffic and traffic exiting Queensmere Road;
- Will reduce air pollution in an existing residential area;
- Will help to smooth traffic flow along the A4 enabling better linking of junctions using SCOOT and MOVA software; and
- Will help to create more gaps in traffic flow on A4 eastbound and thereby reducing delay for vehicles exiting Wexham Road.

The right turn lane also incorporates a staggered toucan crossing on the west side of the junction with Wexham Road, as the opening up of the central reservation may encourage pedestrians to cross in this location. Pedestrians are already observed jumping over the central reservation safety fencing. This will allow the existing subway to be removed, which in turn will improve personal security for pedestrians walking to/from the town centre and the Queensmere/Observatory shopping centres. The toucan crossing should be linked to the operation of the two nearest signal junctions so that the impact of the crossing on traffic flow is minimised.

The provision of the right turn lane and the crossing will also help vehicles egressing from Wexham Road, which is shown in the TA to operate over capacity. In the last three years there have been 9 accidents involving vehicles pulling out of Wexham Road and travelling in a north to east direction. Whilst the TA argues that for road safety reasons the right turn should not be implemented, the local highway authority disagrees with the conclusions drawn by the consultant as the implementation of the right turn lane will increase the number and length of gaps for traffic egressing Wexham Road and therefore should contribute to reducing accidents.

Heart of Slough Materials

The developer proposes to extend the use of Heart of Slough materials to include the new highway works to Queensmere Road i.e. to the east side of the existing roundabout.

Road Safety Audit

A road safety stage 1 audit has been undertaken of each of the three schemes and has found that are two issues that affect all schemes:

- That there is insufficient tactile paving and this can be easily addressed;
- Guard-railing is not proposed as per the wider Heart of Slough scheme

which may lead to an increase in conflicts. On the section of Wellington Street between Queensmere Road and Brunel Way, guard-railing will not be introduced. On the Section between Queensmere Road and Wexham Road this will be considered in greater detail at the detailed design stage.

A meeting was held with Mark Cooper of Criterion Capital (the Developer) on 14 April 2015 in which the developer agreed to implement the SBC preferred T-junction option together with the right turn lane into Wexham Road and associated crossing. These discussions were welcomed and have removed the local highway authority's main objection to this development.

These works should be secured in the S106 agreement and implemented a S278 agreement. All of the highway works can be accommodated within the existing highway boundary. It is unclear at what the stage the highway works would be undertaken and further clarity is needed on this from the developer.

Traffic Modelling

Modelling Results

The results for the SBC T-junction option do show an improvement, in terms of capacity, over the roundabout option, and also over the consultant's proposed T-junction design in the 2023 future traffic scenario (+ committed + proposed development traffic). The results show the maximum DoS to be 87% in the AM Peak on Wellington St (West) in the sensitivity flow scenario. In the main development traffic scenario, the maximum DoS is 81% in the Saturday Peak increasing to 83% in the sensitivity flow scenario (as per Table 8.5 in TA). However based on the comments above, the pedestrian intergreens should be longer, which is likely to make the results slightly worse.

Modelling Clarifications

Further modelling results have been supplied to address the comments raised by Atkins. However no model files have been supplied for checking. These results show a large increase in degree of saturation at the Queensmere Road proposed signalised junction (both proposed option and SBC option), with results previously reaching a maximum of 90% DoS, now predicted to operate at 258% and 269%. These are very surprising increases from the comments originally supplied (where changes were expected relating to intergreen times and staging), and hence the models, and a clear description of what has altered, should be supplied for checking. Overall the models supplied should be presenting the optimum operation possible (within the constraints of required intergreens etc).

Wexham Road /Wellington Street

Modelling has been undertaken of the Wexham Road junction in the software package Junctions 8. This modelling has not been provided for review, so that the results have not yet been checked. The format that the results have been presented in the TA does not show the performance of the proposed right turn from A4 Wellington Street. Whilst the modelling presented in the TA shows Wexham Road North operating over capacity, it is mentioned that there is a significant amount of queuing for left turn traffic exiting Wexham Road North.

Traffic Modelling Summary

Subject to the local highway authority being provided with the outstanding model

files and assuming that the results are considered satisfactory then no further modelling will be required.

Cycle Parking

The tenant cages and other cycle parking stores within the blocks are detailed below:

- Drawing 101 Rev. B: 1st Floor – shows Bike Parking within the Car Park. It is unclear who this is for;
- Drawing A-200 Rev.V: 2nd Floor – shows 8 flats and 4 cages in Block B and 11 flats and no tenant cages in Block A;
- Drawing A-300-A1 Rev.V: 3rd Floor – shows Block A has 12 flats, 4 cages and 8m² cycle store for 4 bikes. Block B has 8 flats and 4 cages;
- Drawing A-400-A1 Rev. U: 4th Floor - Block A has 11 flats and 4 cages and 8m² bike store for 4 bikes that does not work. Block B to E have 8 flats and 4 cages. Block F has 4 flats and no cages;
- Drawing A-500-A1 Rev. K: 5th Floor – shows 4 tenant cage stores in each block for the 8 flats. But in Block A (church) there are 11 flats with 4 cages plus a bike store measuring 4m x 2m for 4 bikes;
- Drawing A-600 Rev. B: 6th to 14th Floor – shows 8 flats per block with 4 tenant cage stores on each floor except spiral tower;
- Drawing A-700-A1 Rev. B: Block F has 7 flats and 7 stores. There is plenty of space to make the tenant stores larger in this location. Blocks B-E have got 8 flats and four cages;
- Drawing A-701-A1 Rev. B: Block B has 4 flats and 4 cages. Blocks C to E have 8 flats and 4 cages. Block F 7 flats and 7 cages and plenty of space to increase cages;
- Drawing A- 702-A1 Rev. B: 16th floor has Block B no flats, Blocks C to E have 8 flats and 4 cages. Block F has 7 flats and 7 cages with plenty of space to increase the cages;
- Drawing A1 600 Rev. A: Penthouse Apartments - shows cycle parking for 7 bikes in a store measuring 3.2 x 2.7m for the 5 two bedroom flats;
- Drawing A – 703-A1 Rev. B: 17th and 18th Floor – Blocks C to E 8 flats and 4 cages per block. Block F 7 flats and 7 cages with plenty of space to increase cage dimensions;
- Drawing A- 704 –A1 Rev. B: 19th Floor – Block C has 5 flats and 4 cages. Blocks D and E have 8 flats and 4 cages per block. Block F 7 flats and 7 cages with plenty of space to increase cage dimensions;
- Drawing A-705-A1 Rev. B: 20th Floor – Block D and E 8 flats and 4 cages per block. Block F has 7 flats and 7 cages with plenty of space to increase the cages;
- Drawing A-706-A1 Rev. B: 21st Floor – Block D to E 8 flats and 4 cages. Block F 7 flats and 7 cages with plenty of space to increase cage dimensions;
- Drawing A-707-A1 Rev. B: 22nd Level – Block D and E have 5 flats on each floor with 4 cages. Block F has F has 7 flats and 7 cages on each floor;
- Drawing A-708-A1 Rev. A: no flats accessible from this floor.
- Drawing A-709-A1 Rev. A: Roof Level – No flats accessible from this level.

Bike Hub

Some discussions have been held regarding the cycle hub and further clarity is

needed in terms of what exactly the hub will entail. Currently it provides space for 790 cycles in the form of sheffield racks and two wheel washing facilities. The bike hub can be used by both the residential and commercial elements of the development. The provision of facilities in the cycle hub are over and above what is required in terms of cycle parking at the development, not in lieu of good quality cycle parking provision. Furthermore the low car nature of the development means that even more efforts are needed by the developer to encourage the use of cycling to and from this site.

In terms of facilities / provision at the cycle hub we require the following:

- Provision of a secure environment manned at least during the day and late to the evenings, with a separate security system at night so people returning their bike late at night will feel safe. It is noted in the CPMP that there is a 24/7 on-site staff presence in the management office – this could potentially be combined with the cycle hub role in order for economies of scale to be realised in the new development layout;
 - The security control between the street and the Bike Hub is not sufficient, there is only one door and therefore tail-gating would be all too easy. Users will lose confidence in the store if security is breached and bikes will end up on balconies;

Access for retail staff as well as residents, with different types / delineated areas of cycle parking for each user group (see comments below);

The cycle parking provision needs to be of high quality within the hub – for example well-spaced ‘sheffield’ type stands works well for employer parking, but enclosed cycle stores/lockers provide much greater security for residential use. If they are in the form of stores then they can be used for other things (as mentioned above) which can be more attractive for residents, but would mean that they could be rented out. Other recent developments e.g. 43-61 Windsor Road mixed use development (hotel, flats and commercial space) has provided a mix of ‘sheffield’ type racks and cycle stores (2m x1m) for residents and some additional lockers provided for the hotel staff.

For the staff and employees who work in the Queensmere/Observatory shopping centres there is a need to provide them with long stay secure cycle parking. These users will require slightly different facilities. They will want showers, changing facilities, clothes lockers, drying facilities ;

- Provision of changing / showering / drying and clothes storage areas – this could be in the form of a gym located at the same site, which retail staff / residents have free access to – this is subject to innovative interpretation as to what the developer thinks will work well here – e.g. a manned facility with showers / changing, or a gym located adjacent to the bike stands, which would have regular paid members, and the users of the bike hub would be able to use the facilities too.

Provision of cycle maintenance facilities – a communal bike pump (NB a sturdy public-style communal pump rather than a standard one which could easily be stolen from the area. There are several types of public bike pump of this nature available), and a communal repair facility with a bike stand as well as bike repair tools – again there are several of these facilities available on the market and this is

increasingly becoming best practice as part of new developments and even on-street in many areas. This will provide residents / retail staff with an extra incentive to cycle as they will be kept 'on the road' with these facilities rather than facing a maintenance issue and not being able to resolve it.

- It is proposed that a cycle washing area and facilities to wash bikes will be provided and whilst this is welcomed it needs to be incorporated with other facilities as identified above;

As the hub is located at the eastern end of the development then it may not serve the residential blocks particularly well as the cycle parking will be located too far from residential entrances. That is why the tenant storage cages if sufficiently large can also provide an alternative solution;

Clarification on when the bike hub will be available is required.

These issues have been considered and addressed by the developers.

Refuse /Recycling

It is unclear where the residential bin stores are each block. These should be within 30m of the main flat entrance. Further clarification is required on the distances between blocks and the refuse/recycling stores. From the submitted drawings it would appear that residential collection of waste will be collected from both the service deck and the ground floor.

Servicing Management Plan

The number of service vehicles servicing the Queensmere Shopping Centre per day are between 50 and 100 movements. Approximately 25% of these are by vehicles over 7.5 tonnes, with the remainder being under 7.5 tonnes. These figures do not include the Observatory service area. The proposed commercial development will lead to an increase in service vehicle movements by 21 of which 5 will be articulated HGVs. The residential development is estimated to generate a further 24 daily trips.

Taxis

The proposed modifications to Queensmere Road will lead to the loss of 3 taxis bays And the loss of the private hire office and drop off location. A telephone discussion has been held between the local highway authority and the Taxi Federation Representative regarding the bays on Queensmere Road and the Federation Representative was keen that these bays would be re-provided in an alternative location. The local highway authority has recently undergone consultation with the taxi federation to update locations for taxi bays in the town centre and it is difficult to identify an alternative location. The local highway authority would not be willing to accept the provision of new bay on Wellington Street for example as this would impact on the free flow of traffic or the enforcement of the bus lane, which taxis are not able to use. In order to support the removal of the bay, the developer should undertake a CCTV survey to determine how frequently the bays are used. This survey should cover a weekday and a Saturday and be undertaken for a 24 hour period. This would demonstrate the value of the existing bays, if they are not currently being used then there is a stronger case for removing the bays.

In terms of the private hire provision it is recommend that this either undertaken in the car park or on the service deck and further plans / explanation as how this will be addressed.

Travel Plan

Introduction / site characteristics and accessibility

The site is introduced well, with all key site information given including information on the proposed development, phasing of the development, opening times of retail units, number of car parking and cycle parking spaces. The entire residential site will be private rented. Only 102 residents parking bays will be provided, plus 4 car club spaces and 5 disabled spaces. It is recommended that the number of car club bays is increased incrementally above the 4 proposed, in line with the development phasing. There are also different references within the application documentation relating to the number of car club vehicles / bays and this needs to be clarified.

The site accessibility section details access to the site by all modes. A bicycle hub will also be included as part of the development, this is welcomed.

Baseline travel information

No baseline travel information has been provided within the travel plan, this must be included from the Transport Assessment, or another source e.g. Census 2011 data, in order to provide an indication of likely travel behaviour at the site (for all land uses).

Objectives and benefits

The aims, objectives and benefits of the TP are noted, these are acceptable.

Targets

Targets are set out for the residential and commercial development. These do not show the context of the TRICS trip generation from the TA and so this baseline is needed before the targets can be properly assessed. Targets must be revised.

Targets show a general reduction in SOV and increases in sustainable modes (including working from home) which are welcomed. It is noted that the targets are interim and will be finalised once the development is complete. There is a concern with this approach, the travel plan will need to be re-submitted at the end of each phase of development as there is a risk that some phases of the development may never be built out, which would mean that the travel plan may never be submitted.

Measures

A range of measures are detailed, including cycle to work schemes, cycle parking, cycle route information on display, welcome packs, £100 travel vouchers (bus or cycle), personalised travel planning, bike hub, real time bus information screens. Whilst the measures are broadly welcomed they do raise a number of concerns:

- Personalised travel planning (PTP) – is offered on the basis of being requested only. It is proposed as a reactive service rather than a proactive service. PTP has had some success when people have knocked on people's doors and have spent time engaging with them. Experience of request only PTP is that there are very few requests and therefore this measure is not very genuine and unlikely to achieve very much in its proposed form. It is also noted that the travel plan coordinator is tasked with this measure, but their proposed time allowance is very small for undertaking

the whole role so in reality there will be very little of any time available to spend on PTP;

- The way forward on this measure would be to agree a costed specification of what PTP would entail for this development or alternatively agree a sum with the local highway authority to undertake this service on the developers behalf;
- Public transport or cycle vouchers – experience from other developments in Slough is that the take up of these offers is low (often less than 10%, if indeed they are ever implemented), as they are only available to the first occupier of the flat, if that occupier does not take up the offer then the offer is withdrawn. Whilst £67,500 sounds like a significant sum, the actual cost of the measure is likely to be very much smaller particularly either by design or accident some of these offers can be difficult to redeem, which reduces take up;
- Residents will be excluded from applying for on-street residential parking permits. This must be clearly communicated to residents as part of the marketing process, tenancy agreement and welcome pack;
- The welcome packs will need to be submitted to the local highway authority for approval for distribution so as the quality of the output can be checked and where necessary improvements will be requested;
- Erecting community notice boards, with real-time bus display screens at prominent points within the development such as at the main entrances. Whilst this is welcomed there needs to be more detail to the number of screens that will be provided as there are at least 5 main entrances to the shopping centre and then 6 main entrances to the residential blocks excluding bike hub so at circa £5,000 each then this cost will need to be budgeted for.
 - It may be better to agree a sum with the local highway authority to implement real time screens at bus stops in close proximity to the development and install a couple of other screens in main entrance locations. The specification of the screens to be located within the centre will need to be agreed with the local highway authority to ensure that they are anti-reflections screens as this cannot significantly limit their effectiveness.

Car Club

A car club is proposed, with Co-wheels, where vehicles will be provided and the first two years' membership fee for residents covered by the developer. The provision of membership must cover at least three years as this is the standard for developments in Slough. This needs committing to by the developer and secured as part of the S106 agreement.

In terms of the provision of car club vehicles, there are different numbers quoted within the travel plan document, car park management plan (CPMP) and elsewhere in the application. The number varies from 4 to 6, but in the TP the wording is as such that they will guarantee 2 vehicles, with the first would be available on first occupation and the second after 20 units are occupied. Thereafter a further 2 vehicles will be provided subject to the level of demand. However the total cost commitment to the developer is said to be circa £55,000, which would suggest that this would only cover the cost of one vehicle. As it costs:

- £17,513 for year 1 costs including the cost of the vehicle, £2,538 for Year 2 and the same amount for Year 3 which equals £22,589;

- The marketing development time cost and production of marketing materials is £650 per year per vehicle;
- The membership incentive entitles the occupier to free £25 membership + free £25 driving credit and this costs £5,000 per 100 units so for 675 units then this would cost £33,750. It's not clear whether this is an annual membership fee or for the three year period. Assuming it is for three years then the total cost would be £58,289 for one vehicle for three years for 675 flats. The proposal makes no assumptions on revenue generated by the club, which one might have expect to be included within the proposal, but it is not, so it is difficult to see how the outlay of £55,000 would pay for up to 6 vehicles.

Front-loading of the car club provision is recommended in order to get the critical mass of usage from the outset as opposed to new residents getting into their travel habits by the time all the car club vehicles are on site. The car club must be committed to at the development for at least the life of the travel plan, this is not currently the case, as noted above the residential membership needs to be paid for 3 years from occupation for each unit.

Marketing and promotion measures must accompany the car club from the outset of occupation (earlier if possible, via tenant information etc) in order that this facility is fully utilised by residents and that they are fully aware of what the car club is, where it is on the site and how it operates.

Travel Plan Coordinator (TPC) and Management Support

A TPC role is committed to, and it is stated that this is likely to be the consultant who wrote the travel plan in conjunction with an employee from the shopping centre. However the cost of the TPC role is stated to be £3,000 per year this clearly indicates that very little time will be spent on all of the tasks. As a consultant will be employed then the TPC will only have 6-8 days a year to do all of the tasks. This is likely to have a negative impact on the quality of the output. The reality is that the budget allocated to the TPC role will need to be increased.

The handover process for inducting the new TPC to the travel plan and its requirements must be noted. Without a smooth and clear handover process, there is the danger of the travel plan not being implemented as intended.

A steering group will be set up for the travel plan, this will meet every 6 months and will include representatives from both elements of the development.

Monitoring and reporting strategy

It is noted that the travel plan surveys will be TRICS SAM compliant and funded by the developer. It is not noted when the surveys will take place. We require TRICS SAM surveys to take place at 1, 3, 5, 7 and 9 years from initial occupation of the site ('Year 1' being within 6 months of first occupation) or alternatively the interim surveys may fall better at the end of each stage of development. Further discussion should be undertaken in this respect and then the TP amended as the survey dates will be set out in the S106 agreement. It would be prudent for the developer to get a cost estimate from TRICS at this point in order to get an understanding of the SAM survey costs. It is difficult to see how the survey could be conducted without surveying the whole of the shopping centre.

In terms of the travel plan review, it is noted that reviews will be undertaken after completion of each phase of the development and thereafter annually after full completion for 5 years. This is acceptable.

It is noted that remedial measures will be implemented should travel plan targets not be met.

Action Plan

An action plan is not provided and needs to be included, covering implementation of measures, monitoring and review points, funding, and setting of targets.

S106 /S278 Agreement

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a 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 junction;
- Reconstruct the footway fronting the application site using Heart of Slough materials;
- Reinstatement of redundant access points to standard to footway construction;
- Installation of street lighting modifications;
- Drainage connections;
- Sign and lining changes (as necessary);
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road associated infrastructure and turning area(s);
- Construction of the SBC promoted T-junction layout as shown in Drawing TSP/SSC/P2209/70;
- Construction of the right turn lane and toucan crossing at Wexham Road as shown in Drawing TSP/SSC/P2209/69;
- Works to stop up part of Queensmere Road;
- Construction of the site access arrangements as set out in TSP/SSC/P2209/73;
- Removal of the redundant carriageway and footway infrastructure following implementation of the new signalised junction;
- Removal of the subway ramps and subway structure at the Queensmere roundabout;

The transport schedule:

- Variable Message Signing Scheme on approach to development on A4 Wellington Street (including minimum of two VMS signs) and VMS signs on Queensmere Road leading to the car parks advising which car parks have spaces available;
- Real time passenger information screens (no. and location to be agreed);
- Electric charging bays in both Queensmere and Observatory car park (see further guidance from IAQM);
- Car Club vehicles no. and phasing to be agreed, specification of vehicles to be agreed in terms of low emission standard);
- Commitment to funding car club vehicles until at least development is fully

- built out;
- Car Club membership free for three years for all occupiers;
 - Personalised Travel Planning contribution (further discussion);
 - Welcome Pack (to be approved by the local highway authority prior to distribution);
 - Occupiers of the development will be ineligible to apply for parking permits in any existing or future on-street residents parking zones;
 - Travel Plan (submitted document to be revised as per comments above and then appended to S106);
 - Travel Plan Monitoring contributions - £12,000 in total - £6,000 for Residential and £6,000 for commercial development;
 - TRICS SAM surveys for TP monitoring including survey years;
 - Funding of the Travel Plan Coordinator – budget allowance commitment;
 - Cycle/public transport vouchers (further discussion required);
 - Reconstructed car park to be built to Park Mark Standard;
 - Cycle Hub including agreed internal specification;
 - £5,000 contribution to fund stopping up of redundant highway (Queensmere Road);
 - Implementation of SCOOT and MOVA at the new signalised T-junction and link proposed toucan crossing at Wexham Road to the existing Uxbridge Road roundabout and the new T-junction at Queensmere Road;

Recommendation

Subject to the developer resolving the outstanding issues which are set out in the comments above, together with agreeing to the S106 obligations listed above and the developer agreeing to enter into a S278 agreement to undertake the highway works I raise no highway objection. Conditions and informatives covering the following issues would also need to be included in any permission.

2.0 ENVIRONMENT AGENCY

We have **no objections** to the proposed development, subject to the inclusion of conditions in any planning permission.

Condition

No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
Cont/d.. 2

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason This site is underlain by the Langley Silt Formation (Unproductive Stratum) over the Taplow Gravel Member (Principal Aquifer). The solid geology under the site is the Lambeth Group (Secondary A Aquifer) which lies over the Chalk (Principal Aquifer). We need to protect these aquifers from any potential contamination which might be mobilised during construction.

The Langley Silt may have offered protection to the underlying aquifers from historic contamination that may be in the soils as a result of previously contaminative use. This development is for a mixture of retail and residential, therefore care needs to be taken to avoid piling through contaminated parts of the site and avoid creating pollution pathways. Since over time this site has undergone different stages of redevelopment, the silt stratum may have already been breached and we need to know if this has already caused pollutants to migrate into the Principal Aquifer.

We have reviewed the Soil Environmental Services Ltd, Contaminated Land Risk Assessment, Desk Top Study and Site Walkover Survey dated June 2012. This study covers a much wider area than this application site. However our searches on 'Old Maps' suggest that the Former Gas Works is further to the South-West than indicated on Drawing No 1 supplied in this Desk Top Study. The Gas Works was located on the eastern side of Chandos Street, which was a continuation of Park Street. This means that part of the Gas Works is located within the red outline of this particular application. This anomaly needs to be addressed.

We agree with Soils Environmental Services that further investigation is needed on this site. To assess if groundwater quality has been impacted, we would initially like to see results of groundwater analysis for the gravel deposits encountered under the site. In particular groundwater analysis should include determinants associated with the Gas Works and the Embrocation Works.

Condition

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason Whilst currently the Langley Silt may offer protection to the underlying aquifers from historic contamination that is likely to be in the soils as a result of

previously contaminative use, disturbance during construction and the use of deep penetrative foundations may cause pathways for contamination to migrate vertically. Under the Langley Silt is the Taplow Gravel Member (Principal Aquifer) and at depth the solid geology is the Chalk (Principal Aquifer). We need to protect the aquifers under the site from any potential contamination which might be mobilised during construction.

Condition

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

Reason There is the potential for piling to form pathways for contaminants (associated with the former Gas Works and the Embrocation Works to migrate from the soils on site through the gravel aquifer to the Chalk aquifer under this site. We therefore need to establish the contaminative status of this parcel of land in order to ensure that foundation design does not create vertical pathways.

Condition The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water that should ensure that soakaways are not constructed into contaminated land has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason The previous use of the site is potentially contaminative. We need to insure that surface water drainage systems will not discharge through contaminated land.

Advice to LPA and applicant

Sewage discharge

All sewage or trade effluent should be discharged to the foul sewer if available, subject to the approval of Thames Water or its sewerage agent.

Surface Water Flood Risk

The proposed development is located in Flood Zone 1 (low probability) based on our Flood Zone map. Whilst development may be appropriate in Flood Zone 1, Paragraph 103, footnote 20, of National Planning Policy Framework (NPPF) sets out a Flood Risk Assessment (FRA) should be submitted for all developments over one hectare in size.

We note an FRA has been submitted in support of the proposed development.

The West Thames Area are operating a risk based approach to planning consultations. As the site lies in Flood Zone 1 and is between 1 and 5 hectares we will not make a bespoke response on surface water. The following standing advice is provided as a substantive response to you. If this advice is used to refuse a planning application, we would be prepared to support you at any subsequent appeal.

In order for the development to be acceptable in flood risk terms we would advise the following:

- Surface water run-off should not increase flood risk to the development or third parties. This should be done by using Sustainable Drainage Systems (SuDS) to attenuate to at least pre-development run-off rates and volumes or

where possible achieving betterment in the surface water run-off regime. (The applicant should contact Local Authority Drainage Departments where relevant for information on surface water flooding.)

- An allowance for climate change needs to be incorporated, which means adding an extra amount to peak rainfall, as described in Paragraph 68, part 4, (Reference ID: 7-068-20140306) of the Planning Practice Guidance. Further guidance can be found on our website at the following https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/296964/LIT_8496_5306da.pdf
- The residual risk of flooding needs to be addressed should any drainage features fail or if they are subjected to an extreme flood event. Overland flow routes should not put people and property at unacceptable risk. This could include measures to manage residual risk such as raising ground or floor levels where appropriate.

3.0 **ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD**

The building heights proposed in this application will drastically alter the skyline visible from Windsor Castle. In relation to Windsor Castle and Home Park, the Heritage Impact Statement submitted by the applicant indicates that: “The proposal would be sited some 3 km away. It would be visible in skyline views from the sensitive North Terrace and the Great Windsor Park. It would rise above the existing horizon and would result in a new skyline for the Town. The colour and articulation of the central three towers are likely to have an unusual blank presence on the horizon. The proposal will result in significant adverse impact.”

The submitted Visual Impact Assessment Document considers that the proposals would have a significant adverse impact from North Terrace and a Moderate adverse impact from Copper Horse. Mitigation is described as ‘articulation of gable façades of central three towers’. Whilst there are a number of tall buildings in the Slough area, the magnitude of the recorded negative impact of the proposals on views from Windsor Castle and Home Park are considered unacceptable. This intrusion into the skyline would potentially alter and damage the character of the view from Windsor Castle and Home Park

The Council raises an objection in relation to the heights of the buildings proposed – up to 108m. This is significant and runs contrary to the principles set out in the Heart of Slough Development Brief that was adopted in 2007 and the subsequent Slough Core Strategy and Slough Site Allocations DPD. The Council therefore urges Slough Borough Council not to grant approval for this development unless it is satisfied through further consultation with English Heritage regarding significantly enhanced mitigation measures.

A further objection was received based on the resubmitted information as follows:

Based on original consultation comments, RBWM urged Slough Borough Council not to grant approval due to concerns over views from Windsor Castle North Terrace and Copper Statue respectively towards the proposed development, unless it was satisfied through further consultation with Historic English (as renamed) that significantly enhanced mitigation measures could be put in place. The amended scheme shows an increased number of storeys to the buildings. The Royal Borough of Windsor and Maidenhead would there maintain their objection to

the amended scheme on the basis that the buildings would be visually prominent (owing to their height) when viewed from the North Terrace of Windsor Castle and the Copper Statue, and this would have adverse impacts in terms of visual impact as seen from Windsor Castle North Terrace and Copper Statue, and in terms of impact on the significance of the Heritage Assets (due to important views from these Heritage assets).

4.0 **HEATHROW AIRPORT**

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

*- Management of any flat/shallow pitched/green roofs associated with the development which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * **See para below for information** **

The Bird Hazard Management Plan shall be implemented as approved *on completion of the development* and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting; roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

5.0 **ENVIRONMENTAL PROTECTION**

Referring to the Noise Assessment provided by Hawkins Environmental it is understood that the site currently resides in Noise Exposure Category B and C as defined by PPG24. Whilst this guidance has been withdrawn there is no alternative suitable guidance published detailing the relationship between a noise environment and domestic redevelopment. Noise Category C indicates that planning permission should not normally be granted.

The use of specialist acoustic double glazing can be used to achieve a 'good internal acoustic environment' (British Standard BS8233) but this would only provide for an effective environment if the windows were not opened and fresh air was pumped through a central system. This is not considered to be a suitable solution and therefore the development should be reconsidered.

In essence we are placing people into an environment that is considered to be too noisy. In order to live in such an area we are going to be forcing those residents to live behind closed windows and to have no access to fresh air, other than that provided centrally through a pumped system. It is the removal of the element of choice that makes the scheme unacceptable in the view of the Neighbourhood Enforcement Team. The occupiers of the flats will be unable to achieve a good acoustic environment within the flats unless they seal themselves in to an artificially created environment.

If planning permission is granted then the following conditions should be considered

1. The internal noise environment should achieve the 'good' standard, for both daytime and night time noise, as defined by British Standard BS8233 as a minimum. Where such a solution involves the use of centralised equipment then this shall be maintained in perpetuity.
2. Any plant or machinery installed for the domestic or non-domestic properties shall be so sited or screened so that there is no increase in background noise as determined by BS4142, when measured at the nearest residential property.
3. There shall be no deliveries taking place between 23:00 and 07:00 where the noise from such deliveries is likely to cause disturbance to residential properties.
4. Suitable and sufficient bin stores shall be provided for the exclusive use of the domestic properties. These shall be secured against unauthorised entry and shall be maintained in a clean and pest free state.

6.0 **CONTAMINATED LAND OFFICER**

- Section 5 of the CLRA report concludes that there are still uncertainties regarding the extent of potential contamination at site and recommends a Phase 2 Site Investigation and Survey to be carried out (also stated in Section 6.3.1 of the EIA). Therefore, based on the above, the following conditions should be placed on the planning permission relating to land contamination:

- *Phase 2 Intrusive Investigation Method Statement*

Development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

- *Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy*

Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

- *Remediation Validation*

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3

Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

- Section 6.5.1 of EIA mentions piling was advised to be employed as part of foundations construction. This includes percussive piling and some locations with bored piling (details to be confirmed at detailed design stage). Based on the drawings submitted with the application, it appears that piling will be used to support the proposed the multi-storeys buildings. However, before this is carried out a Piling Risk Assessment will be required in order to assess the possible soil and groundwater contamination by direct contact, vapour, lateral and downward migration. This will have to be submitted to and approved by the Environment Agency.
- Section 6.5.1 of the EIA suggest that no basement excavation will take place; however Section 6.14.5 of the same report states that where feasible excavated soil will be re-used at the site for soft landscaping. Given that the applicant proposes to reuse excavated material, a detailed Materials Management Plan (MMP) needs to be submitted in writing to and approved by Slough Borough Council prior to the commencement of works. This shall be done in accordance with CL:AIRE – The Definition of Waste: Development Industry Code of Practice. This is to ensure that the material excavated is adequately characterised prior to reuse and chemically validated to demonstrate it is fit for the proposed end use (soft landscaping in a mixed residential and commercial development). This requirement will tie in with the planning condition related to CLRA and validation reporting (see above).
- Section 4, Table 4.5 of SWMP makes reference to part of the soil arisings being re-used offsite, however a few paragraphs later indication is made that where possible these will be used on site. Can the applicant please clarify if any excavated materials will be re-used on site? If so, then please see above conditions and requirements regarding validation and demonstrating these are fit for proposed land use. It is acknowledged that at this stage (conceptual design) these details may not be available/finalised. However, these details will need to be provided to SBC once they become available. This ties in with the above comment regarding a Materials Management Plan (MMP) Potentially being required as part of the works.

7.0 **DRAINAGE ENGINEER**

Whilst it would be impossible to require a reduction of surface water flow from the

site to the 20l/ha/sec expected of redevelopment some reduction measures should be requested.

The increase in domestic foul sewage will be significant. I'm aware of historic problems with the existing drainage system in Queensmere and would ask for evidence that any parts of the existing system to be utilised are of adequate capacity and condition to accept the increased flows. Thames Water must be consulted regarding the capacity of their system to receive the increased flows and how connections are to be made.

8.0 **HERITAGE CONSULTANT**

Queensmere shopping centre developed in to the town centre of Slough during the 1960's and 1970's, it is of no particular merit and its redevelopment will provide an improved frontage to Wellington Street and be a landmark development in the town.

The development will be considerably higher than the existing, with five tall towers, changing the skyline of the town. This increase in height has the potential to affect the setting of designated and non-designated heritage assets within the town. A Heritage Impact Assessment has been produced as part of the application.

There are two listed buildings sited directly adjacent to the site, to its west – the Church of Our Lady Immaculate and St. Ethelbert and its associated Presbytery (both grade II listed); their setting will potentially be affected by the development. The proposed development in the area closest to the church will be higher than the existing, but at five storeys it should not overwhelm the church and it will also be of an improved design. If the existing landscaping is retained and improved the impact upon the setting of the church and presbytery is considered to be neutral.

There are other statutory listed buildings locally but their setting is not considered to be directly harmed by the proposed development.

The core of Slough town centre is adjacent to the site; it is not a conservation area but its High Street features some 'locally listed' buildings which contribute to the character and appearance of the area. The scale of these buildings is generally 2 / 3 storeys so the taller development proposed (some of the development within the 5 towers is to be 19 storeys) is likely to have an impact upon this High Street area and the setting of the locally listed buildings within.

The Heritage Impact Assessment also refers to the impact of the site upon views from Windsor Castle; it may be advisable to obtain advice from English Heritage on this aspect of the proposal due to the particular significance of Windsor Castle and its surrounding landscape.

In terms of design the redevelopment of the shopping centre should greatly improve its visual appearance, particularly its relationship with Wellington Street. The use of glazing and good quality materials should ensure a good external appearance to the development. The use of colour, which can be a positive feature of new development, will need to be carefully considered. The way the development will look at night is a further consideration.

The re-development of the Queensmere Shopping Centre in Slough is generally

considered to have a neutral impact upon the setting of the adjacent grade II listed buildings. Any harm to other heritage assets (designated or non-designated) is generally outweighed by the significant public benefit the scheme will bring to the area. As referred to above it may be advisable to seek the view of English Heritage regarding any impact upon Windsor Castle and its historic landscape.

9.0 **THAMES WATER**

Waste Comments

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

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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

potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

Thames Water requests that the applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

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

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

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

Water Comments

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

Supplementary Comments

A drainage strategy for the foul and surface water elements of the development will be required. An impact study will also be required to assess the impact of the foul water discharge on the local network. The developer must prove that their surface water discharge rates will not exceed existing rates.

10.0 **SOUTHERN ELECTRIC**

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

11.0 **HIGHWAYS AGENCY**

The Secretary of State for Transport offers no objection.

12.0 **NATIONAL GRID**

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

13.0 **TRANSCO**

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

14.0 **NATURAL ENGLAND**

Whilst Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Burnham Beeches Special Area of Conservation (SAC) has been classified, we note that this application has not considered a Likely Significant Effect on its features. In undertaking your duty under the requirements of the Conservation of Habitats and Species (Amendment) Regulations 2012, the competent authority would need to be satisfied that this proposal can conclude no Likely Significant Effect prior to the determination of the application.¹

Other advice

We would expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

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

Natural England does not hold locally specific information relating to the above. These remain material considerations in the determination of this planning application and we recommend that you seek further information from the appropriate bodies (which may include the local records centre, your local wildlife trust or other recording society and a local landscape characterisation document) in order to ensure the LPA has sufficient information to fully understand the impact of the proposal before it determines the application.

If the LPA is aware of, or representations from other parties highlight the possible presence of a protected or Biodiversity Action Plan (BAP) species on the site, the authority should request survey information from the applicant before determining the application. The Government has provided advice² on BAP and protected species and their consideration in the planning system.

Natural England Standing Advice for Protected Species is available on our website to help local planning authorities better understand the impact of development on

protected or BAP species should they be identified as an issue at particular developments. This also sets out when, following receipt of survey information, the authority should undertake further consultation with Natural England.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the NPPF. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that *'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*. Section 40(3) of the same Act also states that *'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'*.

15.0 **SLOUGH RETAILERS GROUP**

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

16.0 **ENGLISH HERITAGE**

We do not wish to offer any comments on this occasion. The application) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

17.0 **TENNANTS RESIDENTS ASSOCIATION**

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

18.0 **BERKSHIRE ARCHAEOLOGY**

Following analysis of the Archaeological Desk Based Assessment included with the Environmental Impact Assessment for this project, it is our conclusion that there are potential archaeological implications with this project. Although the impact assessment is thorough we consider that there is not currently sufficient detail on construction techniques available at the present time to confidently assess the impact of the development upon any surviving archaeological deposits.

Furthermore, ongoing reappraisal of the archaeology of the area (particularly in relation to the Heart of Slough redevelopment) has demonstrated that the area to have archaeological potential, our understanding of which remains to be refined through field evaluation.

Therefore I recommend that a condition requiring an archaeological investigation is attached to any planning permission granted, to mitigate the impact of the development, as follows:

Condition:

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

Reason:

Archaeological work is required as a precautionary measure to mitigate the impact of development on any surviving yet hitherto unknown heritage assets which may be present on the site, in line with local and national planning policy.

The exact nature and scope of this work will be dependant upon the construction techniques employed and be set against the ongoing reappraisal of the archaeological potential of central Slough. The results of this appraisal may highlight specific research questions or lower our assessment of the archaeological potential of the area. Therefore we invite the applicant's archaeological consultant to liaise with us to determine the most effective course of action to ensure the mitigation of any archaeological impact through preservation by record.

19.0 THAMES VALLEY POLICE

There are no police objections to this application but comments regarding crime prevention and community safety are below:

Main Access Control - The communal entrances to blocks of flats should form a line of defence acting as a physical barrier to access for outsiders and all five blocks should be fitted with an access control system with an electronic lock release with entry phone and video verification linked to the flats. Communal door entry systems prevent casual intrusion by offenders into the block, where they can break into unoccupied flats during the day without being seen and also act as a line of defence against bogus callers.

The method of mail delivery must be designed in from the start and this can be problematic with large numbers of flats. **Tradesman buttons are no longer acceptable and must not be used.** Royal Mail require them to operate until at least 2pm which in the town centre would be disastrous and on no account should be fitted. Mail boxes can be either positioned through the wall on the main entrance or be situated in the main lobby and a fob be given to the local Royal Mail sorting office for access.

Defensible Space Within Block - With this amount of flats in high rise blocks there should be some control over access between floors. It should not be possible, once in the block, to access all floors. There is no need for this and it actively encourages crime and anti social behavior.

Access control systems can limit the levels of access that is permissible e.g. a resident on the first floor should not have access up to the nineteenth floor. This will provide residents with some defensible space and allows them to take control of their floor. There are examples of flatted blocks nearby in Slough that have continuous crime and anti social behaviour problems where access is uncontrolled throughout the block. So much so that expensive retrofitted CCTV and manned guarding have had to be implemented to try and reduce the anti social and criminal

behaviour.

Crime is always easier to commit where offenders are not recognised as strangers. Consequently, they will take opportunities to offend where they are likely to benefit from this anonymity. People expect to see strangers in what in effect will become semi public space, so there is a natural tendency to ignore them, providing the offender with the anonymity, and the opportunity, to commit offences. In semi public spaces, everyone has a legitimate excuse to be there, and wrongdoers become indistinguishable from legitimate users. Because of this, many people are less inclined or able to recognise problems or, more significantly, to intervene when they occur. It is much easier to ignore anti-social behaviour in public areas over which individuals have little control than in more private areas.

Ideally each floor should have its own access controlled doors but there should at least be some control every few floors. This will encourage residents to take control of their own corridors and act as capable guardians.

Public Viewing Platform – I cannot find any indication in the application as to how access to this public viewing platform is to be controlled. Whatever means of access is finally decided it must not compromise the security and safety of the residents.

Secured by Design Standards – All communal entry doors to blocks and individual flat entry doors should be to BS PAS 24 standard. This is the minimum entry level for security tested doors. These standards should also apply to the commercial element of this block and all exterior glazing should include a laminate pane.

If the development committed to achieving at least Part Two of the Secured by Design Award most of the above points would be covered.

CCTV - There is no mention in this application of any consideration to install any extra public, or private CCTV cameras. If this application is permitted then there will be a large increase in activity in the town centre. This will include night time economy activity and as such care should be taken that vulnerable areas such as the communal residential entrances to the blocks should be covered by public CCTV.

I would also recommend that CCTV be installed within the residential blocks. Unfortunately due to the high number of residential flats, there is a strong potential for offenders to be living within the development. Other large flatted developments have suffered anti social behavior, drug dealing along corridors / gathering points such as stair wells, and ground floor entrance areas. Also if the post delivery is via a post box system for each flat by the main entrances, these can be targeted for criminal damage and theft. The areas that should be covered are the communal post boxes inside the main entrances; inside ground floor entrances and communal hallways at ground level; ground level stair/lift core areas and cycle storage as a minimum.

20.0 **ARQIVA TELEVISION TRANSMISSION**

Arqiva is responsible for providing the BBC and ITV's transmission network and is responsible for ensuring the integrity of Re-Broadcast Links. We have considered

whether this development is likely to have an adverse effect on our operations and have concluded that we have no objection to this application.

21.0 **TREE MANAGEMENT OFFICER**

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

22.0 **AIR QUALITY**

The site is located within the Town Centre Air Quality Management Area 4 (declared in 2011). The local environment experiences breached of the UK Air Quality Objective for nitrogen dioxide (NO₂). This objective should have been achieved by 31 December 2005. The cause of poor air quality is mainly due to road traffic emissions.

This development, whilst not leading to any substantial change in parking provision and will lead to a slight increase in trip generations, according to the latest transport assessment (Stilwell Partnership June 2015) 134 vehicle trips midweek AM peak and 147 in the PM peak. On Saturday lunchtime the development will be adding a maximum of 175 vehicle trips. The number of residential parking spaces has been capped at 102 spaces.

The slight increases in trip movements are due to the residential elements of the scheme, there will also be a slight increase in service vehicle movements to the new development. There will be impact on local air quality, small but as the existing air quality already breached the Air Quality Objectives these will be still be significant.

Paragraph 124 NPPF 2012 is clear the developer must be mindful of the existence of AQMAs and the Air Quality Action Plan.

“Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan”.

The DCLG guidance supports this position and issued additional guidance in 2014. The guidance including basic information an air quality assessment should consider including the assessment of significance of an impact including during construction phase and operational phase and the where necessary acceptable mitigation measures. Examples of mitigation measures include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;

- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

The Councils Local Development Framework Core Strategy 2006 -2026 states in Core Policy 8 :Sustainability and the Environment:

“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...section 3 Pollution – Development shall not: a) Give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial light or noise.

The Council has published an Air Quality Action Plan which was adopted by Cabinet in 2012. The Council is currently developing a Low Emission Strategy which will include an updated Air Quality Action Plan for all four of the Councils Air Quality Management Areas.

The current Air Quality Action Plan focuses on: restricting town centre car parking provision, encourages developers to design out of negative air quality impacts, requires S106 contributions towards local sustainable transport fund, improvement of management of traffic flow along A4 by investing in urban traffic management control (UTMC) and other ITC (Intelligent Transport Systems), reducing long stay car parking in the Town Centre, controlling freight movements, routes, operating times, exploring ways of improving fleet fuel efficiency performance, and promoting cleaner fleet vehicles, switch off technologies, promotion of sustainable modes of travel as alternatives to car, including promotion and provision of cycling facilities, safer crossing points, and promotion of low emission vehicles, electric charging points, and recharging points in Council car parks, and in new developments, as well as exploring the potential for future town centre residents’ car club.

The new LES will supersede the existing Air Quality Action Plans and it will focus on the accelerated uptake of low emission vehicles and sustainable travel options in order to speed up intervention measures to improve air quality. It is clear air quality trends within the town centre are showing little improvement in recent years despite a number of changes, including to the highway layout, a slight reduction in traffic volumes and investment in UTMC and ITC technologies.

An air quality assessment has been undertaken as part of the Environmental Impact Statement by Hawkins Environmental Limited. The assessment has been undertaken in accordance with DEFRA Technical Guidance on Local Air Quality Management (LAQM) (TG09). In terms guidance on air quality assessment, significance impact and mitigation (including recommended best practice to reduce/minimise air quality impact) the developer should be mindful of the Institute of Air Quality Management (IAQM) (2015)*Local-Use Planning & Development Control: Planning for Air Quality*. This guidance was printed in final draft in April 2015. The consultant has used previous guidance which is now outdated.

The consultant has also considered the likely impacts of construction on the air quality of the local environment has been conducted in accordance with the IAQM (2014) *Guidance on the assessment of dust from demolition and construction*. This guidance is in date and relevant.

The consultant has considered the following pollutants hydrocarbons, nitrogen dioxide (NO₂) and particulates (PM_{2.5} and PM₁₀).

Air pollution is harmful to human health. In the UK it has been estimated that the mortality burden of long term exposure to particulate matter (PM_{2.5}) in 2008 was equivalent to nearly 29,000 premature deaths in those aged 30 or older. In 2013 Public Health England published health premature death outcome statistics due to exposure of (PM_{2.5}). The average for England is 5.6% and for Slough it is 6.8%. Nitrogen dioxide exposure can have an adverse role in exacerbating asthma, bronchial symptoms, lung inflammation and reduced lung function.

There is a statutory duty on the Local Authority to monitor and manage local air quality. Compliance with the Town Centre AQMA is unlikely to be met before 2020 without significant intervention. This intervention will likely take the form of significant movement towards non-car use (sustainable travel options), significant cap/restraints on town centre parking provision, and significant uptake of low emission vehicles. Without this intervention air quality will remain a significant problem for the town centre and will continue to cause harm to public health.

Operational Air Quality Impacts

The consultant has used Design Manual for Roads and Bridges (DMRB) methodology to predict existing and future air pollutant concentrations for the site, prediction of changes in air pollutant concentrations in the vicinity of the site as a consequence of changes in traffic flows, an assessment of the likelihood of issues relating to dust emissions during the construction phase of the project.

The consultant did not, as good practice dictates, request advice from the Environmental Quality Team, about the air quality assessment methodology as we would have expected an air quality dispersion model (ADMS-Roads or ADMA-urban) be used to assess air quality impacts at agreed receptor locations. DMRB is generally used a screening tool.

Therefore, I raise issues with the adequacy of this air quality assessment methodology and its accuracy. The consultant has already stated the model does not take account of the annualised metrological data, height of source or receiver, potential canyon effects. The model is unable to account for queuing effects and it is unable to predict PM_{2.5}. Additionally, the verification of the model using the DMRB is significantly under predicting the NO_x levels. *I am not satisfied with the modelling used to assess air quality impacts for the scheme.*

In my opinion a detailed air quality assessment is required that takes these factors into account, and within the context of any proposed junction modifications. To assess the impact on the proposed development and existing sensitive receptors. ADMS modelling is recommended. Full validation of the model against local authority monitoring stations and diffusion tube locations will be required.

The consultant has assessed the operational impact by using guidance, including EPUK guidance document '*Development Control: Planning for Air Quality (2010)*' this guidance has now been replaced with the Institute of Air Quality Management (IAQM) (2015) *Land-Use Planning & Development Control: Planning for Air Quality*.

Once an agreed and updated air quality assessment (with proposed junction modifications) has been undertaken an assessment of the operational impact for individual receptors will need to be undertaken using IAQM (2015) Guidance *Land-Use Planning & Development Control: Planning for Air Quality*.

It is recommended that the developer on completion of the revised air quality assessment and in line with best practice with the IAQM guidance use the HM Treasury and DEFRA IGCB damage cost approach to provide a valuation of the excess emissions, using the most currently applicable values for each pollutant over a 5 year time frame.

The developer is required to quantify the costs associated with pollutant emission from transport using IAQM guidance, HM Treasury and DEFRA IGCB damage cost approach.

This will allow the Council to define the financial commitment required for offsetting emission reductions. Such measures can include, but are not limited to:

- support and promotion of car clubs (example, a town centre electric car club)
- contributions to low emission vehicle fuelling infrastructure (both on street and car parks)
- provision of incentives for the uptake of low emission vehicles (such as free or reduced cost of parking)
- financial support to low emission public transport options (low emission buses, taxis),
- Improvements to cycling and walking infrastructure.

The Council has already in, draft stage, developed a low emission programme for the Town Centre towards which contributions can be made.

Travel Plan

It is noted the developer is proposing to set up a car club with four spaces. The operator co-wheels car club are proposing to supply 2 Toyota Aygo, 1 Toyota Yaris and 1 Toyota Auris. These vehicles emit below 100g/km CO₂ and will be EURO 6 compliant they are low emission vehicles. However, as the development will be installing electric charging infrastructure it is recommend that a ULEV (below 75g/KM CO₂) Option such as 2015 Toyota Prius Hybrid model be considered.

The developer has also committed to installing electric charging point infrastructure within the travel plan initially proposing 10 electric charging points in Observatory car park (residential) and one electric charging space per 1000sqm of commercial floor area for the rebuilt Queensmere car park. It is advisable that public/commercial EV infrastructure is installed in both car parks.

Recommendations Operation Air Quality via pre-commencement conditions and s106 agreements:

1. A detailed updated Air Quality Assessment is required to be submitted to the Local Planning Authority. The air quality assessment will need to take account of any proposed junction modifications (including the right-turn lane onto Wexham Road junction with Wellington Street). The assessment will need to assess the predicted change in air quality concentrations on the proposed development and existing sensitive receptors. The study area needs to be agreed in writing with the Local Planning Authority. The air quality assessment shall use ADMS modelling and shall include detailed model verification of the model against local authority monitoring stations and diffusion tube 2013 data sets.
2. On completion of a satisfactory Air Quality Assessment, an assessment of operational impact will need to be undertaken using IAQM (2015) Table 6.3 Guidance *Land-Use Planning & Development Control: Planning for Air Quality*.
3. The developer is required to quantify the costs associated with pollutant emission from transport using IAQM guidance, HM Treasury and DEFRA IGCB damage cost approach.

Mitigation based on IAQM best practice and Travel Plan

4. The provision of one electric vehicle charger “OLEV compliant electric home charger specification” for every on-site car parking space for residential use is recommended (102 spaces). It is recommended this is phased into the development based on occupation rates/allocation of residential car parking spaces and take up of ULEV Technology. As sales of ULEV are predicted to increase to around 10-15% by 2020 then the developer proposal of 10 electric charging points in the Observatory Car park, along with infrastructure to allow for more in the future is acceptable at the completion of phase 1.
5. Additionally a ‘fast charger’ is required per 1000m² of commercial floor space. The scheme is proposing a total of 61,000m² commercial floor space (7,000m² additional floor space). This equates to 61 electric charging points being installed within the scheme. As the market take up of ULEV vehicles will be around 10% at full year of opening 2019 and there are a total of 1,314 spaces for short term residential lease, visitors to residents, shoppers and staff. This means all 61 spaces should have electric vehicle charging infrastructure in place by year of opening (2019). The charging points should be at least Type 2, Mode 3 compatible. It is advisable that the fast charging infrastructure is split between the Observatory and Queensmere car parks. It is advisable that the location and layout of these electric car spaces are included within an up to date Car Park Management Plan.
6. A detailed travel plan shall be submitted and agreed in writing and shall also include annual monitoring requirements. The plan shall sets out measures to encourage sustainable means of transport (public, cycling and walking) with target driven performance indicators for both residential and commercial uses. These shall also include targets on the promotion and uptake of ultra low emission vehicles for residents, staff and shoppers. This may for example, include measures such as subsidised charging rates or parking

rates to promote ULEV cars and the rates shall be included within the 'car park management plan framework'. The plan shall be submitted and approved by the Local Planning Authority.

7. All Service vehicles (above 3.5 tonnes) accessing the site shall be EURO VI compliant and (below 3.5 tonnes) EURO 6 compliant at full year of opening (2019). The details of service vehicles shall be included within the 'Service Management Plan'
8. All gas-fired boilers will be required to meet a minimum standard 'less than 40 mgNO_x/kWh'.
9. A contribution is sought towards SBC low emission projects/air quality mitigation measures (offsetting emissions) based on the "damage cost approach" used by DEFRA see point 3. The final settlement sum to be agreed.

Construction Air Quality Impact Assessment

The consultant has used the 2014 IAQM guidance on the assessment of dust and demolition and construction using the risk based approach, this is acceptable methodology. The construction dust and particulate impacts are likely to be significant and potential cause of complaint and harm to residential receptors and the public if not appropriately remediated.

An assessment of risk of dust and particulate impacts has been carried out, known as a step 2 assessment and has identified the potential dust emission magnitude as large during construction phase as there will significant amount of new buildings and floor space being developed. The assessment of dust emission magnitude for demolition is small because there is not a significant amount of demolition on the site.

The sensitivity of the area needs to be taken into account. These have deemed dust soiling at medium during demolition and construction. I am agreement with this assessment rating the sensitivity is medium as there are no more than 100 residential properties within 50m of the development.

With respect to PM₁₀ human health impacts, I would classify the area as low as the background levels are below 24 µgm³. There is potential for short term peaks associated with construction traffic and activities that will need to be mitigated.

Risk

I therefore consider the risk during demolition to be low for dust, low for PM₁₀ and negligible for ecology. The site is considered low risk for demolition.

I consider the risk during construction to be medium for dust and low for PM₁₀ and negligible for ecology. The site is considered medium risk for construction.

Therefore I am agreement with the consultant's judgement of risk.

Mitigation

The IAQM recommends a list of site specific mitigation measures for relevant risk ratings. I would recommend both the desirable and highly recommended mitigation

measures as outlined in IAQM guidance for communication, demolition and construction are incorporated within a dust management plan.

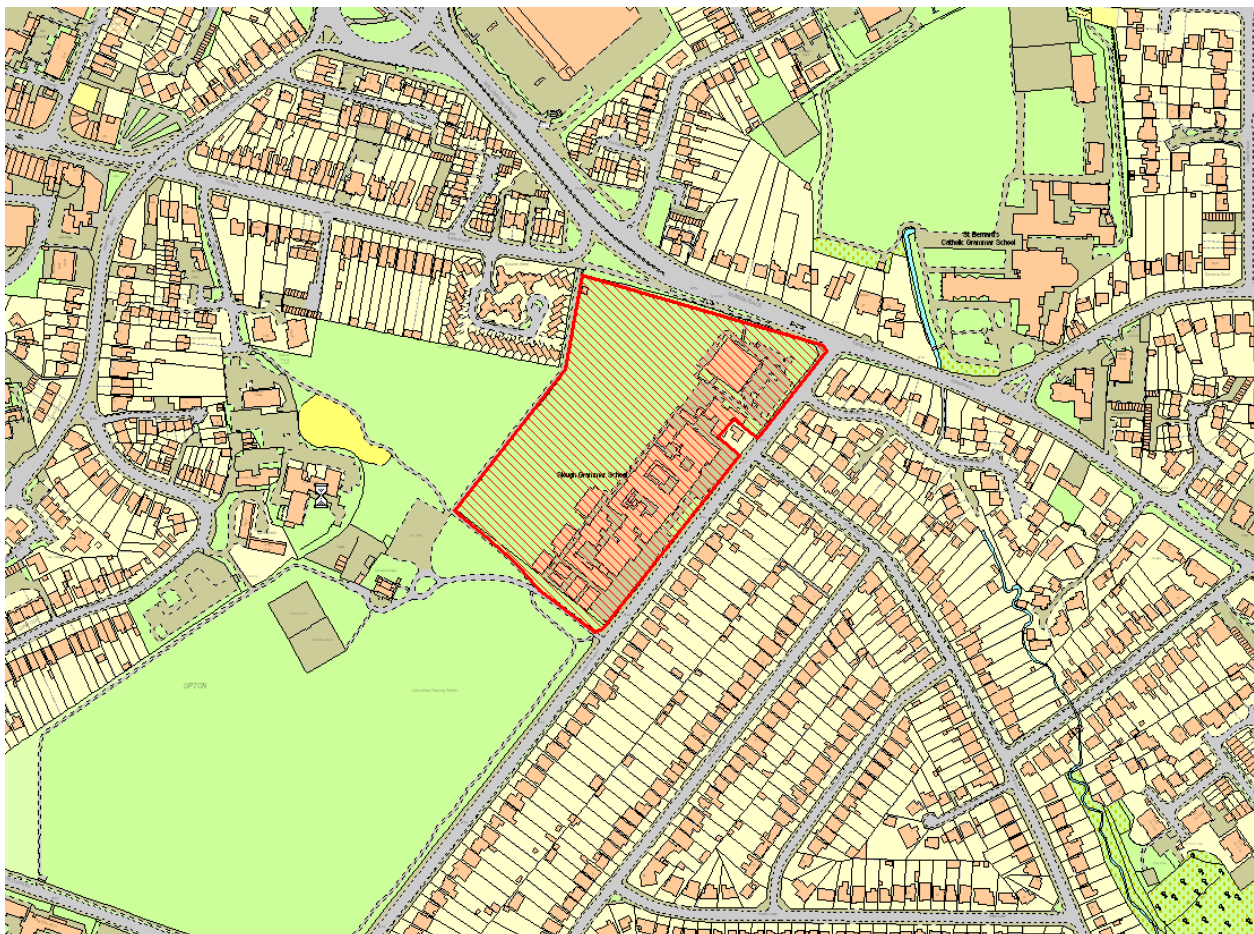
Recommendations Construction Air Quality via conditions:

10. A detailed dust management plan shall be prepared by the developer and shall include all desirable and highly recommended mitigation measures as outlined by IAQM 2014 "Guidance on the assessment of dust from demolition and construction". The plan shall be submitted and approved by the Local Planning Authority prior to the commencement on site.
11. The dust management plan shall form part of an overall Construction Environmental Management Plan (CEMP). The CEMP shall include a noise management plan (include the hours of working on site and noise limits), a dust management plan, a detailed breakdown on construction phases (project plan) and a complaints procedure.

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Registration Date:	03-Sep-2015	Applic. No:	P/06077/025
Officer:	Mr Smyth	Ward:	Upton
Applicant:	DPP	Applic type:	Major
Agent:	Patrick Daly, DPP DPP UK Ltd, 66, Porchester Road, London, W2 6ET	13 week date:	3 rd December 2015
Location:	UPTON GRAMMAR SCHOOL, LASCELLES ROAD, SLOUGH, BERKS, SL3 7PP		
Proposal:	Phased redevelopment and refurbishment of a secondary school, involving (i) the demolition of 9no. buildings and 5no. temporary buildings (ii) construction of 2no. new buildings comprising a three storey building with a flat roof to provide a school hall, classrooms and associated facilities, and a double-height building with a flat roof to provide a sports hall and associated facilities (iii) multi-use games area and landscaping, and (iv) additional refurbishment and remedial works to main school building.		

Recommendation: Delegate to Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for approval, subject to considering outstanding consultations, including drainage transport and trees, completion of a Section 106 Agreement, finalising conditions and final determination.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The proposed development is as follows:
Phased redevelopment and refurbishment of a secondary school, involving (i) the demolition of 9no. buildings and 5no. temporary buildings (ii) construction of 2no. new buildings comprising a three storey building with a flat roof to provide a school hall, classrooms and associated facilities, and a double-height building with a flat roof to provide a sports hall and associated facilities (iii) multi-use games area and landscaping, and (iv) additional refurbishment and remedial works to main school building.
- 2.2 The proposal involves the redevelopment and refurbishment of Upton Court Grammar School to provide a new school with high quality teaching and sports facilities, developing a combination of new build infill blocks and the refurbishment of some existing buildings. Nine buildings and five temporary classrooms will be demolished and two new blocks will be constructed on the Site. The main school block will be retained and refurbished. The Sixth Form Block, and two other smaller English and Maths Blocks will also be retained.
- 2.3 The replacement accommodation for the new school is made up of three main blocks. One newly constructed block would consist of the School Hall, Drama, Music, Art, general teaching and ICT classrooms and associated facilities, arranged over ground and two upper floors and physically connected to the existing Sixth Form/cafeteria block. A second newly constructed block would contain a double height sports hall and associated facilities, connected to the small maths building located adjacent to the school fields. The third block, the retained main school building would be refurbished and would contain science labs and other classrooms, the school library, staff offices and other associated facilities.
- 2.4 The consolidation of the education facilities will enable the provision of an extra 75 school places, resulting in a proposed capacity of approximately 1,200 students.
- 2.5 The proposals include a new secure landscaped plaza, adjacent to

the existing pupil entrance/exit, facilitating a new meeting point as well as circulation space. This will enable students to congregate safely before and after school, separate from traffic on Lascelles Road

- 2.6 The application is accompanied by a Landscaping Strategy, which details the proposed school’s sports facilities and landscaping in line with the redevelopment of the school. As detailed in the plans, the site will provide space for sports, informal play, teaching, landscaping, parking and access. The proposed layout also allows for the controlled external use of the sports facilities, whilst two new MUGA’s could also be used independently by the wider community.
- 2.7 Details of the existing TPO’s on Site, condition and proposals for removal of certain trees have been provided in the accompanying Arboricultural Survey, Impact Assessment and Method Statement
- 2.8 Details of existing and proposed floorspace are set out in the table below:

Area	Existing Floorspace (sq.m)	Retained and Proposed Floorspace (sq.m)
Gross area of school buildings	7,715	6,439
Playing fields	19,619	19,619
Proposed Multi-Use Games Area (MUGA)	0	1,553
Total area	27,334	27,611

- 2.9 The new buildings will be constructed whilst the school is operational. To cause minimal disruption, it is proposed that the development will be delivered over three construction phases as set out below. An indicative Phasing Plan has been submitted as part of the application:

Phase One:

Initial works would involve the construction works and would also involve the demolition of the existing school buildings to the rear of the Caretakers House and the construction of a three storey performance block and associated services.

Phase Two:

Phase two would involve the demolition of main hall, music suite and four room humanities block, refurbishment of main 1930’s building and formation of the plaza area.

Phase Three:

The demolition of existing sports hall, two general teaching blocks and temporary classrooms would be undertaken in phase three before finally constructing the new sports block, MUGAs and associated facilities.

- 2.10 This is a full detailed planning application which is accompanied by full plans and the following supporting statements:

- Bat Survey
- Construction Environmental Management Plan
- Design and Access Statement (includes Landscaping Strategy)
- Energy and Sustainability Statement
- External Lighting Statement
- Extended Phase One Habitat Survey
- Factual Site (Ground) Investigation Report
- Flood Risk Assessment & Drainage Strategy
- Geo-Environmental Desk Study
- Interpretive Site Assessment Report
- Supplementary Site Investigation Report (Delta Simmons);
- Transport Statement
- Tree Survey (including Arboricultural Impact Assessment and Method Statement)
- Ventilation Statement
- Community Statement Involvement

3.0 **Application Site & Surroundings**

- 3.1 The Site area is approximately 3.9 ha, is relatively flat and is principally rectangular in shape.
- 3.2 The school campus consists of a variety of buildings dated from the mid 1930's onwards. The main school building, is located parallel to Lascelles Road. Although the building is not listed, it is the most prominent building on site, embodying the school's history and is of Neo-Georgian architectural interest.
- 3.3 There are a number of other buildings on Site, some of which have been built relatively recently. The most recent is the combined 6th form/cafeteria in the north-eastern corner of the Site. All of the buildings are located on a parallel strip facing Lascelles Road and together, through their piecemeal and uncoordinated development, have formed an undefined and potentially confounding layout of buildings that restrict permeability and legibility of the Site.
- 3.4 The 'Caretakers House', a two-storey detached building, which protrudes from the existing dominant building line adjacent to Lascelles Road, is not included within the Site Plan.
- 3.5 Located to the rear of the school buildings are the school's playing fields, the development of which is constrained by the locally important view from Sussex Place to Windsor Castle which is Grade I listed and a Scheduled Ancient Monument.
- 3.6 The school site currently provides 113 car parking spaces and 96

cycle spaces. Vehicular and pedestrian access to the Site is from Lascelles Road. There are five access points to the school:

- the southernmost access to the Site leads to the school bus parking spaces and classroom portacabins;
- the three centrally located access points for vehicles and pedestrians lead to the main school building and car parking. These access points are known for students loitering before and after school, causing potential access and safety issues; and
- the northernmost vehicular access point provides entrance and car parking for the sixth form and cafeteria block.

3.7 There are 27 TPO'd trees on Site including one medium sized cherry tree to the north, which is partially uprooted and considered to be in poor condition.

3.8 The School is located to the south east of Slough Town Centre and approximately 1,100 metres south east of the Slough Railway Station, which connects to regional and national rail services.

3.9 Although there are no bus routes serving Lascelles Road, there are a number of bus services available from the surrounding area including numbers: 58, 61, 75, 76, 77, 78, 81, 701/702. A shared pedestrian and cycle path (National Cycle Route 61) runs adjacent to the School, on the west side of Lascelles Road.

3.10 The Site is surrounded by a number of land uses and heritage assets, including the following:

- To the north of Site is Sussex Place (A4), a single lane carriageway. This leads on to Wellington Street (A4), a dual carriageway which continues into Slough Town Centre. Further to the north are a number of large residential units, guest houses, the Every Nation Church and St. Bernard's Catholic Grammar School. The school includes the Grade II listed West Block and Chapel at St. Bernard's Convent, constructed in the 1850's. It is located approximately 80m to the north east of Upton Court Grammar School and is the nearest listed building to the Site;
- Beyond Lascelles Road to the east are a large number of detached houses;
- Lascelles Park is located to the south and includes four hard surface tennis courts, cricket pitches and associated facilities; and
- Sussex Place/Clifton Road Conservation Area is located to the west of the site, adjacent to the school playing fields. The area is characterised by Victorian detached, semidetached and terraced housing.

4.0 **Recent Site History & Background**

4.1	P/06077/024	26-Sep-2012	21-Feb-2013	Conditions Complied With; Informatives
	Proposal:	SUBMISSION OF DETAILS PURSUANT TO CONDITIONS NOS. 3 (EXTERNAL MATERIALS) AND 4 (LANDSCAPING) FOR PLANNING PERMISSION P/06077/020 FOR ERECTION OF A TWO STOREY SIDE EXTENSION WITH A FLAT / CURVED ROOF INCORPORATING 12 NO. CLASSROOMS, DINING AREA, CASE AREA, IT ROOM, STAFF AREAS, GYM AND KITCHEN FOLLOWING DEMOLITION OF EXISTING DINING AREA, KITCHEN EXISITING FACILITIES.		
	P/06077/023	23-Aug-2012	10-Jan-2013	Conditions Complied With; Informatives
	Proposal:	SUBMISSION OF DETAILS PURSUANT TO CONDITION NOS. 6 (BOUNDARY TREATMENT), 7 (BIN STORE), 8 (CYCLE PARKING), 9 (ENVIRONMENTAL EFFECTS), 11 (MATERIALS), 16 (ACCESS), 17 (VISIBILITY DISPLAYS), 21 (VEHICLE TRACKING), 22 (GATES) FOR ERECTION OF A TWO STOREY SIDE EXTENSION WITH A FLAT / CURVED ROOF, INCORPORATING 12 NO. CLASSROOMS, DINGING AREA, CAFE AREA, IT ROOM, STAFF AREAS, GYM AND KITCHEN, FOLLOWING DEMOLITION OF EXISTING DINING AREA, KITCHEN AND EXISTING FACILITIES.		
	P/06077/022	23-Aug-2012	01-Nov-2012	Approved with Conditions; Informative
	Proposal:	ERECTION OF A ELECTRICAL SUB-STATION TO SERVE THE SCHOOL WITHIN A GRP ENCLOSURE.		
	P/06077/021	18-Nov-2011	07-Dec-2011	Approved with Conditions; Informative
	Proposal:	NON - MATERIAL AMENDMENT TO PLANNING APPLICATION REFERENCE P/06077/019 DATED 12/10/2011 FOR: ERECTION OF TWO STOREY BUILDING WITH FLAT ROOF TO PROVIDE 6 NO. ADDITIONAL CLASSROOMS, TO REPLACE RENDER WITH BRICK UP TO THE HEAD OF THE GROUND FLOOR WINDOWS		
	P/06077/020	01-Nov-2011	16-Jul-2012	Approved with Conditions; Informative
	Proposal:	ERECTION OF A TWO STOREY SIDE EXTENSION WITH A FLAT / CURVED ROOF, INCORPORATING 12 NO. CLASSROOMS, DINING AREA, CAFE AREA, IT ROOM, STAFF AREAS, GYM AND KITCHEN FOLLOWING DEMOLITION OF EXISTING DINING AREA, KITCHEN AND EXISTING FACILITIES		
	P/06077/019	19-Aug-2011	12-Oct-2011	Approved with Conditions; Informative

Proposal: ERECTION OF TWO STOREY BUILDING WITH FLAT ROOF TO PROVIDE 6 NO. ADDITIONAL CLASSROOMS

P/06077/018 11-Apr-2011 11-May-2011 Approved with Conditions; Informative

Proposal: ERECTION OF FIRST FLOOR EXTENSION WITH MONO PITCHED ROOF TO EXISTING SINGLE STOREY BUILDING WITH EXTERNAL STAIRCASE

P/06077/017 18-Sep-2006 16-Jan-2007 Refused
Proposal: DEMOLITION/REMOVAL OF EXISTING SCHOOL CANTEEN, TEMPORARY CLASSROOMS AND DRAMA STUDIO AND DEVELOPMENT TO PROVIDE: SPORTS HALL, SIXTH FORM CENTRE, CANTEEN/KITCHEN AND ICT/TRAINING SUITE; INSTALLATION OF A FLOODLIT MULTI USE GAMES COURT; ERECTION OF A DETACHED THREE BEDROOM CARETAKERS HOUSE; CONVERSION OF EXISTING GYMNASIUM TO PROVIDE 7NO. CLASSROOMS; CHANGE TO THE EXISTING SCHOOL CAR PARK TO PROVIDE AN ADDITIONAL 30 NO. CAR PARKING SPACES; ERECTION OF 3NO. FOUR STOREY BLOCKS TO PROVIDE 96 NO. ONE AND TWO BEDROOM FLATS; CONSTRUCTION OF ACCESS FROM LASCELLES ROAD WITH EGRESS ONTO SUSSEX PLACE. PARKING FOR 121 NO. CARS AND DETAILS OF LANDSCAPING.

P/06077/016 05-Oct-2005 20-Apr-2006 Withdrawn by Applicant

Proposal: DEMOLITION / REMOVAL OF EXISTING SCHOOL CANTEEN, TEMPORARY CLASSROOMS AND DRAMA STUDIO AND DEVELOPMENT TO PROVIDE: SPORTS HALL, SIXTH FORM CENTRE, CANTEEN/KITCHEN AND ICT/TRAINING SUITE; INSTALLATION OF A FLOODLIT MULTI USE GAMES COURT; ERECTION OF A DETACHED THREE BEDROOM CARETAKERS HOUSE; CONVERSION OF EXISTING GYMNASIUM TO PROVIDE 7NO. CLASSROOMS; CHANGE TO THE EXISTING SCHOOL CAR PARK TO PROVIDE AN ADDITIONAL 30NO. CAR PARKING SPACES; ERECTION OF 3NO. FOUR STOREY AND 1NO. PART THREE STOREY/PART FOUR STOREY BLOCKS TO PROVIDE 94NO. ONE AND TWO BEDROOM FLATS; CONSTRUCTION OF ACCESS FROM LASCELLES ROAD WITH AGRESS ONTO SUSSEX PLACE AND DETAILS OF LANDSCAPING

4.1 Pre application planning advice was sought and the guidance given has for the most part been taken on board as part of the planning submission.

4.2 The Priority School Building Programme (PSBP) is a centrally managed programme set up to address the needs of the schools most in need of urgent repair. Through the programme, 261 schools will be rebuilt or have their condition needs met by the Education Funding Agency (EFA).

4.3 On 18th June 2012, Upton Court Grammar School was prioritised for the programme as part of the Selected Contractors Capital Funded Batch 7 of the PSBP1. The school has been chosen due to its general poor condition and high cost of extensive repairs that have been identified by the Local Planning Authority and the EFA.

5.0 **Neighbour Notification**

5.1	Neighbours Consulted:	<p>The Occupier, 34, Sussex Close, Slough, SL1 1NX The Occupier, 37, Lascelles Road, Slough, SL3 7PW The Occupier, 41, Lascelles Road, Slough, SL3 7PW The Occupier, 44, Sussex Close, Slough, SL1 1NX The Occupier, 3 Dolphin Court, Dolphin Road, Slough, SL1 1TE The Occupier, 4 Dolphin Court, Dolphin Road, Slough, SL1 1TE The Occupier, 10, Palmerston Avenue, Slough, SL3 7PU The Occupier, 1b, Quaves Road, Slough, SL3 7NX The Occupier, 1a, Lascelles Road, Slough, SL3 7PS The Occupier, 53, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 43, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 47, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 45, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 41, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 39, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 37, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 51, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 49, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 23, Lascelles Road, Slough, SL3 7PN The Occupier, 27, Lascelles Road, Slough, SL3 7PN The Occupier, 52, Sussex Close, Slough, SL1 1NX The Occupier, 6 Beverley Court, Sussex Place, Slough, SL1 1NL The Occupier, 3 Beverley Court, Sussex Place, Slough, SL1 1NL The Occupier, 3, Lascelles Road, Slough, SL3 7PS The Occupier, 8, Palmerston Avenue, Slough, SL3 7PU The Occupier, 97, Sussex Place, Slough, SL1 1NN The Occupier, 24, Sussex Close, Slough, SL1 1NX The Occupier, 45, Lascelles Road, Slough, SL3 7PW The Occupier, 48, Sussex Close, Slough, SL1 1NX The Occupier, 58, Sussex Close, Slough, SL1 1NX The Occupier, 59, Sussex Place, Slough, SL1 1NH The Occupier, 11, Lascelles Road, Slough, SL3 7PN The Occupier, 12, Palmerston Avenue, Slough, SL3 7PU The Occupier, 19, Lascelles Road, Slough, SL3 7PN The Occupier, 40, Sussex Close, Slough, SL1 1NX The Occupier, 4 Beverley Court, Sussex Place, Slough, SL1 1NL The Occupier, 1 Beverley Court, Sussex Place, Slough, SL1 1NL The Occupier, 1 Dolphin Court, Dolphin Road, Slough, SL1 1TE The Occupier, 2 Dolphin Court, Dolphin Road, Slough, SL1 1TE The Occupier, 83, Sussex Place, Slough, SL1 1NN The Occupier, 2b, Quaves Road, Slough, SL3 7NY The Occupier, 1c, Lascelles Road, Slough, SL3 7PS The Occupier, Flat 1, 87, Sussex Place, Slough, SL1 1NN The Occupier, 95, Sussex Place, Slough, SL1 1NN The Occupier, 3, Palmerston Avenue, Slough, SL3 7PU The Occupier, 9, Palmerston Avenue, Slough, SL3 7PU The Occupier, 30, Sussex Close, Slough, SL1 1NX The Occupier, 9, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 7, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 17, Sussex Keep, Sussex Close, Slough, SL1 1NY The Occupier, 1, Sussex Keep, Sussex Close, Slough, SL1 1NY</p>
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The Occupier, 11, Sussex Keep, Sussex Close, Slough, SL1 1NY
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The Occupier, 50, Sussex Close, Slough, SL1 1NX
The Occupier, 61, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 57, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 63, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 69, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 59, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 71, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 55, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 67, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 65, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 85, Sussex Place, Slough, SL1 1NN
The Occupier, 81, Sussex Place, Slough, SL1 1NN
The Occupier, 4, Palmerston Avenue, Slough, SL3 7PU
The Occupier, 21, Lascelles Road, Slough, SL3 7PN
The Occupier, 60, Sussex Close, Slough, SL1 1NX
The Occupier, 11a, Lascelles Road, Slough, SL3 7PN
The Occupier, 1, Quaves Road, Slough, SL3 7NX
The Occupier, 1, Lascelles Road, Slough, SL3 7PS
The Occupier, 7, Palmerston Avenue, Slough, SL3 7PU
The Occupier, 43, Lascelles Road, Slough, SL3 7PW
The Occupier, 39, Lascelles Road, Slough, SL3 7PW
The Occupier, 1b, Lascelles Road, Slough, SL3 7PS
The Occupier, 2, Palmerston Avenue, Slough, SL3 7PU
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The Occupier, 33, Sussex Keep, Sussex Close, Slough, SL1 1NY
The Occupier, 36, Sussex Close, Slough, SL1 1NX
The Occupier, 35, Lascelles Road, Slough, SL3 7PW
The Occupier, 55, Sussex Place, Slough, SL1 1NH
The Occupier, 9, Lascelles Road, Slough, SL3 7PN
The Occupier, 5, Lascelles Road, Slough, SL3 7PN
The Occupier, 2 Cheshire Court, Sussex Place, Slough, SL1 1NP
The Occupier, 17, Lascelles Road, Slough, SL3 7PN
The Occupier, 47, Lascelles Road, Slough, SL3 7PW
The Occupier, 42, Sussex Close, Slough, SL1 1NX
The Occupier, 56, Sussex Close, Slough, SL1 1NX
The Occupier, 25, Lascelles Road, Slough, SL3 7PN
The Occupier, 16, Palmerston Avenue, Slough, SL3 7PU
The Occupier, 49, Sussex Place, Slough, SL1 1NH
Jim McVeigh, 32, Sussex Close, Slough, SL1 1NX
The Occupier, 2c, Quaves Road, Slough, SL3 7NY
The Occupier, 1a, Quaves Road, Slough, SL3 7NX
The Occupier, 6, Palmerston Avenue, Slough, SL3 7PU
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The Occupier, 29, Lascelles Road, Slough, SL3 7PN
The Occupier, 38, Sussex Close, Slough, SL1 1NX

<p> The Occupier, 57, Sussex Place, Slough, SL1 1NH The Occupier, 1, Dolphin Road, Slough, SL1 1TF The Occupier, 89, Sussex Place, Slough, SL1 1NN The Occupier, 93, Sussex Place, Slough, SL1 1NN The Occupier, Sussex Lodge Guest House, Sussex Lodge Guest House 91, Sussex Place, Slough, SL1 1NN The Occupier, Slough Grammar School, Lascelles Road, Slough SL3 7PR The Occupier, 22, Sussex Close, Slough, SL1 1NX The Occupier, 1, Fishguard Spur, Slough, SL1 1TS The Occupier, 3, Dolphin Road, Slough, SL1 1TF The Occupier, 33, Lascelles Road, Slough, SL3 7PN The Occupier, 15, Lascelles Road, Slough, SL3 7PN The Occupier, 7, Lascelles Road, Slough, SL3 7PN The Occupier, 2a, Quaves Road, Slough, SL3 7NY The Occupier, 5, Palmerston Avenue, Slough, SL3 7PU The Occupier, 2, Sussex Close, Slough, SL1 1NX The Occupier, 20, Sussex Close, Slough, SL1 1NX The Occupier, 46, Sussex Close, Slough, SL1 1NX The Occupier, 53, Sussex Place, Slough, SL1 1NH The Occupier, 5 Beverley Court, Sussex Place, Slough, SL1 1NL The Occupier, 2 Beverley Court, Sussex Place, Slough, SL1 1NL The Occupier, 11, Palmerston Avenue, Slough, SL3 7PU The Occupier, 101, Sussex Place, Slough, SL1 1NN The Occupier, 99, Sussex Place, Slough, SL1 1NN The Occupier, 31, Lascelles Road, Slough, SL3 7PN The Occupier, 54, Sussex Close, Slough, SL1 1NX The Occupier, 1, Palmerston Avenue, Slough, SL3 7PU The Occupier, 14, Palmerston Avenue, Slough, SL3 7PU The Occupier, 15, Palmerston Avenue, Slough, SL3 7PU The Occupier, 18, Palmerston Avenue, Slough, SL3 7PU The Occupier, 20, Palmerston Avenue, Slough, SL3 7PU The Occupier, 22, Palmerston Avenue, Slough, SL3 7PU The Occupier, 24, Palmerston Avenue, Slough, SL3 7PU The Occupier, 26, Palmerston Avenue, Slough, SL3 7PU The Occupier, 28, Palmerston Avenue, Slough, SL3 7PU The Occupier, 30, Palmerston Avenue, Slough, SL3 7PU The Occupier, 34, Palmerston Avenue, Slough, SL3 7PU The Occupier, 32, Palmerston Avenue, Slough, SL3 7PU The Occupier, 36, Palmerston Avenue, Slough, SL3 7PU The Occupier, 42, Palmerston Avenue, Slough, SL3 7PU The Occupier, 44, Palmerston Avenue, Slough, SL3 7PU The Occupier, 38, Palmerston Avenue, Slough, SL3 7PU The Occupier, 10, London Road, Slough, SL3 7HG The Occupier, Alpha Medical Centre, 8, London Road, Slough SL3 7HG The Occupier, 27, Palmerston Avenue, Slough, SL3 7PU The Occupier, 25, Palmerston Avenue, Slough, SL3 7PU The Occupier, 19, Palmerston Avenue, Slough, SL3 7PU The Occupier, 21, Palmerston Avenue, Slough, SL3 7PU The Occupier, 23, Palmerston Avenue, Slough, SL3 7PU The Occupier, 17, Palmerston Avenue, Slough, SL3 7PU The Occupier, 3, Quaves Road, Slough, SL3 7NX The Occupier, 5, Quaves Road, Slough, SL3 7NX The Occupier, 7, Quaves Road, Slough, SL3 7NX The Occupier, 9, Quaves Road, Slough, SL3 7NX The Occupier, 8, Quaves Road, Slough, SL3 7NY The Occupier, 6, Quaves Road, Slough, SL3 7NY The Occupier, 4, Quaves Road, Slough, SL3 7NY The Occupier, 2, Quaves Road, Slough, SL3 7NY </p>
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	<p>The Occupier, 83, Lascelles Road, Slough, SL3 7PW The Occupier, 71, Lascelles Road, Slough, SL3 7PW The Occupier, 65, Lascelles Road, Slough, SL3 7PW The Occupier, 75, Lascelles Road, Slough, SL3 7PW The Occupier, 53, Lascelles Road, Slough, SL3 7PW The Occupier, 79, Lascelles Road, Slough, SL3 7PW The Occupier, 57, Lascelles Road, Slough, SL3 7PW The Occupier, 61, Lascelles Road, Slough, SL3 7PW The Occupier, 69, Lascelles Road, Slough, SL3 7PW The Occupier, 73, Lascelles Road, Slough, SL3 7PW The Occupier, 77, Lascelles Road, Slough, SL3 7PW The Occupier, 55, Lascelles Road, Slough, SL3 7PW The Occupier, 81, Lascelles Road, Slough, SL3 7PW The Occupier, 59, Lascelles Road, Slough, SL3 7PW The Occupier, 51, Lascelles Road, Slough, SL3 7PW The Occupier, 63, Lascelles Road, Slough, SL3 7PW The Occupier, 67, Lascelles Road, Slough, SL3 7PW The Occupier, 49, Lascelles Road, Slough, SL3 7PW The Occupier, 11, Quaves Road, Slough, SL3 7NX</p> <p>Notice placed on site and in the local press.</p> <p>One objection received by e mail raising the following concerns:</p> <p><i>“I object to the extra traffic this will cause – and the additional load on the parking in the surrounding streets. I object to being overlooked by the buildings and the loss of privacy. I object to having months/years of construction noise I object to ANY trees being damaged or removed. I object to having to keep objecting as this is not the first time this development is being pushed through I object that this is green belt land being developed on”.</i></p>
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5.2 A Statement of Community Involvement has been submitted. This details the measures taken to try and engage the local community in the design and formulation of the project. Students and staff were engaged in the design of the new school. Consultation boards were displayed at a number of assemblies in the week commencing 20th July 2015, involving over 750 students and 90 staff.

5.3 In consultation with the Council, neighbour consultation was carried out which included, the distribution of leaflets in the immediate local area, advertising the exhibition at the Main Hall of the School on 21st July 2015. In all, 20 members of the public attended the exhibition and six comments were received, all of whom expressed support for the scheme in principle. However, there were concerns regarding the issues of car parking and the safety of children at drop off and pick up times.

6.0 **Consultation**

- 6.1 Transport & Highways
No comments to date. Any comments received will be reported on the Amendment Sheet
- 6.2 Land Contamination
Any comments received will be reported on the Amendment Sheet
- 6.3 Drainage
At the time of writing this report discussions were on going regarding the submitted drainage strategy. Any comments received will be reported on the Amendment Sheet.
- 6.4 Environment Agency
No objections raised
- 6.5 Thames Water

Waste Comments

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

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

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

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

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Water Comments

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

6.6 Tree Officer

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

6.7 Sport England

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy to protect playing fields, 'A Sporting Future for the Playing Fields of England' (see link below):

www.sportengland.org/playingfieldspolicy

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply.

The Proposal and Impact on Playing Field:

It is proposed to improve Upton Court Grammar School in Slough. The proposals for the School include the rearrangement of the existing buildings. 2 replacement games courts will be provided within the scheme. There appears to be no impact on the School's existing grass sports pitches.

Assessment against Sport England Policy/NPPF:

Following pre-application discussions with the EFA, Sport England welcomes the very limited impact the proposed development will have on the playing field. The proposed development will therefore meet exception 3 of our Playing Fields Policy which states;

'The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use

of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site.'

Conclusion:

*Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to meet exception of its Playing Fields Policy. The absence of an objection is **subject** to the following condition being attached to the decision notice (if the Council are minded to approve the application):*

'Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order amending, revoking or re-enacting that order), no buildings, moveable structures, works, plant, machinery, access, storage of vehicles, equipment or materials or other use in connection with the carrying out of the development hereby permitted shall be permitted on the school playing fields as shown on drawing no. ALA 269L02 PL4.'

*Reason: To protect the playing field from damage, loss or availability of use and to accord with Development Plan Policy **.'*

This condition has been adapted from Sport England's Model Planning Conditions document available from our website (Condition 1):

<http://www.sportengland.org/media/118350/sport-england-model-planning-conditions-december-2012-.pdf>

If you wish to amend the wording of the conditions or use another mechanism in lieu of the condition, please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

If this application is to be presented to a Planning Committee, Sport England would like to be notified in advance of the meeting date and the publication of any committee agendas and report(s). Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application in the context of the Town and Country Planning Act, does not in any way commit Sport England or any National Governing Body of Sport to support any related funding application.

- 6.8 Environmental Quality
No objections on grounds of air quality, but there are requirements for the installation of electric vehicle charging points within the car parks, travel plan and submission of a construction and environmental management plan.
- 6.9 Neighbourhood Protection
No comments received to date. Any comments if received will be reported on the Amendment Sheet.
- 6.10 Thames Valley Police, Architectural Liaison
No comments received to date. Any comments if received will be reported on the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework (2012)

At the heart of the NPPF is a 'presumption in favour of sustainable development' and this is seen as the 'golden thread' running through both plan-making and decision taking.

The 12 'core planning principles' highlighted in paragraph 17 'underpin both plan-making and decision-taking' and states that planning should:

- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The NPPF also covers open space, sports and recreational buildings and land, including playing fields and states that these should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

7.2 Local Planning Policy

Local Development Framework Slough Core Strategy Development Plan Document December 2008
Saved policies of the Slough Local Plan (2004).

The following sections list the policies and strategies that are of direct relevance to the proposals.

LDF Slough Core Strategy

Core Policy 6 – Retail, Leisure and Community Facilities

The Council will ensure that while encouraging regeneration and housing, all community facilities/services should be retained.

Where, exceptionally, it is agreed that community facilities/services may be lost or reduced in size to accommodate new development,

developers will be required to contribute towards new or enhanced community facilities/services locally.

Core Policy 7 – Transport

All new development should reinforce the principles of the transport strategy as set out in the council's Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel. Development proposals will, either individually or collectively, have to make appropriate provision 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.

Core Policy 8 – Sustainability and the Environment

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.

Core Policy 10 Infrastructure

Development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable.

Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. These improvements must be completed prior to the occupation of a new development and should serve both individual and communal needs.

Core Policy 12 – Community Safety

All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.

7.3 Saved Policies of the Slough Local Plan (2004)

EN1 - Standard of Design

Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:

- a) scale;
- b) height;
- c) massing/bulk;

- d) layout;
- e) siting;
- f) building form and design;
- g) architectural style;
- h) materials;
- i) access points and servicing;
- j) visual impact;
- k) relationship to nearby properties;
- l) relationship to mature trees; and
- m) relationship to water courses.

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

EN3 - Landscaping Requirements

Comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme.

EN5 - Design and Crime Prevention

All development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Planning permission will not be granted unless all the following criteria have been adequately considered in drawing up a scheme:

- a) limited number of access points;
- b) provision of secure boundaries such as fences, walls or landscaping around private and public spaces;
- c) well lit external areas subject to maximum natural surveillance without any potential hiding areas;
- d) use of suitably robust materials; and
- e) use of defensive landscaping to deter intruders.

OSC2 - Protection of School Playing Fields

Development upon school playing fields will not be permitted unless:

- a) the development is ancillary to the use of the site as a school playing field and the scale of the development and intensity of use is appropriate to the location; Planning Permission for the Phased Redevelopment and Refurbishment of Upton Court Grammar School

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- b) the use of the playing fields can be retained and enhanced by development on a small part of the field as long as the quality and quantity of pitch provision and the ability to make use of the pitches

are not prejudiced; or

c) the playing field lost to development is replaced by new provision which is at least comparable in terms of size, facilities and amenity, and is located immediately adjacent to the school.

T2 Parking Restraint

Within all developments that attract an increase in the number of trips, the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the Integrated Transport Strategy.

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

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

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

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

- 7.3 The application is assessed in accordance with the following:

- Principle of Development
- Design & Street Scene Impact
- Impact on Neighbouring Occupiers & Conservation Area
- Land and Groundwater Contamination
- Transport, Access, Servicing and Parking
- Drainage and Flood Risk
- Trees & Landscaping
- Ecology
- Open Space/Playing Fields
- Air Quality

8.0 **Principle of Development**

- 8.1 The proposed development complies with the core policies set out in the NPPF, which when taken together constitute the government's definition of sustainable development. The development also complies with Chapter 8 of the NPPF, Healthy Communities. The proposal would contribute and expand the provision of school places, the quality of education facilities offered and would widen the choice of education in the area.
- 8.2 The Site is not allocated for a specific use in the SBC Core Strategy or Site Allocation DPD but is currently occupied by the Upon Court Grammar School, therefore the educational use of the Site is established. The need to redevelop and upgrade the existing facilities has been recognised by Central Government via funds granted through the PSBP for schools most in need of urgent repair.
- Design and Street Scene Impact**
- 8.3 The design and phasing of the proposals has been guided by the school's requirement for enhanced teaching and sports facilities, the constraint of development on the current playing fields imposed by the protected view of Windsor Castle and the need for continuity of education.
- 8.4 The existing buildings together form a typical school site that has evolved incrementally over the last century. They are spread throughout the eastern half of the Site and are acknowledged to create problems with legibility, permeability and natural surveillance and present challenges in reorienting and making efficient use of space.
- 8.5 In contrast to the existing buildings, the layout and footprint of the new buildings will be simple, enhancing legibility, permeability and enabling greater natural surveillance by removing unsafe and isolated areas of the school, whilst maximising the landscaping, play and sports facility areas.
- 8.6 The new school buildings will be in keeping with the scale of the main school building and shall be recessed on the Site to maintain the visual prominence of the original building. Careful consideration has been given to ensure the new structures stand no taller than the original.
- 8.7 Although the new buildings represent an increase in mass and scale in comparison to the existing buildings that they will replace, the new buildings allow for a more efficient usage of space with the effect that overall floorspace is reduced.
- 8.8 The new buildings will provide enhanced teaching facilities and be

of contemporary design that will complement the existing School buildings and harmonize with the existing buildings.

- 8.9 The new Main Teaching Block with brick plinth and light coloured render will contrast with the retained main school building, but includes horizontal fenestration, reflecting the existing Sixth Form Block, maintaining a degree of continuity and rhythm to overall design.
- 8.10 The proposed new Sports Hall will be accessed from the western edge of the north façade and also has a similarly designed entrance to that of the new School. For operational reasons, the building will incorporate limited horizontal fenestration.
- 8.11 The design of the entrance through the retained main school building is not planned to change. As part of the proposals, it is intended to simply refurbish and upgrade the main school building, including its facades to afford a more pleasant, cohesive and legible entrance to the School.
- 8.12 No objections are raised on grounds of design or street scene impact.

9.0 **Impact on Neighbouring Occupiers & Conservation Area.**

- 9.1 The surrounding school fields, parkland and their positioning set back from the site boundary ensure that sufficient distance between the proposals and adjacent residential premises will be maintained. As such, the proposals will not impact significantly on neighbouring residential amenity. To the north the nearest residential properties in Sussex Close are sited over 100 metres away from the nearest proposed building. To the south the nearest residential properties in Lascelles Road are sited approximately 40 metres from the nearest of the proposed buildings.
- 9.2 The school site adjoins the Sussex Place/Clifton Road Conservation Area to the west. However, given the siting of the proposed development which maintains a similar linear pattern to that which already exists on site, the modest heights of the proposed buildings and the retention of views across the site from Sussex Place towards Lascelles playing fields and beyond towards Windsor Castle, it is not considered that the proposed development would unduly impact upon the setting of the adjacent Conservation Area.
- 9.3 No objections are raised on grounds of impact on neighbouring occupiers or the Sussex place/Clifton Road Conservation Area.

10.0 **Land & Groundwater Contamination**

- 10.1 A Geo-Environmental Desk Study has been submitted and which identifies a number of further investigations to be carried out together with potential mitigation in relation to potential land and groundwater contamination.
- 10.2 Following the initial Desk Top Study a further Site Investigation was commissioned which provided a number of findings:

Based on the collected information, significant soil contamination has not been identified in the area of the previously identified surface staining. Groundwater analytical results did not identify any contaminants above laboratory limits of detection. The ground gas regime has been characterised as a CS1, and as such specific ground gas protection measures are not considered to be required. Based on initial waste classification data, the soils where sampled beneath the Site are considered to be inert for waste disposal purposes. Initial permeability testing indicated good drainage characteristic in the clayey sands and gravels. However it would be recommended that full BRE365 infiltration tests are undertaken once the Site becomes freely available.

- 10.3 A further interpretative report has been submitted which was commissioned to assess the concentrations of Contaminants of Concern (CoC) in soil and groundwater beneath the Site; and to determine potential geotechnical constraints that could affect the proposed development.
10. This is currently being assessed by the Council's Land Contamination Officer and further details will be reported on the Amendment Sheet.

11.0 Transport, Access, Servicing and Parking

- 11.1 A Transport Statement has been submitted as part of this application which concludes:

"The school is situated within an existing established residential area on the edge of the Slough Town Centre and there are a number of residential properties within an acceptable walking distance of the school. The existing standard of pedestrian infrastructure is good and cycle routes are accessible a short distance from the site. It has also been demonstrated that the development area is well served by public transport, which is very important due to the significant number of pupils coming from other boroughs.

38.2% of the Upton Court Grammar School pupils use the bus to reach the school and when adding the rates for pedestrians (8.1%), cyclists (2.6%) and train users (7.6%) 57.2% pupils use sustainable

means of travel. Private car trips to the school represent almost 43% of the school total.

Pedestrian access arrangements will improve as new entry/exit points will be added to improve all road users' safety. Vehicular accesses will be retained.

There will be a minimal increase in the pupil capacity and staff working in the site. The maximum number of vehicular trips attracted would be 20 + 3 (pupils + staff), although it is important to highlight that the latter 3 would probably arrive/leave out of the parent's drop-off/pick-ups peaks.

On-site parking facilities are suitable for accommodating demand. The local road network experiences higher volumes of traffic on the aforementioned peaks, which are very brief in time.

The school produced a Travel Plan in 2013 which will be updated as part of this application.

From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval”.

11.2 This is currently being assessed by the Transport and Highway Engineers and further details will be reported on the Amendment Sheet.

12.0 **Drainage and Flood Risk**

12.1 The site is located within Flood Zone 1 and although not within a high risk flood area a Flood Risk Assessment has been submitted which incorporates a drainage strategy for the disposal of surface water from the site. A number of recommendations are made which would form the main principles for working up a detailed drainage design. The FRA concludes that if the principles proposed are implemented then there would be a low probability of the site suffering from any form of flooding and would not increase the flood risk for any existing residential properties within the existing catchment.

12.2 The Environment Agency has offered no objection to the proposal and the drainage strategy is currently under review by the Council's principle Drainage Engineer. Any further information will be reported on the Amendment Sheet.

13.0 **Trees & Landscaping**

13.1 As part of the application, a tree survey, landscape and planting Plans have been submitted. The proposals will necessitate the

removal of four trees and one tree group, of which two of the trees are currently protected by Tree Preservation Order No. 11 of 2006. A total of 27 no. trees plus a tree group are covered by the TPO. The two protected trees in question are a Cherry Plum and a Wild Cherry. The former suffers fungus infection on main stem, has minor die back in the canopy, has a small cavity at base of stem and the tree pit is in hard surface, where the tarmac is lifting at the base of the tree. The latter has a 25% die back in canopy and has lost a number of minor limbs. Both trees are being recommended for removal and replacement.

13.2 It is also being recommended that standing deadwood and a further two category U trees be removed for amenity reasons.

13.3 An illustrative landscape plan, general arrangement landscaping plan and planting plan together with a plan showing boundary treatment have been submitted. In the tree report it is recommended that replacement tree planting is carried out within the site and along the Lascelles Road frontage. The trees should be planted at minimum select standard size within the centre of the site and extra heavy standard along the road frontage. Proposed tree species should be relatively long lived, suitable for urban settings and the restricted space available. Recommended tree species include Norway maple cultivars (*Acer platanoides* cv.), field maple cultivars (*Acer campestre* cv.) and whitebeam cultivars (*Sorbus aria* cv).

13.4 Subject to the receipt of comments from the Council's tree officer, no objections are raised to the proposed removal of trees including 2 no. trees which are included within Tree Preservation Order no. 11 subject to suitable replacement. The landscaping scheme is also considered to acceptable.

14.0 **Ecology**

14.1 An extended Phase 1 Habitat Survey has been undertaken for the site, the main findings for which are as follow:

*"The Site consists of habitats considered to be of value **within the boundary of the Application Site only** (buildings/built structures, ornamental planting and trees) and of **negligible** value (amenity grassland, pond and hard standing).*

Based on the results of the 'Extended' Phase 1 Habitat Survey, the Site is considered to be of value to nesting birds, roosting bats and common species of invertebrates. Depending on the Development proposals, further survey for bats may be required to determine the impact of the Development upon these species.

6.2. Timing of vegetation clearance work, sensitive felling techniques, provision of bat boxes, bird boxes, retention of

ornamental planting and trees on the Site and the provision of new native planting are recommended to provide ecological mitigation and enhancement at the Site.

It is considered that, pending any future survey work for bats, provided the appropriate ecological enhancement measures are incorporated within the Development where required, there is no reason why the Site cannot be developed in accordance with the relevant planning policy and legislation.

If there is a significant period of time (most local authorities consider this period to be 2 years) between this report and the proposed development works, the ecological value of the Site habitats may change and should be subject to an update survey”.

- 14.2 In light of the recommendations contained within the Phase 1 Habitat Survey a Bat Survey was carried out for the site and which sets out a number of findings and recommendations:

No roosting bats or evidence of roosting bats were observed during the internal building inspection. The main entrance building (referred to as B1) the bulk of which is being retained, was identified as a common pipistrelle roost during the evening emergence /dawn re-entry surveys undertaken. A peak count of three common pipistrelles were recorded entering the courtyard of this building. This species is considered one of the most common and widespread bat species in the UK. The survey concluded that no bats were observed emerging or entering the other buildings (referred to as B5, B7 and B8) during the evening emergence and dawn re-entry surveys undertaken. It is therefore considered these buildings are not currently active bat roosts.

A Construction Environmental Management Plan would need to be produced and implemented during the proposed works. Measures to prevent disturbance to bats using the Site for foraging and commuting and the retained roost within building B1 would be included such as controlled lighting to ensure there is minimal light spill on the bat roost at building B1 during the proposed works

Demolition works would result in the loss of potential bat roosting opportunities currently within the Site. In line with national and local planning policy, enhancements would need to be provided within the proposed Development. Therefore, it is recommended that at least four bat bricks (e.g. Schwegler N27 Bat Box Brick or Schwegler 1FR Bat Tube) are installed across the Site, in suitable locations (agreed by an ecologist) within the proposed buildings. Bat bricks can be incorporated into the fabric of the building and are available in a variety of external fascia materials.

15.0 **Air Quality**

15.1 Whilst no objections are being raised on grounds of air quality, the Head of Environmental Quality recommends the installation of a limited number of electric vehicle charging points within the car parking areas. This is a matter which can be covered by planning condition. In addition an up to date school travel plan should be submitted.

16.0 **Section 106 Agreement**

16.1 It is anticipated that a Section 106 Agreement will be required for the purposes of securing a travel plan, travel plan monitoring fee, dedication of land along the part of the Sussex Road frontage to allow future widening of the footway for improved cycle and pedestrian use and requirements to enter into a section 278 Highways agreement to secure essential highway works.

PART C: RECOMMENDATION

17.0 **Recommendation**

Delegate the planning application to the Planning Manager for approval, subject to considering outstanding consultations, including drainage transport and trees, completion of a Section 106 Agreement, finalising conditions and final determination

18.0 **Conditions**

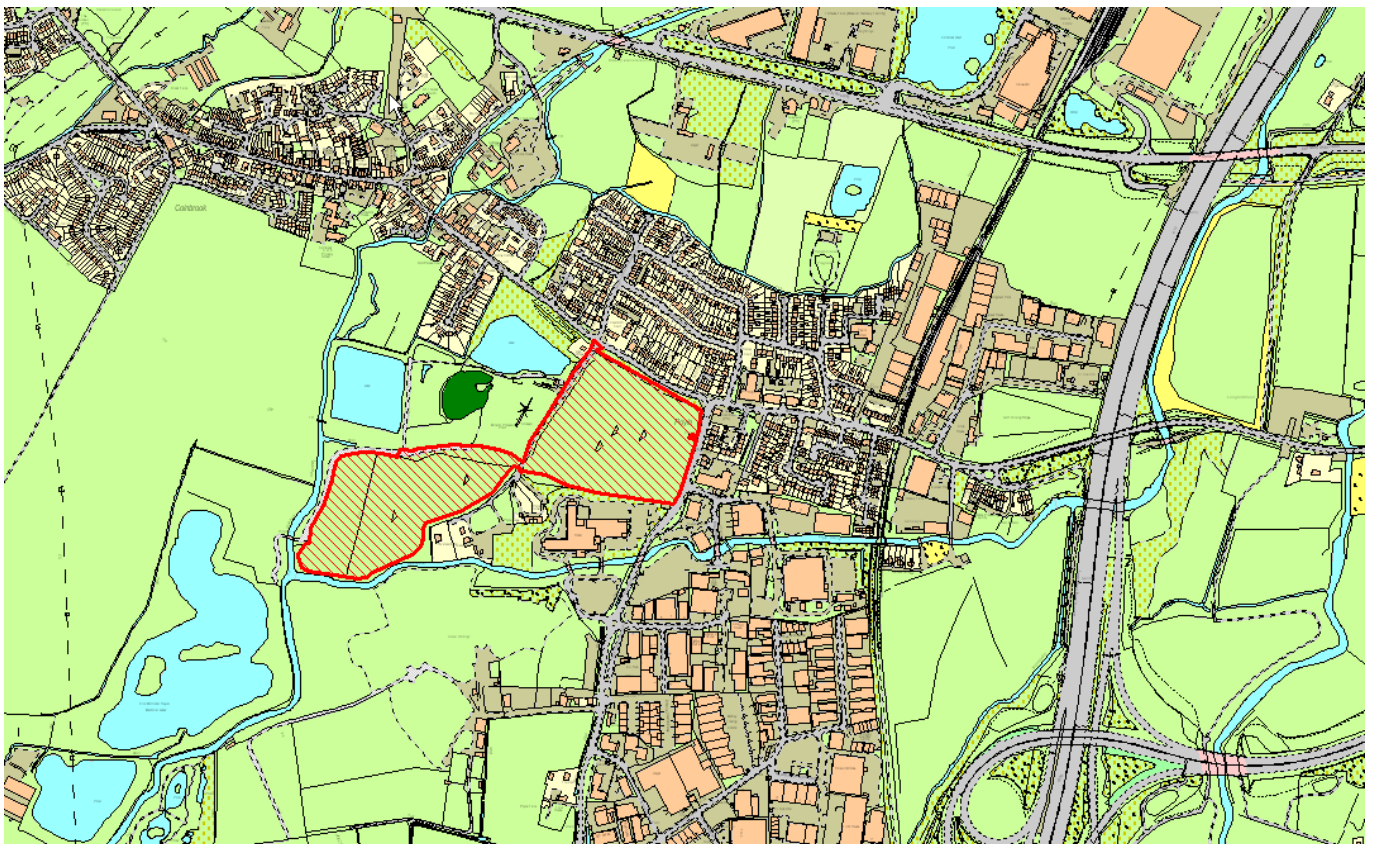
18.1 The following summary of conditions is proposed:

- Time
- Approved Drawings
- Approved Statements
- Samples of Materials
- Surface Materials
- Landscape & Boundary Treatment
- Minimum Car Parking
- Details of Bin Store & Secure Cycle Parking
- Pedestrian Visibility
- Waste Minimisation Plan
- Construction Environmental Management Plan
- Drainage
- Land Contamination
- Hours of Construction
- Hours of Deliveries
- Details of Access
- External Lighting
- Electric Vehicle Charging Points
- Protect retained playing fields from development

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Registration Date:	14-Jul-2015	Applic. No:	P/10012/005
Officer:	Neetal Rajput	Ward:	Colnbrook with Poyle
Applicant:	Mr. James Steynor, Sirius SBC Renewables		
Agent:	Mr. James Cook, Stratus Environmental 4245, Park Approach, Thorpe Park, Leeds, West Yorkshire, LS15 8GB		
Location:	Former Poyle Park Manor Landfill, Bath Road, Poyle, Slough, SL3 0HY		
Proposal:	Construction and operation of a solar photovoltaic farm including fencing, internal service tracks, transformer and inverter stations, cabling, CCTV, landscaping substations and ancillary cabins.		

Recommendation: Refuse



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 refused for the reasons outlined in the report.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The proposal is for the construction and operation of a solar photovoltaic farm, including fencing, internal service tracks, transformer and inverter stations, cabling, CCTV, landscaping, substations and ancillary cabins.
- 2.2 The proposed solar farm would have the capacity of approximately 4.5 Megawatt Peak (MWp) of electricity, enough to power up to approximately 1,000 homes per year and offset over 2,000 tonnes of carbon dioxide every year, the equivalent of taking 830 cars off the road.
- 2.3 Following construction of the solar farm, the site will be seeded with an appropriate grassland mix. It is anticipated that the solar farm will take 3 months to construct and will have an operational life of 25 years. At the end of the 25 years, all structures associated with the permission would be removed from the site and, apart for landscape improvements, the site returned to its original condition.
- 2.4 The site will be accessed via the former Poyle Manor North Landfill Site access point off Bath Road. It is expected that this access point will be utilised during the construction and operational phases of the development.
- 2.5 The panels will be arranged in rows in an east-west alignment across the site and will be angled between 10° and 35° to the horizontal and orientated south. The maximum height of the panels will be 3m above ground level; the lowest part of the panel will measure approximately 1m above ground level. The rows of panels will be set up to approximately 4m apart to avoid shadowing and allow for scheduled maintenance.
- 2.6 Due to commercial constraints, and potential changes in solar panel, inverter, transformer and substation manufacturer at the time of considering the planning application, some element of flexibility is required in relation to their dimensions, appearance and their arrangement.
- 2.7 The solar farm will be designed to operate on a 24 hour day basis, seven days a week.

2.8 The grid connection point is located in Bath Road outside the site access. The Supporting Statement states that a suitable grid offer from the distribution network operator exists and there is sufficient capacity for the injection of the electricity into the grid with minimal cable works and disruption.

2.9 A request for a Screening Request in relation to the propose development was submitted in May 2015. The Local Planning Authority issued a response which confirmed that the proposal would not constitute Environmental Impact Assessment development given the scale and nature of the proposal.

3.0 **Application Site & Surroundings**

3.1 The application site comprises two areas of the former Poyle Manor North Landfill Site which has been restored and is used for agricultural uses and is located to the south west of the Old Bath Road / Poyle Road junction.

3.2 The site occupies an area of approximately 10.90 hectares. Historically the application site was part of a wider area for sand and gravel extraction. Following extraction, the site was infilled with industrial and commercial waste. In 1988 landfilling operations ceased and the site was subsequently restored.

3.3 The nearest residential properties to the application site includes a property along Bath Road which is approximately 10m from the site boundary. Three properties are also located towards the centre of the site. To the east and south east of the site is Poyle Trading Estate which houses a number of industrial and commercial units. To the south is the Hilton Hotel.

3.4 The site falls within Flood Risk zones 1 and 3 as defined on the current Environment Agency Flood Map. Slough Borough Council's Strategic Flood Risk Assessment shows that the site lies within Flood Zone 3b, functional floodplain.

3.5 The site lies within the Metropolitan Green Belt, the Colne Valley Park and the Strategic Gap between Slough and Greater London.

3.6 The South West London Waterbodies Site of Scientific Interest (SSSI), Special Area of Protection and Ramsar Site is located approximately 800m south of the site, beyond which lies Wraysbury and Hythe End Gravel Pits SSSI and Stains Moor SSSI.

4.0 **Site History**

4.1 Full planning history relating to the site is as follows:

Application ref.	Description	Decision
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P/10012/004	APPLICATION FOR AN EXTENSION OF TIME TO REPLACE PLANNING PERMISSION P/10012/003, DATED 2ND MAY 2008, FOR THE ERECTION OF A NEW PROCESSING PLANT, USE OF LAND AS A PLANT SITE AND INTERNAL HAUL ROAD, AND CONSTRUCTION OF A NEW ACCESS ROAD WITH ROUNDABOUT ON POYLE ROAD FOR USE IN CONNECTION WITH THE EXTRACTION OF MINERAL FROM PART OF PREFERRED AREA 12.	Approved 17-Mar-2011
P/10012/003	ERECTION OF A NEW PROCESSING PLANT, USE OF LAND AS A PLANT SITE AND INTERNAL HAUL ROAD, AND CONSTRUCTION OF A NEW ACCESS ROAD WITH ROUNDABOUT ON POYLE ROAD FOR USE IN CONNECTION WITH THE EXTRACTION OF MINERAL FROM PART OF PREFERRED AREA 12.	Approved 02-May-2008
P/10012/002	VARIATION OF CONDITION NO. 3 OF PLANNING PERMISSION P/10012/001 DATED 08/08/00 TO ALLOW FOR THE RETENTION OF THE PROCESSING PLANT UNTIL 31 DECEMBER 2004 WITH THE RESTORATION OF THE PLANT SITE BEING COMPLETED BY 31ST MAY 2005 IN ACCORDANCE WITH THE APPROVED RESTORATION PLAN P1/1083/3/A	Approved 29-Sep-2003
P/10012/001	VARIATION OF CONDITION 3 OF PLANNING PERMISSION P/10012/000 FOR PROCESSING PLANT & ASSOCIATED FACILITIES	Approved 08-Aug-2000
P/10012/000	VARIATION OF CONDITION E PLANNING PERMISSION APP/B3600/A190/ 1600783 FOR THE EXTENSION OF TIME FOR RETENSION OF PLANT (COUNTY MATTERS)	Approved 08-Jul-1996

5.0 **Neighbour Notification**

- 5.1 7, Poyle Road, Colnbrook, Slough, SL3 0EZ, The Cottage, Old Bath Road, Colnbrook, Slough, SL3 0HZ, 3, Poyle Road, Colnbrook, Slough, SL3 0EZ, 4, Poyle Road, Colnbrook, Slough, SL3 0EZ, 2, Poyle Road, Colnbrook, Slough, SL3 0EZ, 3, Tall Trees, Colnbrook, Slough, SL3 0JS, 7, Cottesbrooke Close,

Colnbrook, Slough, SL3 0JE, 26, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 28, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 8, Tall Trees, Colnbrook, Slough, SL3 0JS, 2 Riverside Bungalow, Old Bath Road, Colnbrook, Slough, SL3 0JD, Future House, Poyle Road, Colnbrook, Slough, SL3 0AA, 14, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 5 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 6 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 7 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 8 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 2 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 3 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 4 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 13 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 14 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 15 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 16 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 9 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 10 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 11 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 12 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 17 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 18 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 19 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 24 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 21 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 22 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 23 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 20 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 3 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, 13, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 21, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 1, Poyle Road, Colnbrook, Slough, SL3 0EZ, 1, Coleridge Crescent, Colnbrook, Slough, SL3 0PJ, Randhalia House, Old Bath Road, Colnbrook, Slough, SL3 0HY, 6, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 4, Heathacre, Colnbrook, Slough, SL3 0HX, 19, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Littlecot, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Pantiles, Old Bath Road, Colnbrook, Slough, SL3 0HZ, 1, Heathacre, Colnbrook, Slough, SL3 0HX, 5, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 6, Tall Trees, Colnbrook, Slough, SL3 0JS, 7 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, 5, Tall Trees, Colnbrook, Slough, SL3 0JS, 7 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 8 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 9 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 10 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 11 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 12 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 16, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Poyle Lodge, Old Bath Road, Colnbrook, Slough, SL3 0JB, 12, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 20, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 7, Tall Trees, Colnbrook, Slough, SL3 0JS, 4 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, Dolce Domum, Old Bath Road, Colnbrook, Slough, SL3 0HZ, 4 Ibbotson Court, Poyle Road, Colnbrook,

Slough, SL3 0HP, 5 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 6 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 1 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, Therdon, Old Bath Road, Colnbrook, Slough, SL3 0HY, 2 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, 3 Ibbotson Court, Poyle Road, Colnbrook, Slough, SL3 0HP, Flat 4, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Flat 1, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Flat 2, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Flat 3, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, 8, Poyle Road, Colnbrook, Slough, SL3 0EZ, 11, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 2, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 4, Tall Trees, Colnbrook, Slough, SL3 0JS, 1, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 8 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, 3, Heathacre, Colnbrook, Slough, SL3 0HX, 5, Poyle Road, Colnbrook, Slough, SL3 0EZ, 6, Poyle Road, Colnbrook, Slough, SL3 0EZ, 1 Riverside Bungalow, Old Bath Road, Colnbrook, Slough, SL3 0JD, 24, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Ivy Bank, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Flat 8, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Flat 5, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Flat 6, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, Flat 7, Elgin House, Old Bath Road, Colnbrook, Slough, SL3 0HZ, 1 Cavendish Court, Coleridge Crescent, Colnbrook, Slough, SL3 0QQ, 10, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 5 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, 2, Tall Trees, Colnbrook, Slough, SL3 0JS, 4, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 10, Poyle Road, Colnbrook, Slough, SL3 0EZ, 22, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 17, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Poyle Corner, Old Bath Road, Colnbrook, Slough, SL3 0JB, 3, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Wisteria, Old Bath Road, Colnbrook, Slough, SL3 0HZ, 9, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, R A C Motor Sports Association, Motor Sports House, Poyle Road, Colnbrook, Slough, SL3 0HG, 8, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Raron, Old Bath Road, Colnbrook, Slough, SL3 0HY, 1 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, 3 Riverside Bungalow, Old Bath Road, Colnbrook, Slough, SL3 0JD, 23, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Punch Bowl, Old Bath Road, Colnbrook, Slough, SL3 0PH, 18, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, Banctec Ltd, Mathisen Way, Colnbrook, Slough, SL3 0HF, 10, Tall Trees, Colnbrook, Slough, SL3 0JS, 6 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, 15, Cottesbrooke Close, Colnbrook, Slough, SL3 0JE, 2, Heathacre, Colnbrook, Slough, SL3 0HX, 1, Tall Trees, Colnbrook, Slough, SL3 0JS, Lake Cottage, Old Bath Road, Colnbrook, Slough, SL3 0JB, 2 Bath Road Cottages, Old Bath Road, Colnbrook, Slough, SL3 0JA, Brook House, Poyle Road, Colnbrook, Slough, SL3 0AA, Hilton Hotel, Poyle Road, Colnbrook, Slough, SL3 0FF, 1 The Pulse, Old Bath Road, Colnbrook, Slough, SL3 0FB, 2 The Pulse, Old Bath Road, Colnbrook, Slough, SL3 0FB, 3 The Pulse, Old Bath Road, Colnbrook, Slough, SL3 0FB, 4 The Pulse, Old Bath Road, Colnbrook, Slough, SL3 0FB, 6 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 5 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 4 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 1 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3

0AW, 2 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 3 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 10 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 9 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 7 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW, 8 Brooke Villa, Old Bath Road, Colnbrook, Slough, SL3 0AW

Consultation letters were posted out on 24th July 2015 to residents and commercial properties.

- 5.2 There have been no representations received.
- 5.3 **Publicity:** In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site. The application was advertised in the 31st July 2015 edition of the Slough Express.
- 6.0 **Internal Consultation**
- 6.1 **Highways & Transport**
- 6.1.1 The proposed development is to construct a power generation site in the form of a solar farm containing photovoltaic panels.

Access

The proposed access to the site is an existing access on Bath Road to Poyle Park Farm. The design of the existing access is sufficient to accommodate the HGV traffic that will be required to accept the deliveries to the site. The access is located on a 20mph traffic calmed road and therefore it is not suitable for significant flows of HGV traffic and therefore it would preferable to bring the construction traffic into the site via the future CEMEX access Road and roundabout, which are proposed along the southern boundary of the eastern field. The CEMEX access road works are not proposed as part of this application.

In the supporting documents there did not appear to be any information setting out the number of HGV construction traffic movements and also for what length of period the construction traffic will extend across. This information is needed in order to take a view as to whether an alternative access arrangement should be implemented for the delivery of the panels etc. If the proposed Cemex access was to be used then this would limit the impact of the construction traffic on the residential properties fronting Bath Road.

HGV Routing

The application includes information regarding routing of construction vehicles to the site. It is said that they will travel via M25 J14, Horton Road, Poyle Road and Bath Road. This proposed routing should be secured through the S106 agreement in the form of a routing plan. The applicant should be made aware that the local highway authority is seeking to implement a width restriction on either Poyle Road or Bath Road in the vicinity of the Punch Bowl

public house in order to prevent HGV access to Poyle Trading Estate from the north. Therefore the routing plan for the S106 agreement will provide an alternative route should the width restriction be implemented before the construction of this proposed development.

Cycle Path

There is a proposal to improve cycle connections to the Poyle Trading Estate and Heathrow terminal 5 from Colnbrook. The route is proposed on road along High Street Colnbrook, and Bath Road which are already traffic calmed but then off-road along Poyle Road and Horton Road, which are busier roads with higher volumes of HGVs. Therefore in accordance with Policy T8 of the Slough Local Plan it is requested that provision is made for cycle access to and through this site to enable this proposed route to be achieved. It is requested that land along the eastern boundary of this site could be dedicated to the local highway authority free of charge (through a deed of dedication) to enable the cycle route to be implemented. Further discussion is recommended with the applicant on this request.

Recommendation

Subject to addressing the points highlighted above in providing further information in respect of construction traffic, agreeing a routing plan and the cycle path, together with entering into a S106 agreement I would not raise a highway objection.

S106 agreement

- Routing agreement; and
- Land dedication for cycle route (subject to agreement).

6.2 Environmental Quality

6.2.1 Raise no objections to this scheme or concerns to the noise impact report submitted.

6.3 Land Contamination

6.3.1 Below are the comments on “Poyle Park Manor Solar Farm – Supporting Statement” (Ref. SBC1044/SS), dated July 2015 and prepared by Stratus Environmental:

Sections 4.3.21 to 4.3.30 - Mitigation for Risks Posed by the Proposed Development:

I consent to the mitigation methods suggested in this section. All works should be carried out according to the methods described and Personal Protective Equipment must be worn at all times suitable for a landfill environment.

Once available, a copy of the Construction Method Statement should be submitted to the Local Planning Authority (LPA) for review and approval.

If necessary, details of any gas protection/detection measures should be submitted to the LPA, together with the sign-off of an independent, certified third party inspector.

Once works are completed, confirmation details that the on-site substations were built to the recommended specifications, and that the capping layer was not breached, should be submitted to the LPA.

Extra care should be taken to ensure that all Services are sealed in order to reduce the risk of preferential gas/vapour migration and accumulation into the proposed buildings.

Based on the above, I have no objections to the planning application. However, I recommend that the following Watching Brief is placed on the Decision Notice:

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered or if the integrity of the existing restoration capping layer is breached or less than the thickness initially expected, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use, without disturbing the existing waste mass or creating further preferential contamination pathways.

6.4 Tree Management Officer

6.4.1 No comments received, should these be received, they will be reported on the Amendment Sheet.

6.5 Neighbourhood Enforcement

- 6.5.1 Looked at the noise report relating to this application and do not have any concerns over the impact on local residents.
- 6.5.2 In relation to the construction phase, I am assuming that standard conditions relating to hours of operation, waste on site, lighting, etc will be included.

7.0 **External Consultees**

7.1 Royal Borough of Windsor & Maidenhead: No objection.

7.2 Poyle and Colnbrook Parish Council:

Members had concerns regarding the visual aspects of this development on neighbouring residential properties and businesses. They requested that screening in the form of a mixed broadleaf and evergreen tree/hedge buffer strip be planted along the internal boundaries to the northern and eastern perimeters along Bath Road / Poyle Road to supplement the existing vegetation which is mainly broadleaf species that will be bare in winter. They also queried the height of the panels at 3m tall and if this is fixed.

7.3 Spelthorne Borough Council: No objection

7.4 Heathrow Airport Limited, Safeguarding:

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observation:

Public Safety Zones

This site, or part of this site, lies within the Public Safety Zone. Please refer to DFT Circular 1/2010 'Control of Development in Airport Public Safety Zones' for further information.

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding.htm>)

7.5 Berkshire Archaeology:

This response relates solely to the buried archaeological heritage.

Matters relating to the historic built environment, listed buildings and

Conservation Areas rest with the Borough's Conservation Officer.

The applicant has submitted an archaeological desk-based assessment (Oxford Archaeology, June 2015, ref: 6178) with their application which assesses the impact of the proposed development on the buried archaeological heritage.

The desk-based assessment sets out a fair assessment of the known heritage assets within and adjacent to the site and correctly emphasises the significance of the wider archaeological landscape in the Colne Valley. However the key factor as regards archaeology in regard to this site is the evidence for previous gravel extraction and in this respect the report concludes (paragraph 9.1.1):

'Aerial photographs of the Site show the whole of Area B and the eastern two thirds of Area A to have been quarried. However, it is understood that all of Area A was quarried (pers. Comm. Colin Raynor). The excavation of the quarry will have been the main impact into the Site, which, dependent on depth, will have removed most if not all archaeological deposits within their footprints.'

Unfortunately the report does not reproduce any of the relevant aerial photographs or any maps or plans to demonstrate the extent of former gravel workings. However this information is available from the Envirocheck Report accompanying the application and also from other publicly available resources.

On this basis, Berkshire Archaeology is in agreement that previous gravel extraction is likely to have largely removed any archaeological interest in this application site. As Oxford Archaeology's report notes, it is conceivable that intact ground may survive on the very extremes of this site. However the likely small size of such areas and the generally slight construction impacts of the proposed development does not justify searching them out.

On this basis, Berkshire Archaeology is content that the information provided with the application addresses the buried archaeological heritage aspects of this proposal and that no further archaeological work is merited should permission be granted.

7.6 Thames Water:

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval

from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water comments - Thames Water recommend the following informative be attached to any planning permission: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

7.7 Natural England:

Statutory nature conservation sites – no objection

Natural England has assessed this application using the Impact Risk Zones data (IRZs) and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Staines Moor SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(I) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Protected species

We have not assessed this application and associated documents for impacts on protected species.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015, which came into force on 15 April 2015, has removed the requirement to consult Natural England on notified consultation zones within 2 km of a Site of Special Scientific Interest (Schedule 5, v (ii) of the 2010 DMPO). The requirement to consult Natural England on “*Development in or likely to affect a Site of Special Scientific Interest*” remains in place (Schedule 4, w). Natural England’s SSSI

Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments *likely to affect a SSSI*. The dataset and user guidance can be accessed from the gov.uk website.

7.8 Environment Agency:

Following on from the previous comments on the planning application by the EA, dated 9 September 2015 (EA ref. WA/2015/121070/01-L01), further information on the development's impact on flood risk has been submitted by the applicant (Stratus Environmental ref. SBC1044, dated 25 September 2015).

The EA **removed their objection** to the proposed development, **subject to the inclusion of the conditions** in any planning permission. The EA stated that without the inclusion of these conditions, the development would pose an unacceptable risk to the environment and to people and property from flooding.

Final Comments to LPA

The EA also requested to be consulted on any application for the approval of details reserved by the conditions, or for their removal or variation.

7.9 Aircraft Safeguarding, Heathrow Airport Ltd: No comments received.

7.10 Planning and Environment Group, National Grid Gas PLC: No comments received.

7.11 Colne Valley Park Centre: No comments received.

7.12 Airports Policy Division (Zone 2/29), Dept. of Environment: No comments received.

7.13 London Borough of Hillingdon: No comments received.

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

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

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

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

Core Policy 1 – Spatial Strategy

Core Policy 2 – Green Belts and Open Spaces

Core Policy 5 – Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN22 – Protection of Sites with Nature Conservation Interest
Policy EN24 – Protection of Watercourses
Policy EN34 – Utility Infrastructure
Policy OSC8 – Green Spaces
Policy CG1 – Colne Valley Park
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
Proposal's Map

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

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

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

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

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

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

- 1) Whether the principle of the development accords with the development plan, particularly impact on the Green Belt, Strategic Gap and Colne Valley Park.
- 2) Whether the landscape and visual impact, traffic and transportation, ecology, flood risk, land contamination, noise and archeologically potential are acceptable.

9.0 **Principle of proposed solar farm development**

- 9.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. National policy statements form part of the overall framework of national planning policy, and are a material planning consideration in decisions on planning applications.
- 9.2 The NPPF establishes a presumption in favour of sustainable development. For decision taking, this means that proposals for development that accords with the development plan shall be approved without delay.
- 9.3 The requirement to move to a low carbon economy is highlighted in the NPPF, first as a dimension of sustainable development; second as a core planning principle in supporting the transition to a low carbon future; third in the building of a strong competitive low carbon economy in which planning should encourage sustainable economic growth; fourth in the advice that when determining applications, LPAs should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.
- 9.4 The Planning Practice Guidance, paragraph 001 (Ref. ID: 5-001-20140306) states planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable. Furthermore, paragraph 012 (Ref. ID 5-012-20140306) provides guidance on the particular planning considerations related to PV system, these include the following:
- the importance of siting systems in situations where they can collect the most energy from the sun;
 - need for sufficient area of solar modules to produce the required energy output from the system;
 - the effect on a protected area such as an Area of Outstanding Natural Beauty or other designated areas;
 - the colour and appearance of the modules, particularly if not a standard design.
- 9.5 The proposed panels will be south facing, as such it will maximise the collection of energy from the sun. The proposed panels will cover sufficient area of the former landfill to produce and deliver the required energy output from the system. The site is not in an Area of Outstanding Natural Beauty. In terms of the colour and appearance of the modules, these will be anti-

reflective and hence will minimise glint and glare. As a result it is considered the proposal complies with the technical requirements set out in the Planning Practice Guidance.

- 9.6 Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008, states that:

“All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate: All development should, where feasible, include measures to:

c) Generate energy from renewable resources”

- 9.7 The proposed development will offset approximately 2,000 tonnes of carbon dioxide emissions per annum. Therefore, it is considered that proposed development will make a contribution towards national targets for reducing carbon dioxide emissions and increasing the amount of energy that is generated from renewable sources. The benefits of the proposed development in terms of utilising renewable energy have to be weighed up against the harm to the Green Belt, the Strategic Gap and the Colne Valley Park.

Impact on the Green Belt

- 9.8 Paragraph 79 of the National Planning Policy Framework (NPPF) explains that the Government attaches great importance to Green Belts. The proposed development would constitute inappropriate development in the Green Belt as defined in paragraph 89.
- 9.9 Paragraph 90 also states that certain other forms of development, such as mineral extraction and engineering operations are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. A solar farm does not, however fall within these categories.
- 9.10 Paragraphs 87 and 88 of the NPPF explain that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances: further, such “very special circumstances” will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm, is clearly outweighed by other considerations.
- 9.11 The Colnbrook and Poyle area has had a considerable amount of development take place around it such as the reservoirs, motorways and airport related development. There are also a number of major infrastructure proposals in the area which are being promoted because they are either of national or regional importance. These include the proposed third runway, Slough International Freight Exchange (SIFE), western rail connection to Heathrow and Smart Motorway project. All of this makes Colnbrook and Poyle

one of the most fragmented and vulnerable parts of the Metropolitan Green Belt. This means that any further development will compound the overall harm and add to the cumulative impact upon the area.

- 9.12 These issues were considered in the recent public Inquiry into the SIFE proposal for a strategic rail freight depot north of the A4 Colnbrook bypass, which was refused on Green Belt grounds. The applicants claim that SIFE and the solar farm are very different in nature and character and therefore relate to the policy context in different ways. In particular they point out that the solar farm is much smaller and the height of the buildings is much lower. Although it is accepted that SIFE is an exceptionally large development it is considered that all planning applications within the Green Belt should be considered on the same basis. The proposed Solar Farm site covers 10.9 hectares which is a significant size for a development in the Green Belt. The applicants also claim that the solar farm should be treated differently because it is for a temporary period of 25 years. It is considered that this is such a long time to have an impact upon the Green Belt that it should be treated as though it were permanent.
- 9.13 Paragraph 79 of NPPF states the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land open. The essential characteristics of Green Belt are their openness and their permanence. It is therefore considered that impact upon “openness” is the key factor that should be considered in assessing the impact of any development in the Green Belt. There is currently no development upon the site, which consists of open farm land and so the openness of the Green Belt land is not currently compromised in any way.
- 9.14 The proposal would impact on openness by erecting 3m high PV panels over an area of approximately 10ha and enclosed these within a 2.4m fence. There would also be two portacabin buildings enclosed within 2.0m high palisade fences. These would be a 2.5m high building measured 4.0 x 12.0m accommodated within an enclosed compound measuring 17m x 17m, and an additional 3.0 x 8.0 m building. The applicant has sought to reduce the significance of the effect of the solar farm arguing that that it will be screened by existing and proposed planting. The Council does not agree that the visibility of the development is the proper test of openness. You cannot make an inappropriate development in the Green Belt acceptable by screening it from view. As a result the proposed solar farm would conflict with the fundamental aim of Green Belt policy which is to keep it permanently open.
- 9.15 Whilst the most important attribute is openness, the application can also be judged against the other purposes of including land in the Green Belt which are set out in paragraph 80 of the NPPF as being :
- To check the unrestricted sprawl of large built up-areas;
 - To prevent neighbouring towns from merging into one another;

- To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 9.16 These provide the framework for assessing the specific harm that the solar farm would cause to the Green Belt in Colnbrook and Poyle.
- 9.17 The 10.9ha site currently has no development upon it. Part of it is situated on a road frontage in a key corner location. As a result it plays an important part in preventing urban sprawl in two directions along the road. Although the north east section of the site is well contained, the south western part does not have the same sort of permanent boundaries. Not only does this constitute sprawl, it could lead to other un-constrained development in this area. It is therefore considered that the solar farm would cause significant harm by increasing the unrestricted sprawl of built up areas in an already fragmented area of Green Belt. As a result it would be contrary to the first purpose of including the land in the Green Belt.
- 9.18 The north west part of the site is located in a small gap between Colnbrook and Poyle, which would be significantly reduced by the proposed development leading to the merging of these settlements. The northern side of the site is already built up with housing and so the application site is all the more important for separating the two settlements. It also fronts onto Poyle Road where it plays an important role in separating the residential areas from the industrial and commercial development to the south. It is therefore considered that the infilling of part of this important gap would cause significant harm to one of the purposes of Green Belt policy which is to “prevent neighbouring towns from merging into one another.”
- 9.19 Although the site has previously been used for minerals extraction it has now been restore to agricultural use. As a result it forms part of the limited amount of countryside that if left in the Colnbrook and Poyle area. Whilst it may not be high quality agricultural land this is not a factor that should be considered in the consideration of Green Belt policy. Whilst the site may still be used for grazing, it is considered that the erection of the solar farm would completely change character of the land and cause harm to the third purpose of the Green Belt as set out in the NPPF, which is “to safeguard the countryside from encroachment”.
- 9.20 Colnbrook is an historic settlement which has a large Conservation Area in its central core. The application site forms part of an undeveloped stretch of land to the east of the Conservation Area, which helps to define its edge. As a result it development would cause some harm to the fourth purpose of including land in the Green Belt, which is to “preserve the setting and special character of historic towns”.

- 9.21 It is not considered that the proposal would affect the fifth purpose of including land in the Green Belt, which is “to assist in urban regeneration, by encouraging the recycling of derelict and other urban land”.
- 9.22 In addition to assessing what the harm would be to this Green Belt site, it is also necessary to examine how the development of the solar farm would affect the integrity of the Green Belt in the wider Colnbrook and Poyle area. It is also considered that because the Green Belt in this area is already so fragmented, the impact of allowing further development would cause more cumulative harm to the openness of the area, than if it were to take place elsewhere in the Metropolitan Green Belt. The area has already suffered from major infrastructure development, which has changed the nature of the landscape. This has included the construction of the reservoirs, the M4 and M25 motorways and all of the Heathrow related development. It is also under pressure from many urban fringe type developments. The area also has a number of major new infrastructure proposals which include SIFE, the Western Rail Link to Heathrow, the M4 Smart Motorway scheme and the proposed third runway at Heathrow. The combination of its existing fragmentation and vulnerability to major new developments that are being promoted because they are of national or regional importance mean that it is all the more important to prevent other inappropriate development in the Green Belt, because of the cumulative impact that this could have.
- 9.23 Having established what the harm of the proposed development would be it is necessary to consider whether there are any very special circumstances that would overcome the presumption against inappropriate development in the Green Belt. The applicants have stated that the wider environmental benefits associated with renewable energy developments may be considered as very special circumstances and that the solar farm will contribute to mitigating the damaging effects of climate change through displacing energy produced from carbon. They therefore consider that the 3.8MWp of renewable electricity, which would generate enough power for 1,000 homes, provides the very special circumstances necessary to justify its location in the Green Belt. It is not considered that these general benefits are sufficient to overcome the specific harm to the Green Belt in this location.
- 9.24 The applicants were requested to submit an alternative sites assessment to justify why the solar farm should be in this location. They originally produced an assessment, which just looked at alternative sites in Slough. They have subsequently provided a summary of their national search. This states that they have considered 1,195 sites in detail of which 58 were considered to have significant potential following a detailed viability study and applications for grid connections. 18 of these now have planning permission, including one at Wraysbury.
- 9.25 The applicants claim that they have only identified sites where stringent planning criteria have been met. It is not clear what these criteria are apart from rejecting sites in the AONB and National Parks, but it is not considered that the current proposal at Poyle meets the necessary stringent planning criteria to allow it to be approved in this location. It is therefore considered

that the proposed development would cause significant harm to the Green Belt and should therefore be refused on the grounds that it has not been demonstrated that there are any very special circumstances which overcome the presumption against inappropriate development in the Green Belt.

Strategic Gap

- 9.26 The application site is also within the Strategic Gap, which consists of the undeveloped areas of Colnbrook and Poyle.

One of the key elements of the Slough Core Strategy is the need to protect this Strategic Gap between Slough and Greater London. Part of Core Policy 1 (Spatial Strategy) states that:

“...A strategic gap will be maintained between Slough and Greater London....”

Core Policy 2 then states that:

“...Development will only be permitted in the Strategic Gap between Slough and Greater London... if it is essential to be in that location...”.

- 9.27 The Strategic Gap area is already designated as part of the Metropolitan Green Belt. The introduction of the Strategic Gap policy is therefore intended to add additional restraint to development in this area is explained in paragraph 7.26 of the Core Strategy (CD5.3) which states:

The remaining open land in Colnbrook & Poyle, east of Langley/Brands Hill, is particularly important because it forms part of the Colne Valley Park and acts as the strategic gap between the eastern edge of Slough and Greater London. Additional restraint will therefore be applied to this fragmented and vulnerable part of the Green Belt which will mean that only essential development that cannot take place elsewhere will be permitted in this location.

- 9.28 The question as to whether the policy could add additional restraint was tested in the High Court as part of the Judicial Review of the planning permission for the strategic rail freight interchange at Radlett near St Albans. The Judge came to the following conclusion about the Strategic Gap policy in the Slough Core Strategy:

“In my judgment it is clear, having regard to the Core Strategy that an additional policy requirement in respect of development in the strategic gap, in addition to showing very special circumstances for an inappropriate development in the Green Belt, must also be shown. That is the clear wording of Core Policy 2 as explained in paragraph 7.26. The wording is in my judgment robust and clear and provides that development will only be permitted if it is essential to be in that location. It is in my judgment an additional policy restraint.”

- 9.29 As a result it can be seen that the Strategic Gap policy has been thoroughly tested and has been found to add additional policy restraint over and above that of Green Belt, which is generally recognised as being one of the most restrictive policies in the British Planning system. Whilst no policy can ever be an absolute bar to development, it was agreed by the Judge that this imposes a very high bar. Because of its location on the junction of the Old Bath Road and Poyle Road, the application site is considered to be a vital area for preserving the separation of settlements. It forms part of the gap between Colnbrook and Poyle and helps to separate the residential areas from the industrial and commercial development to the south.
- 9.30 The main purpose of the Strategic Gap is to prevent the coalescence of Slough with Greater London so as to maintain their separate identity. In order to do this is not only necessary to keep land open but also maintain the perception of there being some openness between the two major settlements. The maintenance of the perception of a gap or gaps is particularly important along the road corridors. There already is almost continuous urban development from Slough, through Brands Hill, Colnbrook and Poyle up to the M25. The only breaks are Pippins Park/Crown Meadow, Albany Park/the application site and the golf driving range. The northern side of the road opposite the application site is completely built up with houses. As a result any development on the southern side will have a particular impact upon the retention of a gap.
- 9.31 It is accepted that the proposed solar panels will be well screened by the existing and proposed vegetation but there will still be glimpses of the development and people will be well aware of the fact that it is there. As a result the perception of a gap between settlements will be further reduced as a result of the urbanisation of this key corner site. It is therefore considered that the proposed solar farm will cause significant harm to the maintenance of a Strategic Gap between Slough and Greater London contrary to Core Policy 2. As a result it is necessary for it to demonstrate that it is “essential to be in this location”. It is not considered that there is a particular need for the solar farm to be in this location either in operational terms or to serve the local area. Slough already has significant electricity generating capacity. The output from the Solar Farm would be comparatively modest and so cannot be justified in terms of having any special need. The power produced by the plant would not serve a particular facility but would be supplied to the National Grid. As a result it cannot be justified in terms of the proximity principle.
- 9.32 Although the applicant has produced the results of its alternative sites assessment which show that there are a limited number of sites which have potential for solar farms there are opportunities for connecting to the grid all over the country. The main reason for rejecting sites appears to be because they do not meet stringent planning criteria. The Strategic Gap policy set out in the Core Strategy has been found to be a very high bar to development and so it is considered that this should be treated as a stringent planning policy, which the proposed development has not met and so should also have been rejected in the alternative sites assessment. As a result in view of the harm that the proposed development would cause to the Strategic Gap it is

considered that it should be refused on the grounds that it has not been demonstrated that it is essential to be in this location.

10.0 **Landscape and Visual Impact**

- 10.1 The key principles from the NPPF relevant to the Landscape and Visual Impact Assessment and the proposed development are to:
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
 - take account of the different roles and character of different areas; and
 - encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.
- 10.2 Core Policy 8 of the Slough's Core Strategy Development Plan Document 2006-2026 states all development will respect its location and surroundings. Core Policy 9 requires that development should respect the character and distinctiveness of existing buildings, townscapes and landscapes, and their local designations.
- 10.3 Policy EN1 from the Slough Local Plan saved policies, requires development proposals "to be compatible with and/or improve their surroundings in terms of scale; height; massing; layout;...visual impact".
- 10.4 The Applicant has undertaken a Landscape and Visual Impact Assessment which focuses to a 1km study area. The study area selected for the assessment is based on the scale of the proposal, a maximum of 3m high panels and their actual theoretical visibility considering local features including the nature of the surrounding topography, vegetation coverage and built form, which is numerous within the local area.
- 10.5 The assessment states that *"considering the maximum 3m height of the solar panels, the likelihood of the development being perceptible at distances over 1km from the site is very low."*
- It further goes to state that the *"flat topography of the local area and surrounding landscape (and built) features contain the landscape and visual effects of the development, with the localised landscape effects restricted to an area of low-medium value and sensitivity. The restricted visual effects of the development would be largely mitigated by the established site boundary features and the proposed mitigation and enhancement strategy."*
- 10.6 The outcome and results of the Landscape and Visual Impact Assessment have been taken into consideration as part of the planning process, however it is considered that the benefits of the Solar Farm do not weigh up against the harm caused to the Green Belt, the Strategic Gap and the Colne Valley Park as a result of the proposal.

11.0 **Traffic and Transportation**

- 11.1 The NPPF states among its core planning principles, developments should “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”. It requires that all developments generating significant vehicle movements should be supported by a Transport Assessment in which it takes into account all opportunities for sustainable transport modes, safe access to the site and whether there is a need to undertake transport movements which would cost effectively limit significant impacts.
- 11.2 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority’s approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 11.3 The Council’s Highways & Transport Officer has assessed the application and raised no objection to the proposal subject to providing further information in respect of construction traffic, agreeing a routing plan and the cycle path, together with entering into a S106 agreement, detailed comments can be found in Section 6.2

12.0 **Ecology**

- 12.1 Legislation for the protection of wildlife and ecology in the United Kingdom includes:
- The Wildlife and Countryside Act, 1981 (as amended);
 - The Countryside and Rights of Way Act, 2000 (as amended);
 - Natural Environment and Rural Communities Act, 2006;
 - The Conservation of Habitats and Species Regulations, 2010 and
 - Wild Mammals (Protection) Act, 1996.
- 12.2 The NPPF states that the planning system should contribute to and enhance the natural and local environment by, among others, minimising impacts on biodiversity and providing net gains in biodiversity where possible.
- 12.3 Slough’s Core Strategy includes a number of policies aimed at protecting nature conservation. Developments are required to demonstrate they appropriately mitigate impacts on ecology. The policy of the Spatial Strategy is to direct development into the most accessible locations in the Borough, while protecting other more environmentally sensitive areas from over-development and which is most likely to protect existing biodiversity.
- 12.4 An Ecology Report has been submitted with respect to the proposed development, the conclusion is summarised below:
- The site currently has potential for nesting birds, hedgehogs, badger, common reptiles, common amphibians and bats. The adjacent watercourse, Colne Brook has some potential to support otters and

water voles.

- The proposed development will only affect an area of arable field, which has a low potential for protected faunal species. The proposals will enhance existing habitats on site as well as creating new habitats. Post development there will be a net increase in the ecological value of the site assuming the recommendations are followed.
- It is not anticipated that the proposal will have a direct or indirect negative impact or affect the integrity of the nearby South West Waterbodies SPA and Ramsar site or the nearby Wraysbury Reservoir SSSI and Staines Moor SSSI.
- Measures to protect adjacent watercourse during construction should be implemented and provided within a Construction Environmental Management Plan.
- No trees are scheduled to be removed as part of the development. However, if any trees on site do require removal or remedial works and have moderate or high bat potential they should be subjected to further climbing surveys to establish the absence of roosting bats.
- Consideration must be given to all new lighting specifications on site during construction and operational phases with regard to bats.
- All vegetation clearance should be undertaken outside the bird nesting season (March to mid-September inclusive for most species in the UK) to avoid disturbance or harm to nesting birds. The clearance of dense vegetation should be removed by hand in a sensitive manner to avoid harming any hedgehogs, amphibians or reptiles that may be present.
- During construction all trenches and holes should be filled in or covered overnight to ensure no animals could fall in and become trapped.
- The new landscaping scheme will seek to incorporate areas of structured native or wildlife beneficial planting. The new grassland under the solar panels will be managed to create a species diverse grassland. The seeding of the grassland with a native wildflower mix would be beneficial to increase the species diversity of the grassland. Existing trees should be retained and protected.
- Bat and bird boxes should be installed in suitable retained trees. Habitat / dead wood piles are encouraged where possible to provide habitats for reptiles, amphibians and hedgehogs.

12.5 Natural England have raised no objection to the proposal and given the above mitigation set out within the Ecology Report, no objections are raised on ecology grounds.

13.0 **Flood Risk, Land Contamination, Noise and Archaeological Potential**

13.1 **Flood Risk and Land Contamination**

The historic use of the site as a landfill gives rise to the potential for contamination to be released as a result of the development. With regard to flood risk and land contamination issues, the Environment Agency and the

Council's Land Contamination Officer have raised no objection to the proposal with regard to these matters, subject to the a number of conditions. Detailed comments with regard to the responses from the Council's Land Contamination can be found in Section 6.6 of this report and refer to the Section 6.19 of this report for the Environment Agency's comments.

13.2 Noise

In relation to noise, the Council's Environmental Quality Manager has reviewed the Noise Impact Assessment and no objection is raised. The nearest residential properties are located on Bath Road, approximately over 30m away, this is considerable distance to mitigate any issues with regard to noise and disturbance as a result of the proposed development.

13.3 Archaeological Potential

The applicant has submitted an archaeological desk-based assessment (Oxford Archaeology, June 2015, ref: 6178) with their application which assesses the impact of the proposed development on the buried archaeological heritage. This has been assessed by Berkshire Archaeology and on the basis of the information submitted, they are in agreement that previous gravel extraction is likely to have largely removed any archaeological interest in this application site. As Oxford Archaeology's report notes, it is conceivable that intact ground may survive on the very extremes of this site. However the likely small size of such areas and the generally slight construction impacts of the proposed development does not justify searching them out.

As such, Berkshire Archaeology is content that the information provided with the application addresses the buried archaeological heritage aspects of this proposal and that no further archaeological work is merited should permission be granted.

14.0 Other Issues

14.1 The Applicant has advised that they have offered a Community Benefit Fund that would be held in trust and managed by Poyle with Colnbrook Parish Council and could be spent on social and environmental projects to enhance the public realm within the parish. The offer would see an annual payment of £14,000 for the life of the solar farm (RPI linked). It should be noted that the initial feedback from the Parish Council was very positive and the applicants are proposing to provide a list of local projects that could potentially benefit from the fund.

14.2 At this stage the Applicant hopes that a private agreement can be made with Parish Council to secure the fund once any consent is issued and the solar farm is energised. They will be providing the Parish Council with examples of agreements they have drafted in the past with other parish councils.

14.3 Members should be mindful that any agreement will not be secured via a Section 106 Agreement as the Local Planning Authority has not been party to the discussions.

15.0 **Process**

15.1 In dealing with the application, the Local Planning Authority has worked with the Applicant in a positive and proactive manner, however it is not considered that amendments to the scheme would make the proposal acceptable, as such the development is not in accordance with the requirements of the National Planning Policy Framework.

16.0 **Summary and Conclusion**

16.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be refused on the grounds that it has not been demonstrated that there are any very special circumstances which overcome the harm and presumption against inappropriate development in the Green Belt.

16.2 It is also recommended that it should be refused on the grounds that the proposed development would cause harm to the Strategic Gap and Colne Valley Park and it has not been demonstrated that it is essential to be in this location.

17.0 **PART C: RECOMMENDATION**

The application should be refused for the following reasons:

1. The proposed development would cause significant harm to this fragmented and vulnerable part of the Green Belt. It has not been demonstrated that the benefits from the proposed solar farm are sufficient to constitute the very special circumstances which are necessary to overcome the presumption against inappropriate development in the Green Belt as set out in the National Planning Policy Framework and Core Policy 2 (Green Belt and Open Spaces) of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.
2. The proposed development would result in loss of important open land within the Strategic Gap at Colnbrook and Poyle. It has not been demonstrated that it is essential for the proposed solar farm to be in this location and so it is contrary to Core Policy 2 (Green Belt and Open Spaces) and Core Policy 1 (Spatial Strategy) of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.
3. The proposed development would result in the further urbanisation and loss of countryside recreation within the Colne Valley Regional Park. It

has not been demonstrated that it is essential for the proposed solar farm to be in this location and so is contrary to Core Policy 2 (Green Belt and Open Spaces) of The Slough Local Development Framework, Core Strategy 2006-2026 and Policy CG1 (Colne Valley Park) of The Adopted Local Plan for Slough 2004.

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Registration Date:	28-Aug-2015	Applic. No:	P/00619/006
Officer:	Mr. Albertini	Ward:	Central
Applicant:	Mr. Ali Raza, Comfort Care Services Ltd		
Agent:	Mr. Josh Harling, Yeme Architects The Diplomat Hotel, 144, Sunbridge Road, Bradford, West Yorkshire, BD7 1HR		
Location:	64, Mill Street, Slough, SL2 5DH		
Proposal:	Demolition of existing building (Gym) and construction of an apartment building. 5 Storeys high with 28 flats. (22 one bedroom 6 two bedroom)		

Recommendation: Refuse



1.0 **SUMMARY OF RECOMMENDATION**

Refuse

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The scheme comprises 22 one bedroom and 6 two bedroom flats in a 5 storey building. 18 of the one bedroom flats would be social housing. The applicant says homes would be for vulnerable adults. The social rented homes would be for this group and the remaining 10 units would be open market sale. The applicant is involved with other Council's providing bedspaces as part of welfare provision.
- 2.2 The building sits tight on the north edge of the site and between 4.75 and 6 metres off the south edge of the site. The front and rear of the building will be close to the site boundary on Mill Street and the end of Grays Place or a rear garden fence of an adjacent Mill Street house. Habitable rooms are on each elevation of the building. Some windows are angled and many are set back in recesses. The top floor is set back from the edge of the building with rooms in the roof space and lit by dormers (3 rooms) or unusual top lit dormers (5).
- 2.3 3 car parking spaces are proposed; 2 off Mill St and one off Grays Place. The gap along the south side provides motor bike, cycle store, bin store and planting space.
- 2.4 Two entrances to the building are planned both off the south side gap which will be accessible from either Mill Street or Grays Place.
- 2.5 The application is supported with a design and access statement and a shadow analysis showing where the shadow of the proposed and adjoining buildings will occur on and around the site in June December and March at 9am, noon and 3pm.
- 2.6 All but one of the fourth storey flats are maisonettes with part of their accommodation on the top floor – either bedrooms or living room. 3 flats have normal balconies (Grays Place end). 5 of the top floor rooms have an unconventional, small outdoor space with limited view. These are the unusual dormers referred to in 2.2; they are effectively dormers with no window in the face but triangular side windows and a sky light and part of it being open to the air.
- 2.7 The applicant submitted a 'pre-application' scheme that was much larger. He was advised that the scheme would be unacceptable for various reasons and advised to support a substantially reduced scheme with evidence to show that it would be acceptable. In particular a day light and sun light study was requested and a drainage scheme.

3.0 **Application Site**

- 3.1 This 780 sq metre site..(0.078 ha) currently contains an unattractive two storey former light industrial building used as a gym. It is a narrow fronted but deep site which has an access at the front and back. It is set back from Mill Street footway 3.5 m (7.5m first floor) and from the end of Grays Place 4 to 9 metres on a slanting boundary line. Part of the building sits on the north boundary and the south side is 4.75 metres off the site boundary. There are windows on all elevations except that part of the north elevation on the boundary.
- 3.2 The gym has space for about 10 cars but at least 4 would not be approved if part of a planning application. The parking is located off Mill Street and Grays Place but not connected.
- 3.3 The site sits between 3/4 storey flats to the north and the recently completed apartment building off Railway Terrace known as Rivington Apartments – this is a combination of 5 and 7 storey rising to 9 storeys with a set back. Immediately adjacent to the south boundary is the ramp down to the basement car park of the latter building. The 3/4 storey block (Headington Place) has its flank next to the site (2.75 metres away) and part of its rear car park. The 5 to 9 storey building is between 6 and 8 metres from the site boundary and has habitable room windows in its north elevation some with balconies.
- 3.4 Opposite to the east is Noble Court a 4/5 storey building. To the west is the end of Grays Place and a rear garden of a two storey house in Mill Street the building of which is 5 metres away to the north west.
- 3.5 The site falls within the town centre area as defined in the Core Strategy. It is very close to the railway station and a short walk to the town centre via William Street bridge. There are trees on the north west corner of the site.

4.0 **Site History**

- 4.1 P/00619/005 application (2009) for change of use from business to gym use withdrawn 2012.

5.0 **Neighbour Notification**

- 5.1 Mill St Headington Place 1-12 14-20
Mill St Noble Court 1-12 14-16 17-23 48 50 52.
Grays Place 61 61a 63 65
Railway Terrace Rivington Apartments 10-15, 29-34, 48-53, 67-72, 84-88,98-102, 108-109, 112-113.
- 5.2 No comments received

6.0 **Consultation**

- 6.1 **Traffic/ Highways**
Access to the 2 Mill St parking bays does not comply with the Council's

crossover policy, it is too close to an adjacent access and has insufficient pedestrian visibility. Grays Place is a better place for access. Nil parking could be accepted under current parking guidelines. This may cause parking on-street in an area already suffering from high parking demand that cannot be controlled as there is no residents parking zone. The ground floor area could be used for car parking but there is insufficient space for 1 space per home. Alternatively the developer could fund a car club for three years with free membership for residents together with associated car club parking bay on the street. This can be provided by the Council if a financial contribution is made. The cycle store is not acceptable as it is not big enough to take the 20 cycles stated by the applicant. The refuse store should be closer to the Grays Place access to comply with minimum drag distance standards. The proposal will generate a small increase in vehicle trips. The proposal should be refused unless it is substantially altered.

6.2 Drainage

No drainage proposals submitted. These are required before any planning permission can be granted under the SUDS approval process. The applicant was informed at the pre application stage of the need for drainage details.

6.3 Environmental Quality (Contamination)

Comments to follow but standard contamination conditions would be applied as the area has had an industrial uses in the past.

6.4 Education

Request financial contribution towards new education facilities.

6.5 Housing

Request contribution towards affordable housing.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site is identified on the Proposals Map (2010) as an existing business area. Under Core Strategy policy 5 loss of employment uses in these areas is strongly resisted. The Site Allocations Development Plan 2010 identifies the site as part of Selected Key Location 3. Under Core Strategy policy 1 there is flexibility to relax the 'no loss of employment' requirement in identified Selected Key Locations if various site objectives listed in the Development Plan are achieved. Comprehensively planned development is one objective.

7.2 The proposal is not a comprehensively planned scheme as indicated below and its poor design limits the scope for this particular proposal to be treated flexibility under the selected key location category. However replacement of the existing unsightly building would be advantageous.

7.3 Core Strategy policy 6 states that all community facilities/services should be retained. If an exception is made and loss occurs a financial contribution towards other local community facilities/services is required. No alternative or

compensatory facilities are proposed so the development does not comply with this policy. The loss of this small gym is unlikely to be significant in terms of overall leisure provision in the area. The loss need not therefore be considered a strong reason to reject the proposal provided the replacement development is good quality and well designed and assists local regeneration.

- 7.4 The site sits within the town centre of the Proposals Map regarding application of car parking standards and support for flatted developments.
- 7.5 The 64 % social housing proposed more than covers the Core Strategy policy 4 requirement for 25 % of homes above 25 units to be social rent. However the type of accommodation and likely tenants proposed may not align with the Housing Sections interpretation of those in most need of housing in this area. Further comments to follow on amendment sheet.
- 7.6 As this development is over the 15 unit threshold for seeking education contributions it would not comply with Core Strategy policy 10 Infrastructure unless the applicant could show that it would not be viable with such a contribution. Alternatively the applicant could provide evidence that, long term, residents are unlikely to generate the need for education places.
- 7.7 Regarding contributions to recreation facilities the development is only just over the 25 unit threshold for seeking such contributions. As the amount of development proposed will need to be reduced to comply with design policies etc. this requirement is not likely to be pursued. Similarly for contributions towards the station north forecourt enhancement that have been collected from other larger schemes in the area in connection with increased travel demand.
- 7.8 The applicant has said that reducing the scheme may affect its viability but no evidence has been submitted.

8.0 **Layout, Design and Access**

- 8.1 Access; cycle storage, parking arrangements, refuse store access are all unacceptable as indicated in the Transport and Highway comments above.
- 8.2 The distance between habitable room windows on the south elevation and the north elevation of the adjacent Rivington Apartments is 12 metres at ground floor and 14.75 metres above. Normally 18 metres would be a minimum acceptable distance on the private side of a development to prevent excessive overlooking and loss of privacy to residents of both developments. A large number of homes would be affected. The recessing and angling of some of the proposed windows is not sufficient to address the issue. Consequently the proposal is unacceptable as it would create unsatisfactory living conditions for some existing and some new residents. This is contrary to Local Plan policy EN1 design and Core Strategy policy 9 built environment.
- 8.3 The distance between habitable room windows at the front is 15 or 16 metres. Whilst this is below the desired 18 metres the 15/16 distance is found further along Mill Street and this distance is found elsewhere between frontages of

some terraced housing. Although it should be noted houses as opposed to flats usually have a rear elevation not affected by loss of privacy.

- 8.4 The relationship between the northern part of the building and adjacent windows at the rear of Headington Place and a house in Mill Street also creates some privacy problems and aspect problems. Views from some existing windows at a 45 degree angle would be about 8 or 10 metres away from the new building either looking at a wall taller than the existing building or residential windows compared to the smaller number of existing gym windows. Trees currently help screen views between the existing building and the nearby house but the new building would require their removal.
- 8.5 The proximity and height of existing buildings together with the proposed buildings extent, height and arrangement of windows close to the site boundaries will result in poor levels of light and sun light to many of the new homes. The new building will also reduce light to existing homes adjacent as the larger building will intrude on the skyline seen by existing residents. The proposed building is much larger than the existing building with more windows so overlooking from existing gym windows to nearby homes or the effect on light to existing rooms is modest compared to the proposal.
- 8.6 No day light or full sun light study has been submitted despite a specific request to do so at the pre application stage. Without that the full extent of the effect on living conditions for new or existing residents cannot be established clearly. However the proximity of buildings at 4 or more storeys in comparison to light studies elsewhere indicates that there is a high level of certainty that many rooms will have below standard levels of sun and light.
- 8.7 The 12 and 14.75 metre distance between a 5/7/9 storey building south of the proposed 5 storey building is the most obvious example of height/separation distance to judge that the proposal will be unsatisfactory.
- 8.8 The submitted shadow analysis does not indicate which rooms of homes have reduced levels of light compared to now nor the scale of change nor its acceptability compared to generally accepted standards. The shadow analysis does show that the building will receive little sun light and the south elevation very little.
- 8.9 Consequently the proposal is unacceptable as it would create unsatisfactory living conditions for some existing and some new residents. This is contrary to Local Plan policy EN1 design and Core Strategy policy 9 Built Environment.
- 8.10 The proximity of buildings; recessed windows and odd arrangement of dormer window on the top floor all contribute to many habitable rooms having a very poor outlook. This will contribute to the poor living conditions referred to above.
- 8.11 The 5/7/9 storey Rivington Apartments to the south will have an overbearing effect on south elevation windows. Whilst any residential scheme on this site will be affected by this the effect of it is made worse by the number of windows facing the existing tall building and the short distance between the two.

- 8.12 Building so close to site boundaries along the side of the plot particularly if habitable room windows are on or near the boundary is not good practice. The windows rely upon borrowed light and it may limit adjoining owners redevelopment opportunities in the future or cause conflicts where activities in the adjoining plot take place close to the boundary.
- 8.13 The amount of accommodation on the site is large for this narrow plot close to other buildings. There is no problem with the principle of reaching a height similar to that adjacent to the north and east. However the size and positioning of the building and its windows is crucial to achieve a good design. It is a difficult site to get a lot of good quality homes on; the fact that surrounding sites have large buildings does not by itself mean this small site can have a large building.
- 8.14 Amenity space for the development is limited. This may be a requirement that can be relaxed a bit to assist a successful redevelopment of the site.
- 8.15 The elevational treatment of the building is generally satisfactory in terms of appearance the recesses creating shadow and interest. However the top floor dormers with no proper window are unusual features that need careful treatment not to look odd. Use of render as a finish needs careful specification and application to limit the worst effects of weathering and staining in the future.
- 8.16 The through way along the south side of the building from Mill St to Grays Place is a potential crime problem. It may also be used as a short cut. Any revision needs to address this.
- 8.17 As outlined above the proposal does not comply with Local Plan policy EN1 design; Core Strategy policy 9 Natural and built environment; policy 12 community safety; nor Core Strategy policy 8 Sustainability in terms of surface water drainage.

9.0 **Conclusion**

- 9.1 In conclusion the principle of redevelopment and residential use is supported and a building larger than the existing one is probably acceptable. Because of the sites small size, depth and proximity of buildings means some compromise regarding living standards may be acceptable if this is the only way to achieve or secure redevelopment for a better looking building. However the size of this proposal and the arrangement of its rooms and windows etc. plus proximity to site boundaries means it results in unacceptable living conditions for new and existing residents. This is poor design. Day light, sun light, privacy and poor outlook from windows are all affected. The Council's policies expect good design and this is supported by the National Planning Policy Framework which says "high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings"
- 9.2 The policies regarding loss of leisure facilities and an employment use are not fully met but this need not be a significant issue if the proposal is acceptable in terms of design and use and can clearly be seen to assist in regeneration of the area. The design is not satisfactory.

- 9.3 The type and level of affordable housing and justification for not contributing to education facilities will need to be made with any revised application. These matters have not been explored with the applicant so a holding reason for refusal has been attached.
- 9.4 Transport related items are also unacceptable although these might be addressed by redesign; consideration of on site parking or financial contributions for alternative travel/parking arrangements.
- 9.5 Too many changes are needed to make the scheme acceptable for the application to be negotiated. The application is lacking key information that was requested at the pre application stage. The applicant can submit a revised scheme with no fee.

PART C: RECOMMENDATION

10.0 **Recommendation**

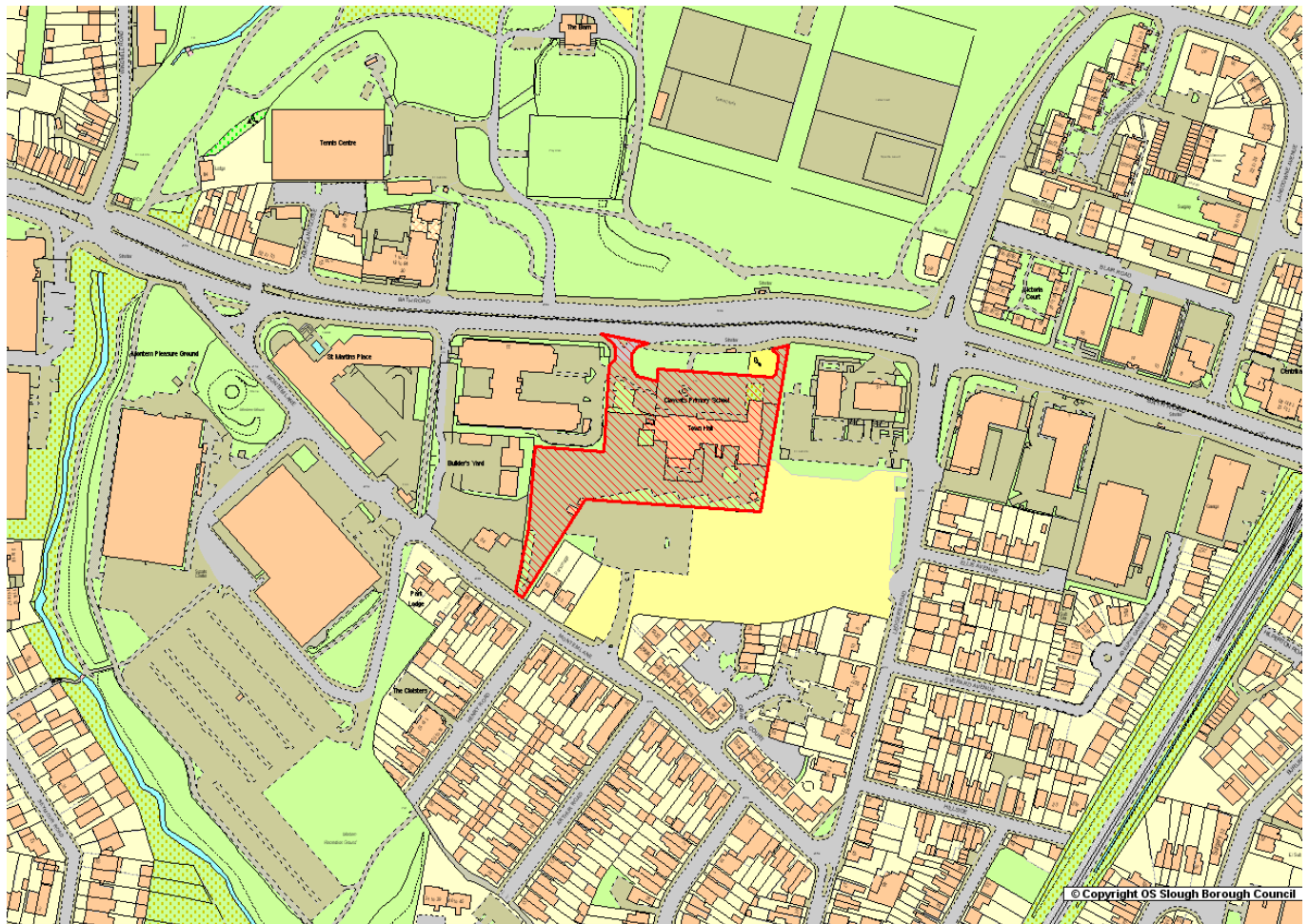
Refuse

11.0 **PART D: LIST OF REASONS for refusal**

1. The development will result in poor living conditions for existing and new residents because of lack of day light and sun light, lack of privacy and poor outlook from windows. This is poor design and does not comply with Local Plan (2004) policy EN 1 design nor the Core Strategy 2006 - 2026 policy 9 Natural, built and historic environment.
2. The development fails to provide cycle parking in accordance with adopted Slough Borough Council standards and therefore does not comply with the Council's Integrated Transport Strategy and is therefore contrary to Slough Borough Council Local Plan (2004) Policy T8.
3. The layout as submitted does not comply with Slough Borough Council's Vehicular Footway Crossing Policy and as such would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
4. The proposal does not secure affordable housing in line with Core Strategy 2006-2026 Policy 4 (type of housing) nor secure additional education facilities in line with Core Strategy Policy 10 infrastructure.
5. The proposal will result in off site parking in an area already suffering from high levels of parking demand and no alternative travel measures to reduce car use/the need for parking have been proposed. The proposal is therefore contrary to Core Strategy policy 7 2006 - 2026 Transport with regard to highway safety and the free flow of traffic on the nearby network.

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 and a new multi-purpose hall. Internal alterations, additional car parking spaces and associated works		

Recommendation: Delegate to the Planning Manager for approval.



SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

Background

1. At the Meeting of Planning Committee on 15th October 2015, the Committee deferred the application to a future meeting to allow further discussions with the applicant to achieve an improved design that is in keeping with the existing building. A copy of the original officer's report to Planning Committee (Appendix A) is attached for information purposes.
2. Following this meeting, the applicant has further developed the detailed design of the scheme and amended the proposal. Façade material selection and detailed design options have been rigorously explored.
3. This supplementary report on the amended proposal has been prepared for Members' consideration. It should be noted that re-consultation has been undertaken on the amendments received and at the time of writing and if any representations have been received, they will be reported on the Amendment Sheet.

Assessment of Detailed Design Amendments

4. Amended plans and an updated Design & Access Statement have been submitted for consideration.
5. The key aspects of the detailed design amendments are understood to be as follows:
 - Change in materials of the front elevation from green cladding to now matching brickwork and reflective stone detailing surrounding the window frame.
 - Reduction in height of the proposed extensions to match the existing wing to reflect massing and connectivity to the existing building.
 - Introduction of signage to the front elevation.
 - There are also louver panels to the second floor which are required for ventilation purposes and rooflights to serve the multi-purpose hall.
 - The third floor has been cladded in a matching copper tone to reflect the roof form colouring of the existing building.
 - Perforated screen to enclose the plant equipment, such as the air handling unit in the roof.
 - There are no changes to the footprint of the building as a result of the amendments to the design.
6. The overall scale, height and massing of the proposed building now provides a better visual linkage and connectivity between the existing locally listed building and the proposed development.
7. The materials along the front elevation of Bath Road have been amended to matching brickwork and the introduction of detailed façade treatment which replaces the previous extent of the green cladding is a major improvement to the building.
8. Furthermore, a draft landscaping scheme has been submitted which proposes to enhance the soft landscaping at the front of the school, there will be new trees and

shrubs planted and the existing grass will be made good, this will ensure to add public realm value to the overall scheme.

9. It is considered that the amendments would constitute refinements to the architectural detailing of the building which would enhance the appearance of the locally listed building. The overall design approach, materials and colouration of the proposed extension are considered to be in keeping with the locally listed building.
10. It is considered that the proposed amendments would be acceptable. The proposed amendments would result in a high quality development which would respond sympathetically to its context through the careful consideration of the mass, scale, appearance and landscaping treatments. The proposal is considered to comply with Core Policy 8 of the Core Strategy and Policy EN1 of the Adopted Local Plan for Slough.

Staff Numbers

11. During the Planning Committee Meeting, staff numbers were also discussed and a full breakdown of full time and part time staff was requested by Members, details below have been provided with regard to the projected growth of staff at the school:

TRUE AS AT 27.10.2015 - BASED ON FTE PROJECTION TO 31ST MARCH 2016

CAMPUS	DESIGNATION	FTE	FT	PT	NUMBER	PROJECTION (Additional) TO 2021-2022
TOWN HALL	LEADERSHIP	4.00	4.00		4	
TOWN HALL	TEACHERS UPPER	0.60		1.00	1	
TOWN HALL	TEACHERS MAIN	16.20	15.00	2.00	17	12 (FTE 12)
TOWN HALL	TEACHERS UNQUALIFIED	2.00	2.00		2	
TOWN HALL	TA	4.56		9.00	9	4 (FTE 2.28)
TOWN HALL	TA 121	3.17		6.00	6	
TOWN HALL	EYP	4.80		7.00	7	
TOWN HALL	CLEANER	1.12		5.00	5	2 (FTE 0.5)
TOWN HALL	CARETAKER	1.00	1.00		1	
TOWN HALL	FACILITIES MANAGER	1.00	1.00		1	
TOWN HALL	ADMIN	3.53		4.00	4	
TOWN HALL	ADMIN	4.37		5.00	5	
TOWN HALL	ADMIN LEADERSHIP	1.00	1.00		1	
TOWN HALL	LIBRARY	0.46		1.00	1	
TOWN HALL	LUNCHTIME CONTROLLER	1.53		9.00	9	
TOWN HALL	LUNCHTIME SUPERVISOR	0.34		1.00	1	
TOWN HALL STAFF		TOTAL	49.68	24.00	50.00	74.00

<u>Future Projections Teachers</u>	(INCLUDED IN TABLE)
4 Additional Teachers	2016-2017
4 Additional Teachers	2017-2018
1 Additional Teacher	2018-2019
1 Additional Teacher	2019-2020
1 Additional Teacher	2020-2021
1 Additional Teacher	2021-2022

Environmental Quality Officer Comments

12. *“The extensions are in line with the existing school and slightly set back to the rear. I do not believe the classrooms will be significantly impacted by poor air quality, and the school is technically not in an Air Quality Management Area (AQMA) but is 100m from the Town Centre AQMA and the same distanced from the proposed AQMA.*”

I have reviewed the acoustic report, and it looks fine, the ambient noise levels for the site are high, so appropriate sound insulation will need to be designed into the scheme to meet BB93 standards.

As there is additional car parking provisions there is likely to be increase in trip generation to and from the site. I would recommend the increase is unlikely to be significant and would attract a small damage cost to the development. However, I would recommend in line with sustainable transport measures and the forthcoming Low Emission Strategy. At least one Mode 3 EV charger is installed in the car park.”

RECOMMENDATION

13. Delegate to the Planning Manager for approval, subject to resolution of outstanding highway and transport matters, design issues and finalising of conditions and final determination.

Appendix A

****Original officers report ****

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 DE

PT 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 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 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.

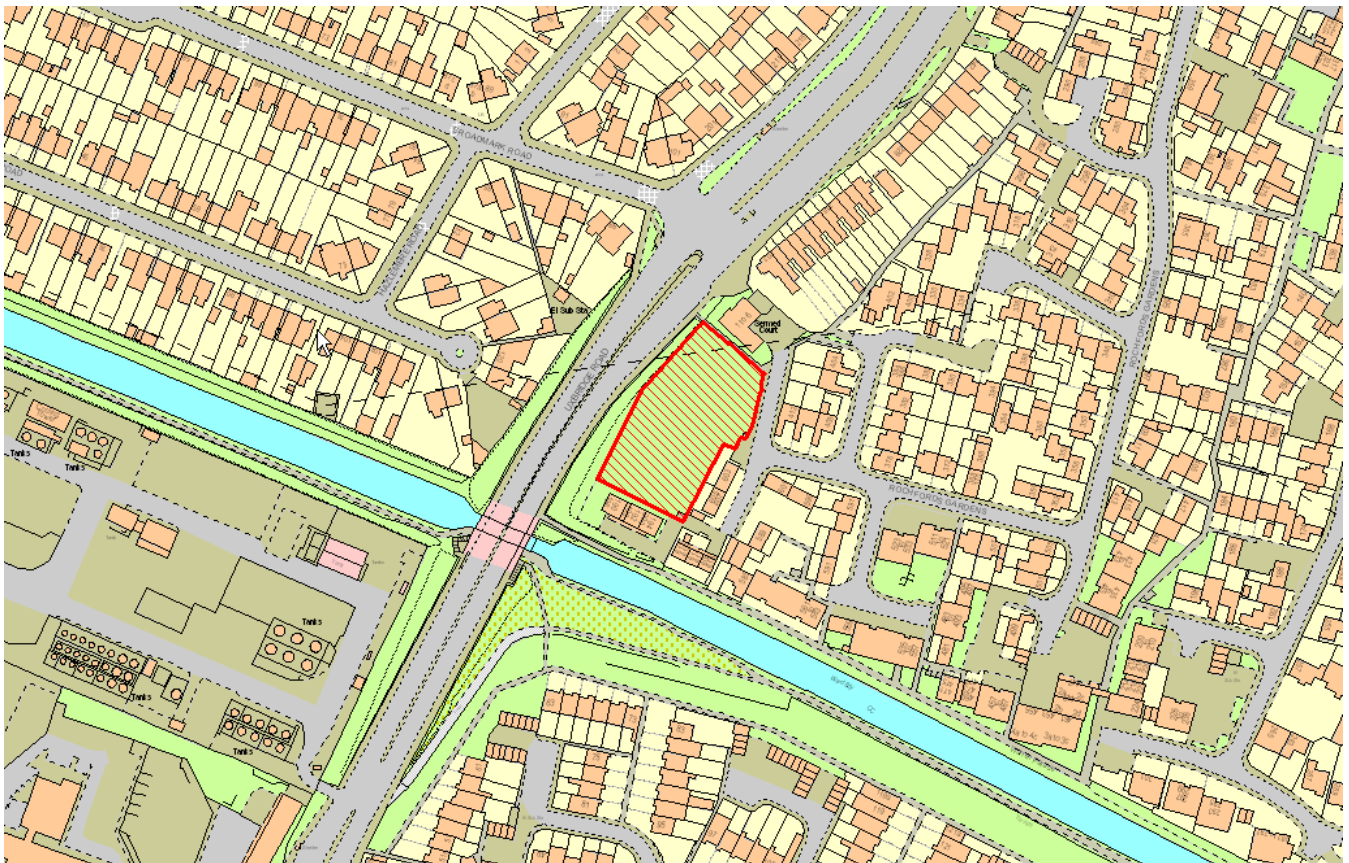
INFORMATIVES:

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.

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Registration Date:	08-Oct-2015	Applic. No:	S/00021/002
Officer:	Mr. Albertini	Ward:	Wexham Lea
Applicant:	Mr. Mike Broom	Applic type:	Major
Agent:	Mr. Lee Packman, The AED Practice Limited Building L027 - London Road Campus, London Road, Reading, Berkshire, RG1 5AQ	13 week date:	7 th January 2016
Location:	Former Rochford Hostel, Site between Uxbridge Road & Rochford Gardens, Slough, SL2 5NU		
Proposal:	Construction of 20 homes for people with learning difficulties in 2 buildings - one 2 storey & one 2/3 storey plus associated parking.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to the Planning Manager for Approval

PART A: BACKGROUND

2.0 **Proposal**

2.1 The development is for 20 social housing flats for residents with learning difficulties. The flats are all one bedroom 2 person in size. 4 support staff will be on site during the day and 2 at night. There are no internal communal facilities or rooms.

2.2 The form of the development is an L shaped two and three storey block in the middle of the site and along the west boundary with a separate smaller two storey block on the south side nearest the existing adjacent homes. The space between the two buildings will be part paved and part grass communal space that also provides access to the 4 stairwells serving the flats. The pedestrian entrance will be via the L shaped block on the north side.

2.3 The northern part of the site will contain the gated site access off Rochfords Gardens and 10 parking spaces (2 disabled), bike store and shallow flood storage ponds near Uxbridge Road. The access will be close to the north boundary. The remainder of the margins of the site will be landscaped with existing close board fencing retained where next to existing homes. A palisade fence will go along the east and north boundary the latter next to a link path to Uxbridge Road.

2.4 The buildings will be traditional in form having pitched roof and gable ends. Materials will be a combination of render and weatherboard with colour variations to identify each block and stairwell areas. A brick plinth and slate roof are proposed. The three storey block will be 12 metres high and the two storey 9 metres high.

3.0 **Application Site**

3.1 This 0.23 hectare site is vacant having once contained a hostel and a small youth and community building. These were demolished in 2012. It lies at the end of a cul de sac.

3.2 The site lies east of Uxbridge Road as it rises to go over the canal which is nearby to the south. The embankment for the latter rises from about 1 to 4 metres above the site. To the north is a path link between Uxbridge Road and the south west corner of the Rochfords estate. Beyond the path is Sermed Court a block of 6 flats. To the south is the rear of a block of 6 flats that face the canal. To the east are 3 flats in a two storey block and the access point. Opposite the access point is the flank wall of a short terrace of homes.

3.3 Under the west side of the site is major gas pipeline and over the north corner of

the site an overhead power line. The site falls within the corner of a flood zone 3 – 1 in 100 year risk of flooding. Part of it is also at risk of surface water flooding. The site dips slightly in the middle. There are conifer trees next to the south west corner boundary, one tree near the south east corner and a large hedge next to the existing flats on the east side of the site.

4.0 **Site History**

4.1 Prior Approval for demolition of buildings 2012.

5.0 **Neighbour Notification**

5.1 Rochfords Gardens 190-200 ev; 404-412 ev; 587,589, 601 – 607 odd; Serned Court 1 – 6.
Broadmark Rd 98
Hazlemere Rd 116 – 122 ev

5.2 No comments received.

6.0 **Consultation**

6.1 Traffic/ Highways

Full comments to be on meeting amendment sheet. At the pre application stage no fundamental issues raised. Key concerns are ensuring the important pedestrian path next to the north edge of the site is improved by not enclosing it with solid fence, setting the fence line back from the existing path, reinstate frontage footway (to remove redundant long drop crossing).

6.2 Drainage

Accepts principle of flood attenuation on site in the form of two shallow ponds. More detail of the drainage scheme is needed before planning permission is granted.

6.3 Environmental Protection

Standard condition to ensure soil quality acceptable for residential use.

6.4 Environment Agency

Comments yet to be received. At the pre application stage the principle of development in the flood zone accepted on the basis that a compensatory flood storage area is created.

6.5 National Grid (gas transmission)

No comments received.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site is not allocated in the Local Plan. Residential use is supported the previous hostel being residential use. The loss of the previous small community

use on the site is not significant; it has not been in operation for several years.

7.2 Subject to Environment Agency comments flood risk can be satisfactorily addressed to comply with Core Strategy policy 9 by use of compensatory flood storage and a separate pond area for occasional storm water run off. The site is in the corner of a flood zone that is created by potential flows from the north west that could become trapped on the site by raised areas and higher ground around it. Rearranging the levels on the site and creating hollows allows the building to be clear of any flood water and for it to not displace flood water to another site. The building will have a similar footprint to the previous buildings on the site.

7.3 The hollows for water storage can be graded and planted to integrate with the landscape areas; they are not expected to hold water often. The hollows are not expected to be deeper than 0.75 metres but that detail has not yet been finalised.

7.4 Although the Environment Agency and internal drainage comments have yet to be received the principle of the proposed approach was accepted at the pre application stage. However before planning permission is granted the comments will need to be known and any issues addressed if necessary. Further details on drainage have been requested

8.0 **Layout, Design and Access**

8.1 The location of the buildings away from the west and north boundaries reflects the site constraints of the gas main, overhead power cables plus need for space for flood storage at the north end. The buildings have also been set away from the other site boundaries to not cause any detrimental effect on living conditions of existing residents. In addition the three storey part of the development is in the middle of the main block with just two storey nearest existing homes.

8.2 At the south end of the site two flank walls are 10 metres away from the rear windows of adjacent flats. To the east there is a 10.5 metre distance between two storey habitable room windows and the rear of existing flats that have no habitable room windows.

8.3 The elevational treatment and materials proposed are satisfactory.

8.4 The car park will be gated and is overlooked by adjacent flats to help with security. The palisade railings, to provide some visibility for users of the path, along the north boundary and extra width for it will benefit the safety of users.

8.5 The south west corner conifers will be retained which helps reduce overlooking from the adjacent bridge footway into some of the new homes. Existing trees on the adjacent embankment help protect other homes near the raised footway. The gas main limits on site tree planting on this boundary but additional trees on the road embankment will be explored. The other tree on the site will be lost.

8.6 No new planting other than grass is shown on the plans but by condition a planting plan will be required. The appearance of the development for residents

and those passing or adjacent would be improved by shrubs and small trees. Trimming of and retention of the big hedge next to adjacent homes will be explored.

- 8.7 The proposal therefore complies with Local Plan policy EN1 design and EN3 Landscaping plus associated Core Strategy policy 9 Natural and built environment plus policy 12 community safety.
- 8.8 Regarding access and transport matters the traffic generated will be modest and does not raise any off site issues. Regarding the adjacent link path to Uxbridge Road the proposal shows a boundary line set back from the path to improve both security and use by cyclists which is a benefit. Widening of the path is not part of the proposal.
- 8.9 The surface of the path would benefit from being regarded to a normally accepted gradient and re surfaced to make the path more useable. Achieving a gradient of 1:20 would allow easy use by those who are less mobile; some of the new residents may be disabled. This improvement is not sufficiently linked to the development itself to insist upon it but the idea will be explored with the applicant.
- 8.10 The car and cycle parking arrangement is satisfactory. The new site access is satisfactory in principle but to comply with current standards a pedestrian visibility splay is wanted which will require the boundary fence to moved slightly. In addition the existing long dropped kerb on the frontage will need to be changed to normal footway for pedestrian safety. Subject to conditions the proposal complies with core policy 7 transport.

PART C: RECOMMENDATION

9.0 **Recommendation**

Delegated to Planning Manager for approval, subject to consideration of outstanding consultee comments and further drainage details and alteration of or addition of related conditions .

10.0 **PART D: LIST OF CONDITIONS**

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

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

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

Site Location Plan A3 PL01
Existing Site Plan A1 PL02
Proposed Site Plan A1 PL03
Proposed Ground Floor Plan A2 PL04
Proposed First Floor Plan A2 PL05
Proposed Second Floor Plan A2 PL06
Proposed Roof Plan A2 PL07
Proposed East & West Elevations A2 PL08
Proposed North & South Elevations A2 PL09

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

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

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

4. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

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

5. No flat shall be occupied until the bin store shown on the approved drawings has been constructed and is available for use. It shall be 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. Development shall not commence until a detailed surface water drainage and flood alleviation scheme has been submitted to and been approved in writing by the local planning authority. The flats shall not be occupied until the drainage and alleviation scheme has been implemented as approved. The scheme shall include a flood water and surface water retention/attenuation ponds within the site.

REASON In the interest of sustainable development and reducing flood risk.

7. 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.

8. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment is in place. It shall be retained at all time in the future.

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

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

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

10. No development shall commence until details of the alterations to the existing points of access between the application site and the highway have been submitted to and approved in writing by the Local Planning Authority and the access alterations shall be implemented in accordance with the details approved prior to occupation of the development.

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

11. No development shall commence until 2.4m by 2.4m pedestrian visibility

splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

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

12. Prior to first occupation of the development, the vehicular parking, turning provision and cycle stands shall be provided in accordance with approved plans.

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

13. Development works shall not commence until a Phase 1 Desk Study has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

14. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON : To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of

the Core Strategy 2008.

15. Phase 3 Site Specific Remediation Strategy

Development works shall not commence until remediation works have been carried out in accordance with a Site Specific Remediation Strategy (SSRS). The SSRS must first be submitted to and approved in writing by the Local Planning Authority. The SSRS shall, as a minimum, contain details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM), the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON : To ensure that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

16. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

17. 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 EN26 of The Adopted Local Plan for Slough 2004.

INFORMATIVE(S):

1. Highway Matters

The applicant will need to enter into an agreement for works within the existing highway (footway reinstatement and crossover). (Minor Schemes)

Surface water must not drain on to the public highway from the site.

No water metres will be permitted within the public footway.

Identify existing utilities under or near the site before starting work. This not a comprehensive list : gas main near west boundary; foul sewer near north boundary; foul drain within the site serving residential property nearby.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 26th November 2015

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION**STRATEGIC HOUSING MARKET ASSESSMENT AND REVIEW OF THE LOCAL PLAN FOR SLOUGH****1. Purpose of Report**

The purpose of the report is to update Members on the results of the Berkshire Strategic Housing Market Assessment and the proposed time table for the Review of the Local Plan for Slough.

2. Recommendation(s)/Proposed Action

The Committee is requested to resolve:

- a) That the results of the Strategic Housing Market Assessment, which includes an “objectively assessed” housing need figure for Slough, be noted.
- b) That Slough’s housing target be increased from 315 dwellings a year to 550 dwellings a year for a five year period in line with the Council’s Five Year Plan.
- c) That the Council should continue to work with the Royal Borough of Windsor & Maidenhead and South Bucks District Council to consider how new housing could be distributed within the Housing Market Area.
- d) That the proposed time table for the Review of the Local Plan for Slough be noted.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**3a. Slough Joint Wellbeing Strategy Priorities –**

Meeting local housing needs and developing Local Plan policies will have an impact upon the following SJWS priorities:

- *Health*
- *Economy and Skills*
- *Regeneration and Environment*
- *Housing*
- *Safer Communities*

3b. **Five Year Plan Outcomes**

One of the key elements of the Five Year Plan is the Review of the Local Plan for Slough. This will contribute to the following Outcomes:

- 1 *Slough will be the premier location in the South East for businesses of all sizes to locate, start, grow and stay.*
- 2 *There will be more homes in the borough with the quality improving across all tenures to support our ambition for Slough.*
- 3 *The centre of Slough will be vibrant, providing business, living and cultural opportunities.*

4. **Other Implications**

(a) Financial

The proposed work can be carried out within existing budgets and so there are no financial implications of the proposed action.

(b) Risk Management

It is considered that the risks can be managed as follows:

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That we carry out a Review of the Local Plan which will seek to deliver more housing.	Not reviewing the Local Plan would mean that development would either not come forward or would do so in an unplanned and unsustainable way.	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications (*compulsory section to be included in **all** reports*)

There are no Human Rights Act Implications as a result of this report.

(d) Equalities Impact Assessment

There are no equality impact issues.

5. **Supporting Information**

Strategic Housing Market Assessment

- 5.1 The Council, together with the other authorities and the LEP, commissioned a Strategic Housing Market Assessment (SHMA) for Berkshire and South Bucks. This is an important part of the evidence needed to prepare the Local Plan because it determines which Housing Market Area Slough sits in and calculates what the “objectively assessed” housing need is for the Borough.

Housing Market Areas

- 5.2 The first part of the Strategic Housing Market Assessment involved defining what the Housing Market Area (HMA) or areas are within the sub region. This is a technical exercise which has to be undertaken using established guidance. It also has to take account of the results of the various other studies that have been undertaken in surrounding areas to ensure that there is some compatibility between them.
- 5.3 In this case the study took particular account of the work done by the local authorities in Buckinghamshire which had excluded South Bucks from the Central Buckinghamshire HMA. It also took account of the work done by the GLA for the Further Alterations to the London Plan which assumed that Greater London was a single Housing Market Area.
- 5.4 The study looked at house prices, commuting patterns and where people moved. It then sought to define Housing Market Areas by calculating the extent to which these activities were contained within the area.
- 5.5 It is inevitable that housing patterns and trends do not follow Local Authority boundaries. In order to make the concept of Housing Market Areas as useful as possible for plan making purposes, the study sought to find the best fit with Council boundaries.
- 5.6 The SHMA has identified two Housing Market Areas. The eastern one consists of Slough, Windsor & Maidenhead and South Bucks and the western one consists of Bracknell, Wokingham, Reading and West Berks.
- 5.7 The main purpose of defining Housing Market Areas is to help decide how housing should be distributed. Districts should first of all try to meet their housing needs within their own area. If that is not possible the housing needs should be met within the Housing Market Area. Only if this is not possible should alternative locations be looked at elsewhere. This means that there is a particular onus upon Districts within a Housing Market Area to work together as part of the Duty to Cooperate.
- 5.8 It should be noted that South Bucks District Council has declined to be part of the SHMA and so far has not accepted that there should be two Housing Market Areas. It is accepted that the geography to the west of London is very complicated because of the competing draws of central London, Heathrow and the Thames Valley corridor. Nevertheless it is considered that the proposed Housing Markets are the “best fit” within the overall jigsaw of areas that have been defined so far.

- 5.9 The situation is further complicated by the latest proposal by South Bucks and Chiltern districts to prepare a joint Local Plan even though they have consistently been identified as being in two different Housing Market Areas.
- 5.10 The preparation of a joint plan will not however alter the geography of the area or housing needs. As a result it is proposed that we should continue to work with the Royal Borough of Windsor & Maidenhead and South Bucks District Council to consider how new housing could be distributed within the Housing Market Area.
- 5.11 It will also be necessary to work with all of the other Councils in the area as part of the Duty to Cooperate.

Objectively Assessed Housing Need

- 5.12 The other important outcome from the Strategic Housing Market Assessment is the calculation of the “Objectively Assessed Need” for housing within each Local Authority area.
- 5.13 The data for Slough shows that it has the most diverse population in Berkshire which has grown by 18% between 2001 and 2013. It also has a very young age profile with 9.2% pre-school and 20.3% at school. Slough also has a comparatively high birth rate and high levels of overcrowding with 14.9% households having five or more residents. All of these factors point to increased pressure for housing from the existing population.
- 5.14 The methodology for calculating what the “Objectively Assessed Housing Need” states that the starting point should be the household projections that are produced by the DCLG. These projections are then compared to the projected economic growth and the need for affordable housing in an area. They are also tested against a number of market signals such as house price inflation and affordability ratios to see if additional housing is needed.
- 5.15 The results of all of this are set out in Table 1 below.

Table 1: Objectively Assessed Housing Needs

<u>District</u>	<u>Annual Need</u>
Bracknell Forest	635
Reading	699
West Berkshire	665
Wokingham	856
Slough	927
South Bucks	376
Windsor & Maidenhead	712

- 5.16 This shows that Slough has an objectively assess housing need of 927 a year which is the highest in Berkshire. This reflects the high level of population growth that we have had in recent years and predictions for the future as explained above.

- 5.17 The high level of population growth in Slough is sufficient to meet the projected need for employment growth. As a result, unlike Districts in the eastern Housing Market Area, Slough's figure has not been adjusted for this.
- 5.18 The figure does, however, include a small upward adjustment which is necessary to try to improve affordability in the Borough.
- 5.19 It is important to note that the "Objectively Assessed" need calculation does not take into account whether there are any constraints to meeting this need. The figures are not therefore the same as the housing targets that we currently use which are derived the South East Plan because these took into account the ability of individual districts to actually build new houses.
- 5.20 A comparison of the housing targets in the South East Plan and the new objectively assessed housing need figures are set out in Table 2 below.

Table 2: Comparison of Objectively Assessed Housing Needs and Current Housing Targets

<u>District</u>	<u>Housing Targets</u>	<u>Objectively Assessed Need</u>
Bracknell Forest	639	635
Reading	611	699
West Berkshire	525	665
Wokingham	623	856
Slough	315	927
South Bucks	94	376
Windsor & Maidenhead	346	712

- 5.21 This shows that Slough, which currently has a target of 315 per annum, has the largest gap between the number of houses it is currently planning for and it's objectively assessed need.
- 5.22 The average number of net completions in Slough since 2006 has been 410. There has, however, been a wide variation in performance of between 182 and 849 dwellings per annum. In 2014/15 we actually built 608 dwellings which produced a net figure of 516 dwellings when demolitions, including those at Britwell, were taken into account. Whilst it is likely that we can sustain this level of house building in the short term it is fairly clear that we will not be able to build sufficient dwellings to meet all of our needs because of a shortage of land.
- 5.23 The Planning Minister, Brandon Lewis, has made it clear that the publication of the objectively assessed needs figure does not instantly change planning policy. His letter of December 2015 stated that:

".... the outcome of a Strategic Housing Market Assessment is untested and should not automatically be seen as a proxy for a final housing requirement in Local Plans. It does not immediately or in itself invalidates housing numbers in existing Local Plans.

Councils will need to consider Strategic Housing Market Assessment evidence

carefully and take adequate time to consider whether there are environmental and policy constraints, such as Green Belt, which will impact on their overall final housing requirement. They also need to consider whether there are opportunities to co-operate with neighbouring planning authorities to meet needs across housing market areas. Only after these considerations are complete will the council's approach be tested at examination by an Inspector. Clearly each council will need to work through this process to take account of particular local circumstances in responding to Strategic Housing Market Assessments."

- 5.24 As a result we now have the opportunity to consider how we should respond to the publication of the new housing need figures.
- 5.25 The Council's Five Year Plan has already adopted an unofficial target of building 550 dwellings a year. It is considered that we should respond to the need for more houses by formally adopting this as the planning target to be used in calculating the 5 Year Land Supply. This would mean increasing the figure from 315 to 550 per annum for the next five years. This should help to ensure that we meet more of our housing needs in the short term.
- 5.26 At the same time we will also have to consider other initiatives which will increase the supply of housing coming forward in Slough.
- 5.27 The publication of the objectively assessed needs figure means that it is now even more important that we continue with the work on reviewing the Local Plan for Slough. This will allow us to consider all the available options for the provision of housing in the Borough within the context of all of the other competing needs. It will also be important that we work with our neighbours within the Housing Market Area to see how we can collectively deliver housing over the next twenty years.
- 5.28 The latest proposed timescale for reviewing the Local Plan is set out in the relevant section below.
- 5.29 As part of this Council is in the process of carrying out a Housing Capacity Study which will take account of the results of the "Call for Sites" exercise which will take place in January. It is, however, extremely unlikely that sufficient land will be found to achieve the sort of building rate suggested by the objectively assessed needs work over the new plan period up to 2036.
- 5.30 This means that the Review of the Local Plan will have to look at a number of options. One of these would be to promote the northern expansion of Slough through the development of a "Garden Suburb" in South Bucks. The implications of this are discussed in more detail below.
- 5.31 In the meantime it is important to stress that all of the Council's existing planning policies will remain in place until they are replaced by the new Local Plan.

Review of the Local Plan for Slough

- 5.32 It was formally agreed to carry out a Review of the Local Plan for Slough in February 2015. Work to date has concentrated upon compiling the evidence base that will be needed to compile the plan.

- 5.33 The production of the Strategic Housing Market Assessment has been a key part of the work that has been carried out so far.
- 5.34 It is also important that the Local Plan takes into account other factors such as the continuing need for economic development. As a result we have also joined with the other Berkshire authorities and the LEP to commission a Functional Economic Market Area (FEMA) study. This will be carried out in two parts. The first stage involves defining what the Economic Market Areas are and the second involves carrying out an Economic Development Needs Assessment.
- 5.35 It is anticipated that the results of this study will be available in the new year so that by then we will have the technical evidence to show what our housing and employment needs will be over the plan period.
- 5.36 Neither of these studies take account of the ability of Slough to actually accommodate these and all of the other competing needs for the very limited amount of land that we have in Slough. As a result we will have to carry out a Housing Capacity Study and an Employment Land Review.
- 5.37 In order to help with this exercise we will be carrying out a “Call for Sites” exercise in January which will invite members of the public, land owners, developers and any other interested parties to put forward suggestions for the redevelopment or re-use of land or property in Slough. All of the suggestions that we receive will then be put out for public consultation in order to obtain wider views about the proposals.
- 5.38 There are a number of other important work strands that will have to be carried out. Members will be aware that the Cabinet has approved a Centre of Slough Strategy. Although this is not a planning document it covers a number of planning related matters that can be taken forward in the review of the Local Plan. The main thrust of the strategy was that there is a need for a housing led regeneration of the centre which also allowed for attracting more businesses, re-shaping the shopping centre and developing new attractions.
- 5.39 We will now have to carry out more work as part of the Review of the Local Plan to consider these issues. An important part of this is identifying major opportunity sites which can be developed in and around the centre.
- 5.40 We have already contacted the relevant bodies about how they want to work with the Council under the Duty to Cooperate. It is now proposed that we should engage with the wider public about how they want to get involved starting with the “Call for Sites” exercise.
- 5.41 We will also have to publish a new Local Development Scheme setting out a time table for the Review of the Local Plan for Slough. There are, however, two major factors which we need to take into account.
- 5.42 The first is the timing of the Government’s decision on the proposal to build a third runway at Heathrow. It has stated that it will formally respond to the recommendations of the Airports Commission by the end of the year but we don’t know how the decision making process will actually take place. Whether or not the third runway goes ahead will obviously have significant implications for the review of the Local Plan and so the timetable may have to be adjusted accordingly.

- 5.43 The Local Plan for Slough cannot be prepared in isolation from the plans that are being prepared by adjoining authorities. As explained above one of the options that will have to be considered for meeting the housing needs that arise within the Housing Market Area is to have a northern expansion of Slough into South Bucks which could take the form of a new “garden suburb”. We have already made representations to South Bucks that they need to consider this in the technical work that they are carrying out as part of the review of their plan. It is not clear whether or not this will be considered in the review of South Bucks/Chiltern Local Plan but it is an issue that will have to be debated at the Local Plan Inquiry.
- 5.44 This will have implications for the timetable for the Review of the Local Plan for Slough because it may not be possible to determine what the overall strategy will be for the town until we know whether or not there is going to be an urban extension to the north.
- 5.45 It is also important that we continue to work with Windsor & Maidenhead on the preparation of their plan under the Duty to Cooperate but this should not affect the timetable for the review of the Slough Plan.
- 5.46 In the recent Housing and Planning Bill the Government has stated that all Local Plans should be reviewed by 2017 and it is considered that we should work towards this by producing an Issues and Options consultation and a draft plan. The actual timetable will depend upon a number of factors as explained above and so it is proposed that we should produce a Local Development Scheme setting out what this is likely to be in the new year.

6. **Conclusion**

- 6.1 The publication of the Strategic Housing Market Assessment with the “objectively assessed” housing needs figure for Slough is an important part of the evidence base that we need for the future planning of Slough. The identification of a much higher housing need does not alter existing planning policies but makes it all the more important that we proceed with the Review of the Local Plan for Slough.

7. **Background Papers**

- ‘1’ - Berkshire and South Bucks Strategic Housing Market Assessment GL Hearn 2015
- ‘2’ - South Bucks District Council Local Plan 2014 – 2036 Initial Consultation (Regulation 18) – February 2015

SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 26th November 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
S/00710/000	<p>Land adjacent to 1 The Cherries, Slough SL2 5TS</p> <p>CONSTRUCTION OF A DETACHED TWO STOREY DWELLING WITH LANDSCAPING AND PARKING.</p> <p>The Appeal Inspector concluded the main issues to be firstly, the effect of the development on the character and appearance of the area and, secondly, whether satisfactory provision would be made for off-street parking.</p> <p>In respect of the first of these issues, the Appeal Inspector concluded that The Council contends that the proposal would fail to respect the general pattern of development in the area. However, there is no evidence before me which explains why a modest detached dwelling would be unacceptable in this particular location when it is evidently an established form of development elsewhere on The Cherries.</p> <p>The Appeal Inspector noted the Council's concern that the development would be cramped. However, he concluded that the site plan shows that both the proposed dwelling and No 1 would have sufficient outdoor circulation and living space to serve the needs of the occupants of each dwelling. In this regard, the size of the proposed dwelling in relation to its plot would not be dissimilar to that which prevails locally. Consequently, the dwelling would not appear unduly cramped.</p> <p>In respect of the second of these issues the Appeal Inspector concluded that although not indicated on the submitted plans, he considered there is scope to reduce</p>	<p>Appeal allowed</p> <p>9th November 2015</p>

	<p>the length of the crossover shown on the submitted drawing by retaining a small length of full height kerbs mid-way along the frontage. This would differentiate the parking for No 1 from the new dwelling and could be secured by a planning condition similar to that suggested by the Council. The appellant has confirmed that there is no objection to such a condition which would enable the parking arrangements to be clarified. I do not therefore consider that the interests of any party would be prejudiced by me dealing with the matter in this way.</p> <p>He therefore concluded that subject to minor amendments, the proposed layout would be workable and provide satisfactory provision for off-street parking. The proposal would therefore accord with Policy T2 of the LP as well as advice in paragraph 32 of the Framework which seeks safe and suitable access for all.</p>	
<p>P/11372/002</p>	<p>32 St Johns Road, Slough SL2 5EZ</p> <p>CONSTRUCTION OF A SINGLE STOREY REAR EXTENSION TO BUNGALOW.</p> <p>The Appeal Inspector concluded that the main issue in the consideration of this appeal is the effect on the living conditions of the occupiers of the adjacent dwellings at 30 and 34 St Johns Road, with regard to whether the extension would appear overbearing.</p> <p>In respect of this issue the Appeal Inspector concluded, the addition would not project beyond the rear of the adjacent dwellings to this extent. The dwelling only currently extends to a fairly minimal degree beyond the rear of no. 34 and by 2.3m past the back of no. 30. The extension now proposed would have a depth of 4.25m. In consequence, the degree of rearward projection beyond the back of no. 34 would not materially exceed the suggested maximum depth of such extensions. The additional depth beyond the rear of no. 30 exceeding this guidance would be 2.3m.</p> <p>In any event, the roof would slope down to the sides, with the height of the nearest part to the neighbouring dwellings being fairly modest at only single storey eaves level. Furthermore, the roof would also slope down towards the rear with its highest point being significantly lower than the existing main roof. The Council indicates that the extension would be 0.85m back from the adjacent side boundaries.</p> <p>The combined effect of the above characteristics would be to significantly limit the perceived bulk of the addition, with there being no undue sense of enclosure or</p>	<p>Appeal allowed</p> <p>24 September 2015</p>

	<p>reduction in outlook. The extension would not therefore appear overbearing from the neighbouring properties, despite its depth in conjunction with that previously built. As a result, the living conditions of the occupiers of the adjacent dwellings would not be harmed.</p>	
<p>P/15867/002 & P/15868/002</p>	<p>298 & 300 Wexham Road</p> <p>CONSTRUCTION OF A SINGLE STOREY FRONT EXTENSION WITH PITCHED ROOF.</p> <p>The Inspector concluded that the main issue is the effect on the character and appearance on the locality.</p> <p>The Inspector considered that the front full width extensions would appear subservient to the terrace as a whole, rather than be overly dominant due to factors such as depth, width and design. Furthermore, by dividing the lower half of the host dwelling from the upper part, the extension would add visual interest.</p> <p>The Inspector noted that there is some variation within the street scene with front porches and front additions although no full width extensions with the exception of the nearby terrace at 306. However, he concluded that despite full width front extensions not being an especially wide spread or characteristic feature, he considered that the development would fit comfortably into the street scene, be compatible with its wider context and the host terrace, while not disrupting any significant regularity. As a result concluded that the character and appearance of the locality would not be harmed.</p>	<p>Appeals Allowed</p> <p>8th October 2015</p>

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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	P					
Bains	P	P	P	P	P					
Chaudhry	P	P	Ap	P	P					
Dar	P	P	P	P	P					
Davis	P	P	P	P	P					
M. Holledge	P	P	P	P	P					
Plenty	P	P	P	P	P					
Smith	P	P*	P*	P	P					
Swindlehurst	P	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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