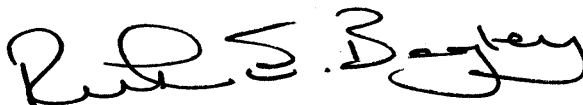


Date of issue: 18th April, 2016

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 27TH APRIL, 2016 AT 6.30 PM
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest



AGENDA
ITEM

REPORT TITLE

PAGE

WARD

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

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

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

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

3. Minutes of the Last Meeting held on 31st March, 2016 3 - 8

4. Human Rights Act Statement - To Note 9 - 10

PLANNING APPLICATIONS

5. P/00106/012 - Lady Haig RBL (Slough) Club Ltd, 70 Stoke Road, Slough 11 - 42 Central

Officer Recommendation: Delegate to the Planning Manager for Approval

6. P/02278/018 - Land R/O Westminster House, 31-37 Windsor Road, Slough, SL1 2EL 43 - 66 Central

Officer Recommendation: Delegate to the Planning Manager for Approval

7. P/15599/002 - Pechiney House, The Grove, Slough, SL1 1QF 67 - 88 Central

Officer Recommendation: Delegate to the Planning Manager for Approval

8. P/00522/021 - Bishops Road Car Park, The Grove, Slough, SL1 1QP 89 - 112 Central

Officer Recommendation: Delegate to the Planning Manager for Approval



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MISCELLANEOUS REPORTS

- | | | | |
|----|--|-----------|-----|
| 9. | Progress Report on The Review of The Local Plan For Slough | 113 - 118 | All |
|----|--|-----------|-----|

MATTERS FOR INFORMATION

- | | | |
|-----|---------------------------|-----------|
| 10. | Planning Appeal Decisions | 119 - 120 |
| 11. | Members Attendance Record | 121 - 122 |
| 12. | Date of Next Meeting | |

1st June, 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, 31st March, 2016.

Present:- Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst (until 20.35)

Also present under Rule 30:- Councillor Bal

Apologies for Absence:- None.

PART I

110. Declarations of Interest

Councillor Ajaib declared an interest in respect Planning Applications P/03678/019 – 76-78 Stoke Road, Slough & P/06348/011 – Lion House, Petersfield Avenue, Slough, in that the application sites were situated in his Ward (Central). He advised that he would approach the applications with an open mind.

Councillor Bains declared an interest in respect of Planning Application P/06348/011 – Lion House, Petersfield Avenue, Slough, in that the site was close to his home. In addition, Councillor Bains confirmed that he had been informed by the objector that the provision for a Healthcare site had been removed from the latest application. Councillor Bains confirmed that he had not engaged with the objector beyond this, and would take part and vote on the item with an open mind.

Councillor Chaudhry declared an interest in respect of Planning Applications P/03678/019 – 76-78 Stoke Road, Slough & P/06348/011 – Lion House, Petersfield Avenue, Slough, in that the application sites were situated in his Ward (Central). In addition, Councillor Chaudhry confirmed that ward residents had spoken to him regarding application P/06348/011 but that he had offered no opinion. He advised that he would approach the applications with an open mind.

Councillor Plenty declared an interest in respect of Planning Application P/04915/013 – BP Langley Connect, Parlaunt Road, Slough, in that he had called in the previous application that had been brought to Committee. Councillor Plenty advised that he would leave the meeting whilst the application was being considered by the Committee.

Councillors Bains, Dar, Davis, Holledge, Plenty, Smith and Swindlehurst declared an interest in respect of Planning Application P/06348/011 – Lion House, Petersfield Avenue, Slough, in that they had received emails and phone calls from objectors relating to the application, but had not read the emails or engaged with the objectors, had an open mind, and would vote on the item.

Planning Committee - 31.03.16

Councillor Dar advised the Committee that when a Planning Application for Lion House, Petersfield Avenue, was considered by the Committee in 2014, he had declared an interest due to being acquainted with the owner of the property. Members were informed that as the ownership of the premises had since changed, Councillor Dar no longer had an interest to declare and would therefore participate in the debate and vote on the item.

Councillor Swindlehurst declared an interest in respect of Planning Application P/06348/011 – Lion House, Petersfield Avenue, Slough, in that he had met the applicants and participated in Cabinet meeting discussions relating to the application. He advised that he had not seen the application details in their current form, and would approach the application with an open mind.

Councillor Dar declared a personal and prejudicial interest in respect of Planning Application, P/09419/006 - 53, Broadmark Road, as this was his own application. Councillor Dar confirmed that he would leave the meeting whilst the application was being considered by the Committee.

All Members declared an interest in respect of Planning Application, P/09419/006 - 53, Broadmark Road, Slough, in that they were personally acquainted with the applicant, Councillor Dar, through his role as Chair of the Planning Committee and as a Labour Councillor. Members confirmed that they would approach the application with an open mind.

111. Guidance on Predetermination/Predisposition - To Note

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

112. Minutes of the Last Meeting held on 18th February 2016

Resolved - That the minutes of the meeting held on 18th February, 2016 be approved as a correct record.

113. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

114. Planning Applications

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

Oral representations were made to the Committee by Ward Councillors in respect of Application S/00715/000 – Land Opposite 74-88 Belfast Avenue, Slough, SL1 3HH.

Planning Committee - 31.03.16

Oral representations were made to the Committee by Objectors and Agents under the Public Participation Scheme in respect of Application P/06348/011 – Lion House, Petersfield Avenue, Slough SL2 5DN.

The Chair varied the order of agenda so that the items where Ward Councillors and Objectors were in attendance were 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.

115. S/00719/000 - Land Opposite 74-88 Belfast Avenue, Slough, SL1 3HH

Application	Decision
Construction of 7 two storey houses (4 two bedroom and 3 three bedroom)	Delegated to Planning Manager for Approval

116. P/06348/011 - Lion House, Petersfield Avenue, Slough, SL2 5DN

Application	Decision
Demolition of existing buildings and erection of a part four, part seven storey building and a part five, part eight storey building comprising residential accommodation, basement car parking, landscaping and associated works	Deferred to a later meeting of the Committee, to allow planning officers to seek agreement with the applicants for amendments to the design of the development.

117. S/00681/001 - Garage Site, R/O 35-45 Wordsworth Road, Britwell, Slough, SL2 2NU

(20.35 Councillor Swindlehurst left the meeting)

Application	Decision
Construction of a detached bungalow house (2no. bedrooms) with provision of amenity, car parking and associated works.	Approved, subject to conditions.

118. S/00715/000 - Former Lock-up Garage Court, R/O 8 Egerton Road, Slough, SL2 2ND

Application	Decision
Construction of a 2no. pair semi detached houses (2no. bedrooms) with parking and amenity and associated works.	Approved, subject to conditions.

119. P/03678/019 - 76-78 Stoke Road, Slough, SL2 5AP

Application	Decision
Demolition of existing buildings and construction of a part 5 storey building with undercroft car parking, ground floor retail unit (278sqm), 24 flats (12no. x 1 bed and 12no. x 2 bed) and cycle parking.	Delegated to the Planning Manager for approval, subject to resolution of outstanding transport/highway issues, sustainable drainage matters, development viability issues, minor design changes, finalising conditions, completion of a S106 Agreement and final determination.

120. P/00106/012 - Lady Haig RBL (Slough) Club Ltd, 70 Stoke Road, Slough, SL2 5AP

Application	Decision
Demolition of existing building and redevelopment of site to provide 39no. flats in a part 4 / part 5/ part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.	Withdrawn from agenda due to ongoing discussions with the Agent regarding viability and the provision of affordable housing.

121. P/04915/013 - BP Langley Connect, Parlaunt Road, Slough, SL3 8BB

(21.10 Councillor Plenty left the meeting)

Application	Decision
Application to vary condition of 07 of planning permission P/04915/008 dated 22 nd October 1997 to allow 24 hour opening.	Temporary permission granted for 6 months

122. P/09419/006 - 53 Broadmark Road, Slough, SL2 5QD

(21.17 Councillor Plenty returned to meeting. Councillor Dar left the meeting, Cllr Holledge in the Chair)

Application	Decision
Construction of an infill single storey rear extension	Approved, subject to conditions.

Planning Committee - 31.03.16

123. Planning Appeal Decisions

(21.21 - Councillor Dar returned to the meeting, Councillor Dar in the Chair)

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

124. Members Attendance Record

Resolved - That the Members Attendance Record be noted.

125. Date of Next Meeting

The date of the next meeting was confirmed as 27th April, 2016.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.22 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:	16-Dec-2015	Applic. No:	P/00106/012
Officer:	Neetal Rajput	Ward:	Central
		Applic type:	Major
		13 week date:	16 th March 2016
Applicant:	Goldbridge Construction Ltd		
Agent:	Jane Wakelin, Wakelin Associates, The Old School Bridge Road, Hunton Bridge, Kings Langley, Herts, WD4 8RQ		
Location:	Lady Haig R B L (Slough) Club Ltd, 70 Stoke Road, Slough, SL2 5AP		
Proposal:	Demolition of existing building and redevelopment of site to provide 39no. flats in a part 4 / part 5 / part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.		

Recommendation: Delegate to the Planning Manager for Approval



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 approval, following consideration of outstanding consultations, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is full planning application for demolition of existing building and redevelopment of site to provide 39 no. flats in a part 4 / part 5 / part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.

2.2 The application is accompanied by the following documents:

- Detailed floor plans, elevations and sections;
- Design, Access & Planning Statement;
- Energy Statement;
- Landscaping Strategy;
- Transport Assessment;
- Drainage Strategy;
- Environmental Noise Assessment

2.3 The schedule of accommodation is given as follows:

Floor	No. of Units	Unit Mix
Lower Ground	2	2no. X 1 bed
Ground	9	7no. X 1 bed, 2 X 2 bed
First	9	6no. X 1 bed, 3 X 2 bed
Second	9	6no. X 1 bed, 3 X 2 bed
Third	7	1no. X studio, 4no. X 1 bed, 2no. X 2 bed
Fourth	3	1no. X bed, 1no. X 2 bed, 1no. X 3 bed
Total	39	1no. X studio, 26no. X 1 bed, 11no. X 2 bed, 1no. X 3 bedroom

2.4 Access into the site will be via the existing access to the rear and as such vehicular access onto Stoke Road will be permanently closed off. Car parking has been provided to the rear at 39 space in total.

2.5 Refuse and cycle parking have been integrated into the blocks. Cycle parking is

being provided on the basis of 1 cycle space per dwelling unit, plus 1 for visitors.

The amenity areas are provided to the rear and side of the block, there will be the provision of external amenity for the lower ground units and for all the units above, balconies have been provided.

3.0 **Application Site**

- 3.1 The existing site which measures approximately 0.22 hectare, contains the former Lady Haigh Royal British Legion Hall (Class D2) and includes a small element of residential (Class C3). The area to the side of the hall is being used for car parking and to the rear of the site is a single storey 'porta cabin', currently occupied to Corals Bookmakers. The building dates from 1928-9 and was constructed as Slough's British Legion Headquarters. The building is neither listed nor locally listed and is not located within, or adjacent to, a conservation area. There are no listed buildings in the vicinity of Lady Haigh Hall, however, the structure is situated within the setting of two buildings included on Slough's Local List; Gilliat Hall and Littledown Primary School. Lady Haigh Hall remained in use as Slough's British Legion Headquarters until the first half of 2011, when the Slough branch of the Royal British Legion closed. The 'Lady Haigh Royal British Legion (Slough) Club Limited', was subsequently being put into liquidation in May 2014
- 3.2 The site is situated outside of the defined Town Centre and Stoke Road Neighbourhood Centre as shown on the Slough Local Development Framework Proposals Map. The commercial core of Slough town centre is located to the south of the site. To the north, the character of the area comprises a mixture of commercial and residential properties. To the south of the site is the Foyer building which is 6 storeys high equivalent and offices belonging to Beacon Housing association. The first part of the rear service road is provided to the rear of this site. The neighbouring buildings at 72 and 74 Stoke Road are in retail use at ground floor with residential flats above. To the west of the site on the opposite side of Stoke Road there is a mix of two and three storey flats and houses. To the east of the site beyond the rear parking area are the rear gardens of existing residential properties in Fleetwood Avenue.
- 3.3 The site is located outside of the selected key location for comprehensive regeneration, to the north of the defined existing business area and just south of the defined shopping area. Nonetheless, the site is located within an area where redevelopment and regeneration is envisaged and actively encouraged. To the north of the site, planning permission has been granted for a 5 storey residential development with retail on the ground floor Stoke Road frontage on the cleared site at 94 – 102 Stoke Road. If implemented that development would provide a development of 55 no. flats. Immediately to the south of that site at 76 – 78 Stoke Road, there is currently an outline planning application under consideration for an extension to that development to provide a further 24 no. flats and 320sqm of retail space in a similar 5 storey block.
- 3.4 The Environment Agency's Flood Zone map shows:
- The south of the site lies mainly in Flood Zone 1 'Low Probability' (less than a 1 in 1000 (0.1%) annual probability of river flooding).

4.0 **Relevant Site History**

4.1 There are no relevant application relating to this site.

4.2 Pre-application Advice

Prior to submission of the application, the Applicant sought pre-application advice from the Local Planning Authority.

5.0 **Neighbour Notification**

2, Fleetwood Road, Slough, SL2 5ET, 15, Queens Court, Queens Road, Slough, SL1 3QR, 16, Queens Court, Queens Road, Slough, SL1 3QR, 17, Queens Court, Queens Road, Slough, SL1 3QR, 18, Queens Court, Queens Road, Slough, SL1 3QR, 11, Queens Court, Queens Road, Slough, SL1 3QR, 12, Queens Court, Queens Road, Slough, SL1 3QR, 14, Queens Court, Queens Road, Slough, SL1 3QR, 19, Queens Court, Queens Road, Slough, SL1 3QR, 20, Queens Court, Queens Road, Slough, SL1 3QR, 21, Queens Court, Queens Road, Slough, SL1 3QR, 13, Queens Court, Queens Road, Slough, SL1 3QR, 77a, Stoke Road, Slough, SL2 5BJ, 77, Stoke Road, Slough, SL2 5BJ, 70a, Stoke Road, Slough, SL2 5AP, 12, Fleetwood Road, Slough, SL2 5ET, 79a, Stoke Road, Slough, SL2 5BJ, 79, Stoke Road, Slough, SL2 5BJ, 67a, Stoke Road, Slough, SL2 5BJ, 67b, Stoke Road, Slough, SL2 5BJ, 10a, Fleetwood Road, Slough, SL2 5ET, 10b, Fleetwood Road, Slough, SL2 5ET, 10, Fleetwood Road, Slough, SL2 5ET, 81a, Stoke Road, Slough, SL2 5BJ, 81, Stoke Road, Slough, SL2 5BJ, 74, Stoke Road, Slough, SL2 5AP, 74a, Stoke Road, Slough, SL2 5AP, 69b, Stoke Road, Slough, SL2 5BJ, 8, Fleetwood Road, Slough, SL2 5ET, 20, Fleetwood Road, Slough, SL2 5ET, 71, Stoke Road, Slough, SL2 5BJ, 6a, Fleetwood Road, Slough, SL2 5ET, 6b, Fleetwood Road, Slough, SL2 5ET, 6, Fleetwood Road, Slough, SL2 5ET, Beacon Housing Association, 50, Stoke Road, Slough, SL2 5AW, 18, Fleetwood Road, Slough, SL2 5ET, 73a, Stoke Road, Slough, SL2 5BJ, 73, Stoke Road, Slough, SL2 5BJ, Langcet Ltd, Unit 7, Mill West 13-21, Mill Street, Slough, SL2 5AD, Unit 8, Mill West 13-21, Mill Street, Slough, SL2 5AD, Zoloti Kolesa Ltd, Unit 5, Mill West 13-21, Mill Street, Slough, SL2 5AD, St. John Ambulance, Unit 6, Mill West 13-21, Mill Street, Slough, SL2 5AD, 72a, Stoke Road, Slough, SL2 5AP, 76, Stoke Road, Slough, SL2 5AP, 78a, Stoke Road, Slough, SL2 5AP, 78b, Stoke Road, Slough, SL2 5AP, Todays Newsmarket, 72, Stoke Road, Slough, SL2 5AP, 4, Queens Court, Queens Road, Slough, SL1 3QR, 5, Queens Court, Queens Road, Slough, SL1 3QR, 6, Queens Court, Queens Road, Slough, SL1 3QR, 7, Queens Court, Queens Road, Slough, SL1 3QR, 1, Queens Court, Queens Road, Slough, SL1 3QR, 2, Queens Court, Queens Road, Slough, SL1 3QR, 3, Queens Court, Queens Road, Slough, SL1 3QR, 8, Queens Court, Queens Road, Slough, SL1 3QR, 9, Queens Court, Queens Road, Slough, SL1 3QR, 10, Queens Court, Queens Road, Slough, SL1 3QR, The Property Bank, 78, Stoke Road, Slough, SL2 5AP, 16a, Fleetwood Road, Slough, SL2 5ET, 16b, Fleetwood Road, Slough, SL2 5ET, 75a, Stoke Road, Slough, SL2 5BJ, 75, Stoke Road, Slough, SL2 5BJ, 14a, Fleetwood Road, Slough, SL2 5ET, 14, Fleetwood Road, Slough, SL2 5ET, 4a, Fleetwood Road, Slough, SL2 5ET, 4, Fleetwood Road, Slough, SL2 5ET, 69a, Stoke Road, Slough, SL2 5BJ, Flat 1, Novello House, Stoke Road, Slough, SL2 5BW, Flat 2, Novello House, Stoke Road, Slough, SL2 5BW, Flat 3, Novello House, Stoke Road, Slough, SL2 5BW, Flat 4, Novello House, Stoke Road, Slough, SL2 5BW, Flat 5, Novello House, Stoke Road, Slough, SL2 5BW, Flat 6, Novello House, Stoke Road, Slough, SL2 5BW, Flat 7, Novello House, Stoke Road, Slough, SL2 5BW, Flat 8, Novello House, Stoke Road, Slough, SL2 5BW, Flat 9, Novello House, Stoke Road, Slough, SL2 5BW, Flat 10, Novello House, Stoke Road, Slough, SL2 5BW, Flat 11, Novello House, Stoke Road, Slough, SL2 5BW, Flat 12, Novello House, Stoke Road, Slough, SL2 5BW, Flat 14, Novello House, Stoke Road, Slough, SL2 5BW, Flat 15, Novello House, Stoke Road, Slough, SL2 5BW, Flat 16, Novello House, Stoke Road, Slough, SL2 5BW,

Flat 17, Novello House, Stoke Road, Slough, SL2 5BW, Flat 18, Novello House, Stoke Road, Slough, SL2 5BW, Flat 19, Novello House, Stoke Road, Slough, SL2 5BW, Flat 20, Novello House, Stoke Road, Slough, SL2 5BW, Slough Foyer, 52, Stoke Road, Slough, SL2 5AW, 70b, Stoke Road, Slough, SL2 5AP, 12a, Fleetwood Road, Slough, SL2 5ET, 72b, Stoke Road, Slough, SL2 5AP, Unit 9, Mill West 13-21, Mill Street, Slough, SL2 5AD, JCW Car Sales Ltd, 70C, Stoke Road, Slough, SL2 5AP

5.1 There has been one representation received:

The proprietor of JCW Car Sales (70C Stoke Road), and owners of the above land and buildings that were acquired from the Lady Haig Club in 2012.

There are two separate matters that the Council should be aware of :-

1. Access from Mill Street – when the Club sold part of their property to Mr. Ward in 2012 rights of access were reserved over the existing car park that serves the Coral bookmakers on the line marked on the attached Plan Number 1 which is referred to in the attached Transfer dated 13th July 2012 (see Clauses 12.2.1 & 12.2.2 of the Transfer). As far as I am able to ascertain from the application plans I have the redevelopment proposals for the Club show that private parking spaces and landscaping will be directly on the line of my Client's access.
2. Access from St. Paul's Ave. – the intended re-alignment of the access from St. Paul's Ave., to the north of the former Club, shows that part of my Client's Yard is directly on the proposed line of the new access that will serve the proposed new building and other properties on Stoke Road. This is clearly shown on Plan No. 130688 from Goldbridge Construction Ltd., that forms part of the Planning Application. It is marked as a "Pre-Proposed Service Road" on the Applicant's Plan because the Council were aware of the line of this proposed Service Road when they considered the proposals for 76/78, Stoke Road, (Ref. No. P/03678/018). I have discussed this matter in the past on site with your Planning Officers and Highways Engineer and must repeat the point I made to them that implementation of this re-alignment of the service road will seriously interfere with my Client's use of the remaining part of his property as well as leaving one of his existing workshops without any forecourt access or parking.

Local Planning Authority Response:

The Agent has revised the rear access to ensure that there are no Highway concerns in terms of the road width. In terms of the application site, 'the red line' this does not include any land relating to No. 70C Stoke Road and the application proposes that the adjoining owners will continue to benefit from this continuing right.

With respect to planning application P/03678/018 at 76/78 Stoke Road, this is an ownership issue and does not fall within the planning remit.

6.0 **Consultation**

- 6.1 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 15th January 2016. The application was advertised in the 15th January 2016 edition of The Slough Express.

6.2 Highways & Transport

Scope of Assessment

A planning application has been received in support of a residential development consisting of 39 flats, 27 one bed and 11 two bed and one 3 bed, with parking and an extension to the service road, located at the Lady Haig RBL Club, 70 Stoke Road. The application will include a change of use from 805 m² of D2 (assembly and leisure), A2 (financial and professional services) and two apartments C3 (residential) to full C3 use.

Pre-application advice was given in July 2015. A meeting was held and written advice was given.

Trip Generation

The applicant has included a trip generation assessment, which has been reviewed by the local highway authority. It is considered that the proposed development will generate less trips than the existing development.

Vehicle Access and Rear Service Road

In pre-application discussions it was advised that the proposed vehicle access from the rear service road to the east of the site via Mill Street would prejudice the implementation of the approved Stoke Road Rear Service Road Plan as it would essentially cut it off, and therefore was not a viable option. Instead it was advised that vehicle access to the site should be from the proposed Stoke Road Rear Service Road.

In the full planning application submitted the development has been designed so that the rear service road can pass through the site and connect with the service road from the north. The vehicle access to the development will be retained from the service access road via Mill Street which, in the future will form part of the adopted rear service road. This layout is welcomed as it will not prejudice the implementation of the service road plan. The applicant has submitted revised drawings that provide a service road width of 6m carriageway with 2m footways on both sides. Visibility splays have been shown on revised drawings and a vehicle visibility splay of 2m x 43m and pedestrian visibility splays can be provided. The service road must be built to an adoptable standard as part of a S278 agreement and dedicated free of charge for maintenance at the public expense.

Stoke Road Widening Line

The applicant has agreed to dedicate land along the site frontage with Stoke Road so that it conforms to the Stoke Road widening line. The road widening must be built as footway to an adoptable standard as part of a S278 agreement and dedicated free of charge for maintenance at the public expense.

An amended plan has been received to ensure that the proposed development

takes into account the widening line and land that will be dedicated along the site frontage.

Travel Plan

In the transport statement it is suggested that a travel plan will be prepared and will be secured through condition. While this is welcomed, in line with the Developer's Guide Part 3 this development does not necessarily necessitate the need for a travel plan. However, a short statement could be prepared which sets out a series of measures to encourage sustainable travel to and from the site and welcome packs could be produced to provide information about sustainable travel options to residents. These welcome packs should be in accordance with a template provided by Slough Borough Council.

Transport impact and mitigation

From the trip generation exercise it is accepted that the development traffic is unlikely to have any significant effect on the surrounding highway network and therefore further mitigation for an increase in vehicle trips will not be necessary. The development will lead to the provision of part of the rear service road and land along the frontage of the development for future road widening which are benefits of the scheme. There is a shortfall of parking provision but the applicant has agreed to provide mitigation. The proposed contributions are set out below:

- Car club contribution of £30,000;
- Contribution of £12,000 to fund upgrade of the two nearest bus tops to incorporate real time passenger information screens; and
- Prevention of residents obtaining resident parking permits.

Section 106 agreement

Subject to the approval of the application the applicant will need to enter into a S106 agreement and S278 agreement with Slough Borough Council.

Recommendation

No highway objection.

6.3 Land Contamination

Detailed comments can be found within Section 16 of this report, pre-commencement conditions have been attached with respect to land contamination.

6.4 Drainage Engineer

The Council's Drainage Engineer is currently assessing the submitted drainage strategy and an update will be provided on the Amendment Sheet.

6.5 Berkshire Archaeology

The applicant has submitted with their application a 'Pre-Application Heritage Assessment' prepared by Heritage Collective (dated May 2015). The Assessment report specifically considers the built heritage aspects of the proposal, namely Lady Haig Hall.

Berkshire Archaeology has no concerns as regards the buried archaeological heritage as the site has previously been developed and also substantially fell within the area of the 'Brick Works' as evidenced by the extract from the 1899 Ordnance Survey map reproduced as Appendix 2.2 in the Assessment report. No further action is therefore required as regards the buried archaeological heritage.

The Assessment report concludes that 'Lady Haig Hall' is of some local significance because it is an example of a 1920s purpose-built British Legion headquarters building. Heritage Collective considers it a non-designated heritage asset. Subject to the view of the Council's Conservation Officer and with regard to the above, should the application be approved the Council may consider it desirable for an appropriate level of photographic record of the building to be made prior to its demolition, which could be secured by condition. The Assessment report notes that some original internal features survive. The Assessment report already provides a useful level of record of the building but this could be augmented by additional photographic records which, along with the Assessment report, could be lodged with Berkshire Archaeology's Historic Environment Record for long term curation and for future reference and research.

6.6 Thames Water

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.

Supplementary Comments

Having reviewed Drainage Strategy 150688 Rev A dated December 2015, Thames Water would not object to the drainage strategy proposals. The applicant proposes to attenuate surface water flows to a rate of 4l/s, discharging to the surface water sewer in Stoke Road. Although 4l/s does not equate to greenfield rates, it is still significantly lower than the current brownfield discharge of 64.8l/s.

6.7 Crime Prevention Design Advisor, Local Policing

Comments have been provided by the Crime Prevention and Design Advisor, as such amended plans have been received for minor changes to the design and layout. The physical security, access control and mail delivery will be secured via a condition to achieve 'Secure by Design' accreditation. To ensure that this condition can be achieved, the following comments have been provided:

External Communal entrance: Given the higher than average crime rates in the area I would ask that that all external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat.

"Residential floor secondary security doors (segregation): In addition, the option to move freely between floors combined with the lack of natural

surveillance within the core areas increases the need to maintain ownership of these areas via physical security measures. In order to prevent unauthorised access onto and between residential floors I ask that the secondary security doors sets that isolate each core from private residential corridors also meet the minimum physical security standards of PAS 24:2012. These in turn must be controlled by an electronic remote release system with intercom audio link to apartments. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance.

Residential door Sets: *Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.*

Access from Car Park into Residential Units – *The underground parking facility will incorporate communal entrance doors for the residential cores.. Access to private residential dwellings must be made secure. I would ask that that parking facility communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel.*

Private Residential Underground Car Park: *I would ask that The entrance to this car park is proposed as having automated secure gates. I would ask that these are electronic gates or shutters (LPS1175 SR2 or equivalent). These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. The layout and design of this facility should also incorporate the safer parking principle of surveillance, lighting and management processes and procedures.*

Lighting: *Pleased to note that lighting in publically accessible areas, including parking areas will adhere to BS5489 standards and recommendations.”*

6.8 Environmental Quality

With respect to the Environmental Noise Assessment completed by AIRO – satisfied with the conclusions of this report. The developer shall meet the requirements of Table 3 Noise Mitigation Performance Specifications for the red and purple zones which is shown on data sheet G/R6937/2 my version is black and white so you need a colour version. Essentially the front elevation is red and side elevations are purple.

I would like to see 10% EV provision within the car park for this site given its proximity to Town Centre AQMA. The installation, maintenance and servicing and operation of EV charge points to be covered in detail by a car parking management condition or S106 requirement. The EV points should be pillar post mounted Mode 3

6.9 Environmental Protection

Conditions have been recommended with respect to noise and waste disposal, the relevant conditions have been included within the draft conditions.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application will be assessed against the following policies:

7.2 The National Planning Policy Framework (NPPF) 2012 and the Planning Practice Guidance

In its overarching Core Principles the National Planning Policy Framework states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

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

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

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 12 (Community Safety)

7.4 Adopted Local Plan for Slough, Adopted 2004

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

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

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

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

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

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation period runs from Friday 4 December 2015 to 4 March 2016.

7.6 Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
Slough Local Development Framework Proposals Map
Planning Guidelines for Flat Conversions (Indicative Room Sizes)

The site is not an allocated site in the Slough Local Development Framework Site Allocations Development Plan Document

7.7 The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring Uses/Occupiers
- Transport, Highways and parking
- Housing Mix & Affordable Housing
- Quality of Housing
- Noise
- Flood Risk & Sustainable Drainage System
- Land Contamination
- Archaeology

- S106 Requirements

8.0 Principle of Development

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

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

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

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

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

- 8.4 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

- 8.5 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.

- 8.6 The site in question falls just outside of the Stoke Road neighbourhood shopping area, but is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported.
- 8.7 Given the scenario of future redevelopment schemes to the north of the site and the existence of the Foyer development to the south, the existing and proposed context for the site will be that of high density flats. The construction of family housing on this site would be odds with the site's setting and therefore be inappropriate in an urban form context.
- 8.8 Whilst Policy OSC17 of the adopted Local Plan would result in an objection to development which would involve the loss of a community facility, it does permit an exception to be made if the facility is declared surplus and there is an overriding need to provide housing to meet local housing need. In addition it is considered that the former club was a private facility and not strictly available for general community use.
- 8.9 It is considered that the need for housing outweighs the loss of a community facility and that there would be no requirement to replace a community use off site or to seek a financial and the site could be built out as residential in its entirety. Further, given that the site is located just outside of the Stoke Road neighbourhood shopping area then there would be no requirement to provide retail at the ground floor level.
- 8.10 Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing.
- 9.0 **Design and appearance on the character of the area**
- 9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that planning should: *Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.*
- 9.2 Core Policy 8 states that *all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:*
a) Be of a high quality design that is practical, attractive, safe, accessible and

adaptable;

b) Respect its location and surroundings;

c) 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.

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.

- 9.3 Policy EN1 of the adopted Local Plan requires that *development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water courses.*
- 9.4 The 39 units are accommodated in an 'L' shaped block with an area of undercroft parking to the front of the site, utilising the change of level across the site and minimising the need to reduce ground levels. The frontage section of the block measures 27m wide and 16m deep, with aspect to the front onto Stoke Road and parking to the rear. The rear block, extends 25m with a width of 10m, has single aspect only to the south.
- 9.5 The building is 5 storeys high, with the third floor being set back from the rear of the site. Given the substantial level difference between Stoke Road and the rear of the site, the fourth floor is substantially set back from the rear and set in from the side (adjacent to No's. 72 & 74 Stoke Road), to reduce its impact. This reflects the pattern of development as was approved on the neighbouring site to the north (No. 76-78 Stoke Road - P/03678/018). Also as per that scheme, vehicular access to the site is at lower ground floor level, via a proposed rear service road providing car parking undercroft of the building. The materials have been conditioned, requesting samples to ensure a suitable pallet and high quality finish.
- 9.6 Under normal circumstances the scale bulk and massing of the development would need to address its surroundings. However, in this instance the redevelopment of the site in terms of its siting design, height, scale, bulk and massing needs to be considered having regard to the bigger picture vis a vis the schemes being proposed for the sites at 76 – 78 and 94 -102 Stoke Road and the existence of a 6 storey Foyer building on the site immediately adjoining to the south.

When assessing the street scene impact, a wider street scene elevation has been submitted which shows the site in its wider context. With respect to the intervening site at No. 72 – 74 Stoke Road, the fourth floor has been set in from the boundary to respect the neighbouring site. The Foyer building is 6 storeys in height. The sites at No. 76 – 78 and No. 94 – 104 Stoke Road are 5 storeys in height but with a fifth floor set back. The ridge of the proposed development matches the height of the Foyer and the third floor is set no higher than No. the sites at No. 76 – 78 and No. 94 – 104 Stoke Road.

With respect to the siting of the frontage block, it is acknowledged that it is set back from the Stoke Road frontage to provide defensible amenity space to serve the ground floor residential units. The set back of the building line at the front had regard to other developments, both existing and proposed and the Stoke Road widening line.

9.7 Heritage

Paragraph 128 of the national Planning Policy Framework provides guidance when determining planning applications which may have an impact on existing heritage assets, it states that:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance...In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- the desirability of new development making a positive contribution to local character and distinctiveness”.*

Core Policy 9 of the Local Development Core Strategy (2006 – 2026) Development Plan Document states *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.....”*

A Heritage Statement has been submitted within the Design, Access and Planning Statement. The study concludes:

Lady Haig Hall, though not a listed or locally listed building, is a non-designated heritage asset. Primarily due to its connections with the British Legion and, though not direct, with Countess Haig. Lady Haig Hall makes a slight positive contribution to the significance of the nearby locally listed Gilliat Hall and a neutral contribution to the significance of the locally listed Littledown Primary School.

The proposed development has been considered in two parts; firstly the impact of the proposed demolition of Lady Haig Hall and secondly the impact of the proposed replacement structure.

The demolition of the building will result in the loss of the low level of heritage interest which Lady Haig Hall itself possesses and the slight positive contribution the building makes to the significance of Gilliat Hall. This will result in an objectively low level of harm and loss. Section 5 identifies that there is potential for the provision of residential development on the site without necessarily resulting in harm to the heritage interest of the surrounding locally listed buildings due to their much altered

settings. Current proposals to provide a series of red brick blocks of simplistic design housing 39 residential units, while resulting in a change to the setting of the locally listed Gilliat Hall and Littledown Primary School, would result in a neutral effect on the significance of the buildings.

When considered holistically the scheme will result in a very low level of harm. This should be weighed into the planning balance in accordance with paragraph 135 of the NPPF along with the public benefits of the scheme which are detailed within the submission documentation.

Given the above and that the site is currently in a poor condition, beyond the state to repair, there are no objections in heritage terms to the loss of the building.

9.8 Landscaping

A Landscaping Strategy has been submitted with the application, which shows two amenity areas; firstly to the front of the building with a brick boundary wall with piers and hedge behind and secondly to the northern boundary of the site. Throughout the rear parking area there will be dispersed trees and hedges. Presently on site, there is limited greenery and the site does not benefit from any mature trees, as such the Landscaping Strategy is welcomed and enhance the boundaries to Stoke Road in terms of public realm. The landscaping scheme together with a maintenance and management plan will be required by condition.

10.0 **Impact on neighbouring Uses/Occupiers**

10.1 As stated previously, within the National Planning Policy Framework, twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals and include that planning should:

- *Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

Core Policy 8 of the Slough Local Development Framework Core Strategy states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will:

b) respect its location and surroundings.

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

10.2 The following potential impacts are identified:

- a) The overlooking of neighbouring land as a result of flank wall windows within the southern and northern elevations. However on the proposed floor plans the northern elevation is non aspect and the southern flank wall is set back approximately 14 metres from the boundary with the Foyer, which is acceptable in planning terms. The north eastern elevation will be conditioned to be of obscure glass to address issues of overlooking and loss of privacy.

The proposals would also represent an improvement over the current situation whereby there a number of windows within the existing building formed on the boundary with No's. 72 – 74 Stoke Road for almost the entire depth of the site.

- b) Potentially overbearing and overly dominant outlook for the occupiers of the residential units in Fleetwood Road to the rear of the site on the eastern side of the development site. However, at its closest point the development is approximately 25 metres from the rear garden boundaries of the properties in question and approximately 65 metres from the rear elevation, this separation distance is acceptable.
- c) Potentially overbearing and overly dominant outlook for the residential occupiers of the first floor residential units above the retail units in the neighbouring properties at No. 72 – 74 Stoke Road. The site being due south of the neighbouring properties may result in some loss of sunlight and daylight to some of the principle windows, however given the set back from the side boundary this may not be so significant as to raise an objection. However, from a site visit it is evident that there is no rear amenity space serving the first floor flats, being laid to car parking and used for rear servicing, so the impacts would be limited to being internal only. Taking a holistic view it is highly likely that the neighbouring site would come forward for development within a reasonable timescale.

Amended plans have been received to ensure that there is no direct overlooking into the units at the rear, this has result in an angled window which is considered to be acceptable.

11.0 Transport, Highways and Parking

11.1 *Vehicle Parking*

40 car parking will be provided for the flats, which will include 3 disabled bays. However with the amendments required to the service road this will reduce the provision by one space to 39. This results in a total provision of 1 car parking space per flat. This is below the Slough Local Plan standards which state that for:

- one bed flats / studios - 1.25 spaces should be provided; and
- two / three bed flats - 1.75 spaces should be provided.

This would total 55 spaces for this development, therefore there is a shortfall of 16 spaces. The number of parking spaces has been justified using policy T2 of the Local Plan, as well as the fact that other recent or committed residential developments in the area have been afforded flexibility regarding their parking levels, the fact that the development is located very close to the town centre, as well as bus stops and the rail station and that the development will provide a good level of cycle parking, and a contribution to a car club and real time passenger information at the nearest bus stop then it is considered that this package of measures is acceptable.

The applicant has agreed to provide 4 electric vehicle charging points which is in line with IAQM standards. In addition, the residents would be made ineligible to apply for a residents parking permit.

11.2 *Cycle Parking*

41 cycle parking spaces will be supplied at the site. This is one per flat plus 2 extra. This is in line with and slightly exceeds the standards in the Slough Developers Guide Part 3 which state that one space should be provided per dwelling.

29 of the spaces will be provided within a communal cycle store and, as requested in pre-application advice 12 (approx. 30%) will be in the form of lockers within the shell of the building.

11.3 *Refuse and Servicing*

The refuse and servicing vehicle will enter through the retained vehicle access from the service access road via Mill Street, which will eventually form part of the rear service road. Swept path drawings demonstrate that this manoeuvre can be made to the bin store in the car park, and exit through the same access in a forward gear. The vehicle will be able to stop directly outside the bin store meaning that the drag distance is 8m which is acceptable.

The bin store is located on the ground floor in the centre of the development, meaning all residents as well as operatives can access it easily.

In line with Slough Developers Guide Part 4 standards 97 litres per flat should be provided for residual waste and 53 litres for recyclable waste. For 39 flats this would total six bins.

12.0 **Housing Mix & Affordable Housing**

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

12.2 The site being located within a neighbouring shopping centre is not considered appropriate for the provision of family housing. It is further considered that an appropriate mix of 1 and 2 bed flats are being provided.

12.3 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for *All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.* An Affordable Housing Viability Assessment has been submitted with respect to this proposal and this has been independently reviewed by the Council. Given the outcome of the assessment, the rear block which will provide 8 no. units affordable units onsite, this will be secured in the Section 106 Agreement.

The 8 units to be provided as on site affordable housing will provide 20% provision of the requirement and given the cost of the rear service road, the highway works and transport contribution required and site constraints, whereby a Piling Method for construction will be required, this is considered to be acceptable.

13.0 **Quality of Housing**

13.1 The National Planning Policy Framework states that local planning authorities

should aim “to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.....”

13.2 With respect to the unit sizes as indicated on the floor plans, these have been assessed against the Council’s Flat Conversion Guidelines. The floors space of each of the units fall within the Council’s guidelines, these range from the studio at 40 sqm to the three bedroom unit at 72 sqm, as such no objection is raised with respect to the minimum required floor space.

13.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. Most of the flats with balconies would require the installation of obscure glass to protect privacy.

13.4 Amenity

There is limited amenity space proposed around the site, providing little more than a setting for the building and parking areas. Most of the amenity space is provided on the north side of the building and is likely to be in shade for much of the time. As most flats have a balcony or terrace private amenity space is acceptable. In addition, open spaces are easily accessible from the site with the amenities of Bower Playing Fields, 200m to the north east and Salt Hill Park, 500m to the south west.

13.5 Sustainability

It is made clear in the NPPF, and in Sloughs Core Strategy Policy 8 Sustainability and Environment, that a continuing assessment of environmental objectives to preserve energy and to promote sustainability is required. The Planning Statement states that key sustainability issues that have been considered in relation to this site include:

- Growing road traffic and congestion;
- Lack of affordable and suitable housing provision;
- Land use constraints to physical expansion;
- Waste management issues;
- High levels of noise pollution;
- Poor air quality

A Sustainability Strategy has been submitted with respect to this application and states that the design of the development will contribute to lower energy consumption and reduced carbon emissions. In addition to the advantages this sustainable project offers in that it proposes the re-use of previously developed land, energy saving measures have been incorporated into the design, such as the best use of natural light along with consideration as to the baseline energy use of the development. Wall thicknesses have been considered to improve insulation values. The measures within the Sustainability Strategy have been conditioned.

14.0 **Noise**

14.1 Core Policy 8 from the Core Strategy, states that development shall not give rise to unacceptable levels of pollution including noise and shall not be located in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.

- 14.2 An Environmental Noise Assessment prepared by AIRO Consultants has been submitted with respect to this proposal. The assessment is based on noise measurements made at the site on 9th and 10th November 2105 and considers noise from a number of potential local sources.
- 14.3 The results of the Noise Assessment has determined that the internal sound levels in the proposed dwelling are likely to be achieved with the appropriate noise mitigation measures i.e. in terms of the right specification of glazing and external building envelopment.
- 14.4 On the basis of this assessment and subject to the incorporation of the recommendations set out in the report, it is considered that noise should not pose a material constraint to the proposed development.

15.0 **Air Quality/Electric Car Infrastructure**

- 15.1 The site lies outside the Town Centre Air Quality Management Area (AQMA) approximately 350m north. The site lies very close to railway station and bus station, has excellent public transport links. Based upon guidance given on other nearby sites, it is concluded that the impact would be small and within the context of the AQMA but it will add to the overall cumulative impact of many developments within and around the town centre. The proposal includes the provision of four electrical charging points, this requirement to be covered by planning condition.

16.0 **Land Contamination**

- 16.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 16.2 The National Planning Policy Framework (NPPF) identifies land identifies land contamination as a material consideration in the planning process and notes that decisions by Local Planning Authorities should ensure the site is suitable for its intended use. Where a site is affected by contamination identified to pose unacceptable risks to receptors, the responsibility for securing a safe development rests with the developer and/or landowner.
- 16.3 The Council's Land Contamination Officer has been consulted on the proposals for the site and has responded as follows:

"The proposed development is partially located on a former Brickworks. This site has been identified as a high ranking priority site as part of the Council's inspection prioritisation and it is considered a priority for further site investigation. The proposed development is also located within 250m of several other potentially contaminated land sites, eight of which have entries in the Disused Tank Registry."

Given the above, conditions have been recommended with respect to land contamination.

17.0 Flood Risk & Sustainable Drainage System

17.1 The site is in Flood Zone 1.

On 6th April 2015, the government introduced a requirement for all major development schemes to comply with the current Sustainable Drainage Regulations. This is now a material consideration in the determination of major planning applications, which necessitates the drainage system being designed in detail at an early stage in the planning process. A sustainable drainage strategy has submitted with this application and is currently being assessed by the Council's Drainage Engineer, an update will be given on the Amendment Sheet.

18.0 S106 Agreement

18.1 With respect to affordable housing, the rear block of the proposed development, will provide 8 no. on site affordable units, specifically unit No's. 1,2,6,7,15,16,25,26. The Applicant has agreed to this and this will be secured via a Section 106 Agreement.

18.2 The Council's Transport and Highway Engineers have advised the following S106 requirements which will obligate the developer to enter into a S278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule will include:

- Temporary access point (as necessary);
- Installation of junctions/crossovers;
- Widening of the footway fronting the application site;
- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications;
- Marking and signing of double yellow line restrictions on rear service road section within site;
- Drainage connections;
- Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road associated infrastructure, sight lines and turning areas. Revised drawings need to be submitted showing the amended alignment of the service road, in line with the Stoke Road Rear Service Road scheme widening lines and the land to be dedicated.
- Construction and dedication of footway and verge along site frontage with Stoke Road. Revised plans need to be submitted showing the requested aforementioned amendments including the increase in width to circa 5m as per the scheme drawing and the land to be dedicated.

The transport schedule will include:

- Car Club contribution of £30,000;
- Provision of welcome packs to residents produced in accordance with the template to be provided by Slough Borough Council;
- Real time passenger information screens contribution of £12,000 at 2 nearest

- bus stops on Stoke Road;
- £3,000 implementation of traffic regulations on the section of service road orders as necessary (prior to commencement);
- Residents excluded from being eligible for existing or any future on-street resident parking permit scheme; and
- 4 Electric vehicle rapid charging points as per IAQM guidance.

The contributions are considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

19.0 **PART C: RECOMMENDATION**

- 19.1 Delegate to the Planning Manager for approval, following consideration of outstanding consultations, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

20.0 **PART D: CONDITIONS**

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

20.1 **DRAFT CONDITIONS**

1. Time Limit

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

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

2. Approved Plans

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

TO BE ON AMENDMENT SHEET

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity

3. Sample of External Materials - Development

Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before

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

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

4. Sample of External Materials - Access

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

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

5. External Lighting

No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

6. Boundary Treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

7. Piling Method Statement (Thames Water)

No 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 water 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 water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

8. Working Method Statement

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

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

Vehicle wheel cleaning facilities shall be provided and used at the site exit for the duration of the construction period.

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 and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

9. Bin Storage

The bin stores shown on the approved drawings shall be completed in accordance with those drawings prior to first occupation of the development and retained at all times in the future for this purpose.

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

10. Windows

Prior to the commencement of development, the windows in the within the north eastern elevation of each floor of the proposed development, shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority. The same windows shall be high level opening at a minimum height of 1.8 metres above the finished internal floor level.

REASON To maintain the privacy of amenity of future residential occupiers and those located within Albany Court and to comply with Core Policy 8 of the Slough

Local Development Framework Core Strategy 2006-2026, December 2008.

11. Landscaping Strategy

The landscaping treatment shall be carried out in accordance with Drawing No. LP/LH70SSRS/020 D, Dated February 2016, Received 24/02/2016

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.

Landscape Management Plan

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

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

12. Car Parking Provision

Prior to first occupation of the proposed development, the 40 no. car parking spaces shall be provided and made available for use in connection with the proposed residential units and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business or commercial use.

REASON In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

13. Rear Service Road

Prior to the commencement of development on site the rear service road coloured **XXXX** on the Section 106 Plan shall be constructed up to binder course level. Upon practical completion of the development and prior to the first occupation of any part of the development the road including footways shall be completed to the satisfaction of the Council. The rear service road shall be constructed to normal adoption standards and implemented fully in accordance with details which shall be first submitted to and approved in writing by the Local Planning Authority.

REASON To ensure safe and convenient access for the occupiers of the development in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006 - 2026), Development Plan Document, December 2008.

14. New Means of Access

No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

15. Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

16. Vehicle Visibility Splay

No part of the development shall begin until details of vehicle visibility splays of 2.0 x 4.3m have been approved in writing by the Local Planning Authority in consultation with the Highway Authority. No dwelling shall be occupied until the approved splays have been provided. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON To provide adequate forward visibility to enable drivers to see a potential hazard in time to be able to slow down or stop before reaching it, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

17. Pedestrian Visibility Splay

No part of the development shall begin until details of pedestrian visibility splays of 2.4 x 2.4m have been approved in writing by the Local Planning Authority in consultation with the Highway Authority. No dwelling shall be occupied until the approved splays have been provided. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON To provide adequate forward visibility to enable drivers to see a potential hazard in time to be able to slow down or stop before reaching it, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

18. Loading and Unloading

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

REASON To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. Cycle Parking

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

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

20. Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

21. Balconies – Obscure Glass

The proposed balconies shall be of obscured glass and retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority.

REASON To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

22. Electric Vehicle Charging Points

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

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

23. No Loading or Unloading

No loading or unloading of goods for residents shall take place directly from Stoke Road at any time unless otherwise approved in writing by the Local Planning Authority.

REASON In the interests of general highway safety and to comply with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006 - 2026), Development Plan Document, December 2008.

24. Phase 1 Desk Study (LPA)

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, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

25. Phase 2 Intrusive Investigation Method Statement (LPA)

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

26. Phase 3 Quantitative Risk Assessment and Site Specific Remediation

Strategy (LPA)

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

27. Remediation Validation (LPA)

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

28. Compliance with Energy Statement

Prior to first occupation of the proposed development, the measures set within the Energy Statement, prepared by Abbey Consultants (Southern) Ltd, dated 9/12/2015 shall be fully implemented and maintained in perpetuity.

REASON To provide a sustainability and energy efficient development and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

Informatives:

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the Piling Method Statement.
4. 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.

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.

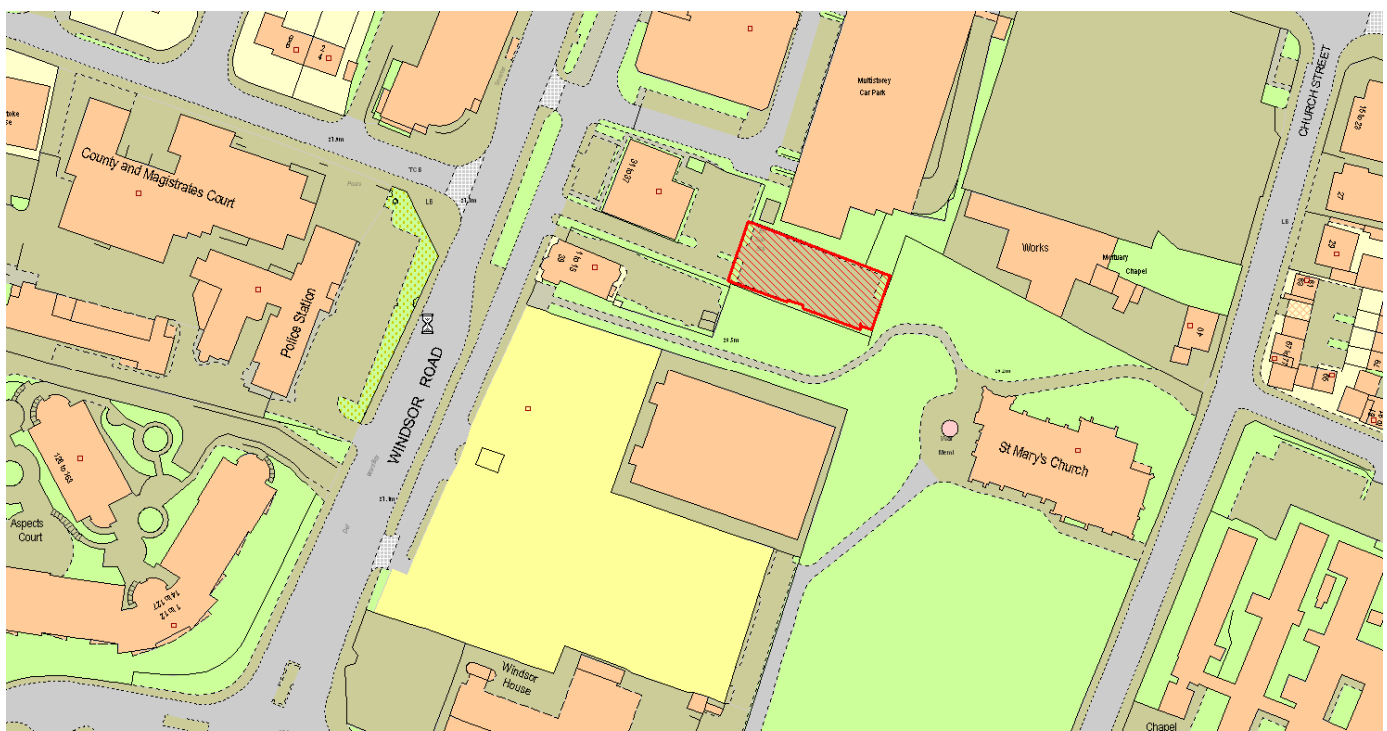
Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account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

5. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
8. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The Council at the expense of the applicant will carry out the required works.
9. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
10. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
11. The applicant must obtain a license from Slough Borough Council for maintaining the highway verge (once dedicated) fronting the application site under Section 142 of the Highways Act 1980.
12. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
13. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

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Registration Date:	14-Dec-2015	Applic. No:	P/02278/018
Officer:	Mr Smyth	Ward:	Central
		Applic type:	Major
		13 week date:	
Applicant:	Mr. Ahmed Naseem, MNK Estates (UK) Ltd		
Agent:	Maurice Spafford, 11 Park Terrace, The Park, Nottingham, NG1 5DN		
Location:	Westminster House, 31-37 Windsor Road, Slough, Berks, SL1 2EL		
Proposal:	Construction of a 5 storey building to provide 17 no. flats on land to the rear of 31-37 Windsor Road together with 6 no. car parking spaces.		

Recommendation: Delegate to the Planning Manager for Approval



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 and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval subject to any minor design changes if required, completion of a Section 106 Agreement and finalising conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The proposal is for construction of a 5 storey building to provide 17 no. flats on land to the rear of 31-37 Windsor Road together with 6 no. car parking spaces.
- 2.2 The building comprises:
Ground Floor: 1 no. X studio apartment, 1 no. X 1 bed flat & 1 no. X 2 bed flat
First, Second & Third Floors: 6 no. X 1 bed flats & 6 no. X 2 bed flats
Fourth Floor: no. X 3 bed & 1 no. X 2 bed flat
- 2.3 The application is accompanied by full plans, including site plan, block plan, floor plans elevations and sections. The application is also supported by a number of statements including:
- Arboricultural Survey
 - Arboricultural Method Statement
 - Daylight & Sunlight Study
 - Design & Access Statement
 - Transport Statement
 - Heritage Impact Assessment
- 2.4 Pedestrian and Vehicular access is from Windsor Road utilising the existing access. Parking for 6 no. cars is provided at the rear of the site adjacent to the eastern boundary with the neighbouring listed building at St Marys Church.

3.0 **Application Site**

- 3.1 The application site which has a site area of 0.065 hectare comprises land rear of Westminster House which is currently hard surfaced and formerly provided surface car parking for Westminster House when it was in use as offices. Westminster House itself which is a modern 4 storey brick –clad building with its principle elevation facing towards Windsor Road, has received an approval under the prior approval notification procedure to convert the building from Class B1(a) offices to Class C3 flats, comprising 11 no. one bedroom, 8 no. two bedroom and 8 no. studio apartments.
- 3.2 Access to the site is available from an existing vehicle crossover off the existing adopted front service road which runs parallel to the main Windsor Road. The access road is lined with mature trees along the southern boundary of the site and there are further trees along the eastern boundary of the site which adjoins the Grade II* listed

church of St Marys. There is a confirmed tree preservation order (TPO 1 of 2004) in place along the eastern boundary which covers a total of 3 no. trees.

- 3.3 The site is enclosed by a close boarded fence along its northern southern and eastern boundaries. Adjoining the fence along the eastern boundary is a section of the Victorian churchyard wall, which is protected under the general listing for the church.
- 3.4 Immediately adjoining the site to the north is the Herschel Street multi storey car park and to its west is Observatory House which is undergoing a major external refurbishment and fit out. To the west of the site is Westminster House, a modern 4 storey office building. To the south west of the site is 39 Windsor Road, also a 4 storey modern office building, which has planning permission for extension and conversion to residential use (P/00861/012). Immediately south of this building is a gated tree lined pedestrian entrance into the grounds of St Marys Church. To the south of the pedestrian access is a decked car park and there is currently under construction a 10 storey residential and 8 storey hotel scheme, both fronting Windsor Road. To the far west of the site is the Urban Building which is a substantial 8 storey office scheme fronting onto Albert Street.
- 3.5 The site is immediately to the west of St Mary's Church, a grade II* building. It is surrounded by a churchyard, with boundary walls, and gateways and gate piers east and west, all of which are listed by virtue of being within the curtilage of the church. The Gothic Revival church of 1876-78 with additions of 1911-13 is an elaborate design in Decorated style by John Oldrid Scott, son of the leading Victorian church architect Sir George Gilbert Scott. To the west of the church is a war memorial which is grade II listed in its own right.

4.0 **Site History**

- 4.1 Westminster House to the north west of the site was the subject of a prior approval notification application for a change of use from B1(a) offices to Class C3 residential for the provision of 27 no. flats.
- 4.2 As referred to in paragraph 3.2 above, the site benefits from the existence of a Tree Preservation Order (TPO 1 of 2004). This relates to 3 no. horse chestnut trees which are located on the eastern boundary of the site with St Marys Church.
- 4.3 Pre application advice was provided prior to the submission of this application.

5.0 **Neighbour Notification**

5.1	<table border="1"> <tr> <td>Neighbours Consulted:</td><td> The Occupier, Page House, 39, Windsor Road, Slough SL1 2EL The Occupier, I C L, Observatory House, Windsor Road Slough, SL1 2EY The Occupier, St. Marys Church, Church Street, Slough SL1 1PJ The Occupier, Thames Valley Police, Police Station Windsor Road, Slough, SL1 2HH The Occupier, H S B C, Westminster House 31-37 </td></tr> </table>	Neighbours Consulted:	The Occupier, Page House, 39, Windsor Road, Slough SL1 2EL The Occupier, I C L, Observatory House, Windsor Road Slough, SL1 2EY The Occupier, St. Marys Church, Church Street, Slough SL1 1PJ The Occupier, Thames Valley Police, Police Station Windsor Road, Slough, SL1 2HH The Occupier, H S B C, Westminster House 31-37
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	Windsor Road, Slough, SL1 2EL The Occupier, Bettison & Johnson, 35, Windsor Road Slough, SL1 2EB The Occupier, Office Angels, Westminster House 31-37 Windsor Road, Slough, SL1 2EL The Occupier, Airwave Solutions Ltd, 50, Windsor Road Slough, SL1 2EJ The Occupier, Affinion Ltd, 50, Windsor Road, Slough SL1 2EJ Notice placed on site and advertised in the local press. NO COMMENTS RECEIVED
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6.0 **Consultation**

6.1 **Transport & Highways**

This is an application for the construction of a 5 story building which will contain 17 flats (nine 2 bed, one studio, seven 1 bed), along with 6 parking spaces. It is located behind Westminster House on Windsor Road, on the site of a redundant car park. The site of Westminster house is also owned by the developer and has prior approval for change of use from office to residential, it is expected that 27 flats may be included in this development. Although no planning application has been submitted for these proposals as yet, some aspects are considered throughout these comments for the new build. A design and access statement and drawings have been submitted in support of the application for 17 flats.

Trip Generation

A TRICS assessment has been carried out for the proposed development. It is expected that the development will produce a total of 25 daily trips, 12 arrivals and 13 departures. These figures along with AM and PM peak trips are illustrated in the table below. This number of trips is not expected to have an adverse effect on the

	<i>Arrivals</i>	<i>Departures</i>	<i>Total</i>
<i>AM Trips</i>	<i>1</i>	<i>3</i>	<i>4</i>
<i>PM Trips</i>	<i>1</i>	<i>0</i>	<i>1</i>
<i>Daily Trips</i>	<i>12</i>	<i>13</i>	<i>25</i>

surrounding highway network.

As it is likely that

the existing Westminster House, previously used as offices, will also be converted into flats (27 expected) the trip generation for this has also been calculated and added to that for the 17 flats above, essentially treating this as one development. The numbers for both developments together are shown in the table below; a total of 72 daily trips would be expected.

	<i>Arrivals</i>	<i>Departures</i>	<i>Total</i>
<i>AM Trips</i>	3	7	10
<i>PM Trips</i>	4	2	6
<i>Daily Trips</i>	35	37	72

Westminster House was recently used as offices, though now it is disused. Therefore to calculate the net trip generation of the two blocks of flats, the trips generated by the previous office use have been calculated and subtracted from the trips generated by the two blocks of flats. The results are shown in the following table. As can be seen there is a net decrease in trips meaning the flats will have a smaller impact on the highway than the office use does currently.

	<i>Arrivals</i>	<i>Departures</i>	<i>Total</i>
<i>AM Trips</i>	-11	5	-6
<i>PM Trips</i>	0	-11	-11
<i>Daily Trips</i>	-39	-34	-73

In summary, it is expected that the number of daily trips from both of the residential developments combined will total 73 fewer than from the previous office use.

Car Parking

It is proposed that 6 car parking spaces will be provided for the development. According to the Slough Developers Guide Part 3 residential developments in town centre locations (where this development is located) have a minimum parking requirement of nil. Therefore this number of spaces is accepted.

The spaces themselves have been measured as well as the distance behind the spaces and these are found to be in line with standards.

It has not been stated anywhere how these spaces will be allocated however, or if they will be first come first serve.

Cycle Parking

16 cycle parking spaces will be provided in the form of Sheffield stands, these are an accepted form of cycle rack. In the Developer's Guide it is stated that 1 space per unit should be provided per flat therefore an additional parking space, to total 17 should be provided at the development. However 16 spaces will be accepted as this is a town centre development located very close to amenities.

The location for the cycle parking, to the side of the entrance area to the building is considered good, however it is recommended that there is just one door that leads into the store and this is from the secure entrance hall and therefore reducing the opportunity of theft. The space between each stand has been measured and found to be in line with guidelines which state a preferred minimum distance of 1 metre, while the distance from the stands to the store walls are just over half a metre.

Cycle Parking for Adjoining Prior Approval Application

Concerning the cycle parking that is marked on the plans for Westminster House, it is considered that the door should be moved to the other side of the shelter to provide more natural surveillance. It is also proposed that the area of parking is moved to

where parking spaces number 12 and 13 are currently positioned. This will not only mean that 2 or 3 parking spaces that are easier to manoeuvre into are located where the current cycle parking is, but will also mean that no ground floor flats are overlooking the brick wall that will be the back of the bike building.

Access

Access to the development will be from Windsor Road service road. Vehicle access will be shared with that for the existing car park for Westminster House. There will be no new or altered vehicle access from Windsor Road service road. It is noted that the footway area of Windsor Road service road in front of the site is adopted.

The access road is measured to be between 3.8 and 4 metres wide. According to guidelines in Manual for Streets this allows for one car- for which the minimum width would need to total 2.75 metres. For 2 cars to pass the width would need to increase to 4.1 metres. Therefore as the access is to remain unchanged it will be suitable for one car and the rest of the space can be used by pedestrians and cyclists.

As the access is located off the Winsor Road Service Road, it is considered that a width of 3.8 metres, sufficient for one car, is acceptable

Being located in the town centre means that there is good pedestrian and cycle provision in the area. It is assumed that pedestrians and cyclists will use the same access as vehicles, as it stands the width of the access is acceptable for this use.

Servicing

No details have been submitted on servicing arrangements apart from stating that storage provisions will be shared with Westminster House and the capacity will be increased as necessary. In line with guidelines set out in the Developer's Guide, 2 euro bins for general refuse will need to be provided for the flats and 1 recycling bin. It is noted that Westminster House belongs to the developer, however if this building is currently under commercial use then the refuse area cannot be shared with the new residential development. If this is the case the three bins for the 17 flats will need to be separate and could be stored next to the building on the western edge where there is plenty of room. However, if Westminster House is due to be changed to residential use then the refuse area could be shared. This will not be possible however until both are of the same use.

The bin area is stored within 30 metres of the entrance to the building in line with guidelines in the Developer's Guide. However the refuse store is not located within 10 metres of the road, meaning that either the refuse vehicle would need to travel down the access road, reverse into the car park and then exit the site in forward gear, or a refuse collection area will need to be introduced at the end of the access road and a management company would have to be employed to move the bins down to this area as the distance will exceed 10 metres.

For both options drawings need to be submitted before a decision on this application can be made. If a vehicle were to travel down the access road to the car park a vehicle tracking drawing will need to be submitted showing that the manoeuvre for the vehicle to turn in the car park and then exit the site in forward gear is possible. The vehicle should not have to reverse more than 12 meters.

It is also noted that the current arrangement of bins as illustrated in the drawings is not acceptable as all bins would have to be removed to take out those at the back.

Development Impact

Based on the information provided it is not considered that the development will have a significant impact on the highway network. However, before a decision on the application can be made the refuse collection and servicing arrangements need to be clarified and agreed.

Recommendation

Subject to the applicant providing tracking drawings demonstrating that a refuse vehicle can enter the site, turn and leave in a forward gear then I see no reason for a highway objection.

Conditions required

Should the application be revised in accordance with my comments the following conditions will apply:

- 1. The cycle store shall not be used for any other purpose*

Reason: To encourage cycle use / ownership

- 2. No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.*

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026.

Informatives:

Should the application be revised in accordance with my comments the following informative(s) will apply.

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

6.2 **Heritage Adviser**

The application site is land to the rear (or east) of Westminster House at 31-37 Windsor Road, currently a car park with a tarmac surface and flanking greenery. The proposal is to erect a five-storey block of seventeen flats and retain six parking spaces on the site.

The site is immediately to the west of St Mary's Church, a grade II building, which means it is among the top six-per-cent of the country's listed buildings. It is surrounded by a churchyard, with boundary walls, and gateways and gate piers east and west, all of which are listed by virtue of being within the curtilage of the church. The Gothic Revival church of 1876-78 with additions of 1911-13 is an elaborate design in Decorated style by John Oldrid Scott, son of the leading Victorian church architect Sir George Gilbert Scott. The tall stone-built spire is a landmark in the town. Although all sides of the church are interesting designs, the west front, including as it does a north-west tower and soaring spire, is perhaps the most important. To the west of the church is a war memorial which is grade II listed in its own right.*

The immediate setting of this group remains verdant and unspoilt, and the area to the west is at present a fine green space. The wider setting is eroded by large buildings on Windsor Road. The application site however is east of Windsor Road and near the north-west corner of the church. The proposal looks likely to significantly erode the setting of church and war memorial, and to damage the key view of the two from the west. The impact of the proposal is exacerbated by details such as security lighting, upvc windows, mixed materials, and balconies, which would add to the impact.

The application provides no information about the historic environment affected, contrary to NPPF 128, and no justification for the proposal, contrary to NPPF 132. The site plan does not show the listed walls of the churchyard or indicate whether they are affected, and there is no survey of the application site. Accordingly no case is made for approval. This deficiency is evident when contrasted with the very detailed information about the historic environment provided for a development further south at 43-61 Windsor Road (P/00906/030) .

The setting of a listed building is protected by legislation and planning guidance. The Planning (Listed Buildings and Conservation Areas) Act 1990 section 66 requires that, "in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority... shall have special regard to the desirability of preserving the building or its setting." The NPPF sections 129 and 132 also require weight to be given to the conservation of the setting of a listed building, especially one of grade II.*

The current car park is infinitely preferable for the setting of the listed buildings to a five storey block of flats, and the application makes no case for the proposed change.

Recommendation: *refuse for lack of information and justification, contrary to NPPF*

128 and 132, and negative impact on setting of a high grade listed building, contrary to NPPF 133/134

Officer's Response: In response to these comments the applicant appointed a heritage consultant and a heritage statement was submitted. In turn the Heritage Statement was considered by the Council's heritage Adviser who responded as follows:

Slough Borough Council (= LPA) previously sought the advice of BEAMS on this application and a response was sent on 7th October 2015.

In this advice letter Dr Valerie Scott reviewed the application site and considered the matter in the light of conservation priorities. Notable these are that the development site is close to the Grade II church of St Mary's (1876-78 and 1911-13) and the adjacent War Memorial.*

As a result of this setting advice was given that the application lacked attention to the requirements of NPPF 128 and NPPF 132.

Therefore and in conclusion the recommendation was made:

Refuse for lack of information and justification, contrary to NPPF 128 and 132, and negative impact on the setting of a high grade listed building contrary to NPPF 133/134.

Later in October a Heritage Impact Assessment was submitted on behalf of the developers, MNK Estates (UK) Ltd, by Asset Heritage of Oxford (ref AHC/9400). Paragraph 1.7 of this states that 'this report takes account of the comments made by the Council's Conservation Consultants, BEAMS'.

As a result we now are in possession of more information and a justification statement.

The relevant documents have been reviewed including the application documents and the Heritage Impact Assessment.

The advice of BEAMS to the LPA remains the same as what is stated in the second page of Dr Scott's letter of 7th October 2015 and the information as now supplied in the Heritage Impact Assessment does not overturn this view.

REASONS:

St Mary's Church is a Grade II listed building and is thus one of the most important items of historic fabric in the LPA area as well as being of 'regional importance' due to the II* status. The church is one of only 7 Grade II* listed items or groups in the Borough.*

The setting of the church has already been the subject of intense development in the form of multi-storey buildings encroaching on its setting. This encroachment has been on each flank of the building. What remains of the openness of its setting is to be found at the ends and thus may be found in the churchyard and the remaining open areas

beyond this.

The scheme as proposed in P/02278/018 would contribute further to this encroachment of multi-storey development and would thus represent 'substantial harm' to the setting in the terms of NPPF 133.

Effects on the setting of the church are considered to be detrimental to a degree that makes the assertions in paragraphs 2.15, 2.16 and 3.12 of the Heritage Impact Statement not acceptable.

CONCLUSION: although the evidence contained in the Heritage Impact Statement supplies the information previously lacking (viz. letter of 7th October 2015) its final paragraph is disputed. That the proposals 'preserve the setting of the church' is not accepted. The advice to the LPA of BEAMS is thus to refuse P/02278/081.

Officer's Response

Issues of heritage impact are discussed in more detail elsewhere in this report.

6.3

Historic England (Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015)

Historic England's interest in the application is due to the potential impact on the setting of the Grade II listed Church of Saint Mary, Slough. While a high quality building on this site has the potential to enhance the setting of this building the design quality of the current proposal is very poor. Consequently we recommend that planning permission is refused on the grounds that it would harm the setting of the church and fail to take the opportunity presented to improve the character and quality of the area. We would encourage the applicant to review the proposals, take design quality much more seriously, and submit a much better scheme.*

The first Church of Saint Mary was a neo-Norman Brick building by W. Scamp of 1835-6. J. O. Scott added a chancel to this in 1876-8 and in 1911-13 replaced Scamp's nave with a new nave and west tower. By the time Scott added the nave and west tower Windsor Road was lined with semi-detached houses, as shown on the 1899 and 1925 25" OS maps.

As with most churches St Mary's was conceived as a building standing alone and therefore designed to be seen from all sides but the west elevation is clearly the principal elevation. This contains the front door and is the most impressive and formal composition in architectural terms. A key view of the building is therefore from the west. This is a sequential view, first experienced at the gate on Windsor Road to a narrow path leading to the churchyard. Here the west end and spire are tightly framed by the much larger modern successors of the late Victorian semis (the plot to the south is currently in the throws of redevelopment). The view opens out where the churchyard proper is reached, allowing clear views of the west front from this point. The proposed development site does play a role in this key view of the listed building as by virtue of standing empty as this creates the impression of space around the church. While the nearby multi-storey car park is very ugly it is at least set back some distance from the church and doesn't make its presence felt strongly in this view. A large building on this site would be seen with the church and markedly change this view of the west end of the building: it would become much more tightly framed and

the viewer would always be aware of its presence. This would significantly change the experience a visitor has when approaching the church from this side as both buildings would be viewed and experienced together. This change could be a good thing. A well-designed building on this site which positively addressed the church could provide a much better and more dignified setting than it currently has. Unfortunately the current proposals are completely without architectural merit. Tellingly even the Heritage Impact Assessment submitted in support of the application “does not claim that the application proposals represent an attempt to introduce an entirely different or ‘better’ style of architecture to the found in the several ongoing redevelopment schemes”. Very little thought appears to have been given to the composition of the principle elevations: the materials and detailing proposed is the cheapest possible and appears to have been driven by minimising costs rather than as a response to the site; no attempt has been made to create a pleasing rhythm and proportions to the principle elevations. The result is bleakly functional. Given that the viewer would be very aware of this building in key views of the church, and it would detract from an appreciation of these views, we conclude that, it would materially harm the significance of the church through harm to its setting.

Section 66 of the Planning (Listed Buildings and Conservation areas) Act 1990 requires the Council to have “special regard to the desirability of preserving the building or its setting”. In our view the proposals would harm rather than preserve the setting of this grade II listed building and this should be an important consideration for the Council when deciding how to determine the application. Furthermore, paragraph 132 of the NPPF requires great weight to be given to the conservation of a designated heritage asset when considering the impact of a proposed development and clear and convincing justification for any harm to a heritage asset. As it would be possible to avoid this harm altogether by improving the quality of the architecture we do not consider the harm justified. In addition paragraph 64 of the Framework states that “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.” As the proposals are of poor design and singularly fail to take the opportunities presented to improve the setting of the church it follows that permission should be refused for the application in this form.*

Recommendation

It is recommended that this application is refused as it would harm the significance of the Church of St Mary and the opportunity for a high quality new building on this site which would enhance its setting would be missed. However, we have no in principle objection to development on this site. We would encourage the applicant to take design more seriously and create a building that enhances the setting of this grade II listed building. We would welcome the opportunity of advising further. Please consult us again if any additional information or amendments are submitted. If, notwithstanding our advice, you propose to approve the scheme in its present form, please advise us of the date of the committee and send us a copy of your report at the earliest opportunity.*

Response

The applicant has worked closely with Historic England and have redesigned the elevational treatment of the building in accordance with the aspirations of Historic England. Officers are now in a position to make a positive recommendation for the scheme.

6.4 Land Contamination Officer

I have reviewed the information submitted for the above property, as well as our records related to potential contaminative land uses at the property and within 150 m of the property.

While there are no potentially contaminative land uses associated with the development site, the nearest potential sources of contamination are: a former Laundry, a Graveyard, and a former Dairy. In addition, the proposed development is located within 150m of three other sites with Disused Tank Registry entries and a former Brickfield/ Gravel Pit.

At least two of the neighbouring sites with Disused Tank Registry entries have had reports of leaks, and while some of the tanks were removed as part of subsequent planning application, the majority were made safe by slurry/sand filling and still remain on site.

Based on the above, it is likely that the prevalent contamination pathway at the site will be the inhalation exposure pathway. Thus, further information is required in order to assess the risk of any active potential vapour/ground gas inhalation pathway and to demonstrate that there are no unacceptable risks to the human health receptors from the proposed development.

The following conditions should be placed on the decision notice:

1. Phase 1 Desk Study

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.

2. 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.

3. 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.

4. 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.

6.5 Tree Officer

Consent granted as per Sylva Consultancy arboricultural method statement

Recommendation –Works are carried out to BS3998 Standards also would recommend using an Arboricultural Association Approved contractor.

6.6 Housing Development

Based on the 17 units, the commuted sum payable as below;

Affordable Housing

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
Studio (66% 1BF)	2	1	£19,800	£19,800
1BF	7	2	£30,000	£60,000
2BF	8	2	£35,000	£70,000
total	17	5		

Total commuted sum payable

£149,800

6.7 Environmental Quality

This development relates to the construction of a 5 storey building (providing 17 flats) on land rear of 31-37 Windsor Road together with 6 car parking spaces.

There are currently 30 existing car park spaces and this will reduce to 6 (a reduction of 24 car park spaces). There will also be 16 cycle spaces included within the scheme.

The development sits just outside the Town Centre AQMA and is sufficient distance from the Highway to ensure there is no adverse impact from poor air quality or significant road traffic noise.

In line with Institute of Air Quality Management Guidance on Land-Use Planning & Development Control: Planning For Air Quality and our forthcoming Low Emission Strategy we would expect on site mitigation to mitigate the impact against air quality as follows:

- 1) The developer to install one mode 3 post mounted dual electric charging point in the car park to serve the new flats. (There would be no objection to installing this EV charger in the existing office to residential car parking area.) The developer to ensure the electric charging point is separately metered and is managed by service contract.*
- 2) The developer to design a suitable car parking management plan, as it is not clear how car parking will be allocated, and to which property. Details within the car parking management plan to cover the provision and operation of the electric charging point, its management and operation.*
- 3) Low Emission Boilers installed within the development that meet the following standard less than 40mgNOx/kWh.*

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National guidance

- National Planning Policy Framework

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

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 4 (Type of Housing)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 9 (Natural & Built Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- H7 (Town Centre Housing)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

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

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

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

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

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

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation period runs from Friday 4th December 2015 to 15th January 2016.

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Heritage Impact
- 4) Impact on neighbouring amenity;
- 5) Parking and highway safety;
- 6) Trees
- 7) Quality of Housing
- 9) Affordable Housing & S106 Planning Obligations;
- 9) Sustainable Drainage
- 10) Land Contamination

8.0 **Principle of Development**

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

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

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

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

- 8.2 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings. This feeds through into Core Policy 4.

- 8.3 Policy 7 of the adopted Local Plan for Slough supports the principle of residential use/development within the town centre and particularly mixed use schemes.
- 8.4 The principle of high density flats within the town centre is acceptable in principle subject to the consideration of the other matters as set out below.
- 9.0 **Design and Impact on the Street Scene**
- 9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that planning should: *Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.*
- 9.2 Core Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:
- a) be of a high quality design that is practical, attractive, safe, accessible and adaptable
 - b) respect its location and surroundings
 - c) be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style
- 9.3 Policy EN1 of the adopted Local Plan requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water courses.
- 9.4 The proposed building is rectangular in shape with a footprint of 23.5m deep X 10.5m wide. It displays a fairly typical modern design, with clean lines with render on the ground and part of the top floor of a colour and texture to be determined and brickwork at first to third floor levels of a type and colour also to be determined. "Art" stone cornice copings are proposed at roof level. Full height windows and doors with ornate Juliette balconies are proposed on the north west and south elevations with glazed balconies serving the fourth floor garden terraces. Planting is also proposed at this level. The flank elevations elongated windows with intervening render panels.
- 9.5 There would only be very restricted views/glimpses of the proposed building from the main public realm which is within Windsor Road itself, this is because of the screening already provided by existing/proposed high rise developments along this part of Windsor Road together with the existing tree screen.
- 10.0 **Heritage Impact**

- 10.1 In response to the initial comments received from the Council's heritage advisers, the applicant submitted a heritage statement submitted a heritage statement prepared by Asset Heritage Consulting.
- 10.2 The heritage statement summarises the situation as follows:

"The churchyard of St. Mary's Church stands by way of contrast to this late 20th- and ongoing early 21st-century development and redevelopment. The church itself, which was built in a Decorated style by the architect, John Oldrid Scott in 1876-78 with Heritage Impact with additions and alterations made in 1911-13, and which has a particularly striking interior (plate 9), is listed at Grade II, its tall stone-built spire in particular being a notable landmark in this part of Slough.*

The war memorial, which stands alongside the west front of the church is individually listed at Grade II and, as stated in the Beams letter of 7 October 2015, the boundary walls, gate piers and gates to the churchyard can also be regarded as 'listed by virtue of being within (or defining) the curtilage of the church'. The churchyard, 'remains verdant and unspoilt, and the area to the west (of the church) is at present a fine green space', as indeed it is on all sides of the church. Parts of the churchyard are enclosed by its original Victorian brick wall, but in others this has been removed as the churchyard has been extended or the wall simply replaced by a close boarded fence.

The application site is separated from the churchyard on its western side by a section of the original walling and to the south (the side alongside which the public footpath from Windsor Road to Church Street cuts across the churchyard) by a close boarded fence. Both wall and fence, together with the lines of mature trees running next to them within the application site, provide an effective screen between the application site and the churchyard, in which connection it is important to note that the photographs of the application site used in this report were obtained by standing on churchyard monuments close to the wall, rather than by looking directly over the wall at eye level. In terms of the contribution that the application site makes to the setting of the churchyard and the Grade II listed church and the Grade II listed war memorial, this can therefore be seen to be minima".*

Critically, the application site has never formed part of the churchyard and, while some might argue that its 'openness' somehow contributes to the setting of the churchyard and church, I do not see how this position could be justified or sustainable. This is particularly so given the clear views of the looming mass of the rear elevation of the Herschel Street multi-storey car park directly to the north of the application site and the ongoing redevelopment immediately to the north of Westminster House, both of which are clearly visible from various points in the churchyard, including from the public footpath running across it from Windsor Road to Church Street.

In short, there is nothing to suggest that, although the application site abuts part of the extensive churchyard belonging to St. Mary's Church, it forms an important part of the 'setting' of the churchyard as a Grade II listed building, or adds in any meaningful way to an appreciation of its 'significance' as a designated heritage asset. Such views as there of the application site from within the churchyard can fairly be described as 'incidental' and, in my professional opinion, the changes to these views as a result of the application proposals are, most unlikely to be harmful ".*

In conclusion, for all the reasons set out in the body of this report, I am satisfied that the application proposals will not result in harm to what is significant about the setting of the nearby Grade II listed St. Mary's Church, the separately and individually listed Grade II war memorial, or to the churchyard in which they stand. It is therefore my firm professional opinion that there is no material reason in heritage terms why planning permission should not be granted for the application proposals.*

- 10.3 In response to the submitted Heritage Statement, the Council's heritage advisers have stated: *"although the evidence contained in the Heritage Impact Statement supplies the information previously lacking (viz. letter of 7th October 2015) its final paragraph is disputed. That the proposals 'preserve the setting of the church' is not accepted. The advice to the LPA of BEAMS is thus to refuse P/02278/081".*

- 10.4 Following a consultation with Historic England changes have been made to the elevational treatment of the building in line with the guidance given. Whilst Historic England were not supportive of the original design and recommended that planning permission be refused, they were not opposed to the principle of the development subject to changes being made to the external appearance of the building. The revised design now meets their aspirations and their original objection is withdrawn.

- 10.5 In consideration of the heritage issues reference is made to the guidance given in the National Planning Policy Framework:
In determining planning applications, local planning authorities should take account of:
- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *the desirability of new development making a positive contribution to local character and distinctiveness.*

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.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

- 10.6 Having regard to the guidance given in the NPPF there are a number of factors to consider.

St Marys Church is a grade II* listed building and is thus one of the most important items of historic fabric in the LPA area as well as being of 'regional importance' due to the II* status. The church is one of only 7 Grade II* listed items or groups in the Borough.

- 10.7 The application site adjoins but is not within the curtilage of the listed building.

In terms of the setting of the listed building, it is concluded that views of the Church from the public realm in Windsor Road are limited to glimpses.

A partial view is currently available between Observatory House and Westminster House, although the view is reduced by the invasion of the Herschel Street multi storey car park. The development as proposed to the rear of Westminster House will result in some further reduction of what is already a restricted view. The other views are available along the existing access road serving Westminster House and the development site to its rear and via the existing pedestrian footpath to the south of 59 Windsor Road. Both of these existing views would remain, albeit views of the church are restricted by the existence of existing mature trees, including those along the eastern boundary of the application site which are protected by an existing tree preservation order. Further south along Windsor Road views of St Marys church are restricted by the redevelopment of land to provide a 10 storey residential and 8 storey hotel scheme, both of which are currently under construction.

- 10.8 However, the proposed building would infringe the wider openness of the setting of the north west corner of St Marys Church which is considered to be the one of the most important aspects of the building itself. Whilst the Council's heritage adviser has recommended refusal, on this basis alone, Historic England have advised a more pragmatic approach which hinges on an improved design. Changes have been made to the design which are now acceptable.

- 10.9 When assessing the impact of the development on the setting of St Marys Church in terms of the views from within the churchyard towards Windsor Road and hence the impact on the wider openness and setting of the listed building, it is accepted that the development would be visible from the immediate setting of the church and that at present the north west corner is quite open in nature. There is already some natural screening provided by the existing trees within the church grounds and those on the eastern boundary of the site. This coupled with the improved design would make the development more acceptable.

- 10.10 The re-siting of the block further west would also allow the proposed car parking spaces to be moved away from the eastern boundary which contains part of the listed wall to the church. This provides additional protection for the wall in addition to the close boarded fence which already exists on the inside of the boundary.

- 10.11 In determining this application, it is considered, by reference to the NPPF that a proportionate approach is required when considering the impact of the development on the setting of what is a significant heritage asset. It is concluded that given the sites heavily developed context, the minimal impact on existing views from Windsor Road the re-siting of the development block further away from the boundary with the church, the setting back of the fourth floor, the presence of existing mature boundary trees and the improved design, that the development can be supported in heritage terms. In addition it allows full economic maximum use to be gained from the site whilst at the same time providing additional residential accommodation within the town centre area to meet an ongoing housing need together with a financial contribution towards the provision of affordable housing off site.

11.0 **Impact on Neighbouring Amenity**

- 11.1 The NPPF provides guidance on impact stating that: *planning should always seek to secure a quality design and a good standard of amenity for all existing and future*

occupants of land and buildings. The main issues, here, relate to window to window distances and the potential for overlooking or loss of privacy with the potential for sterilising neighbouring land.

- 11.2 The re-siting of the block further towards the west, results in the window to window distance between the proposed development and the existing building at Westminster House, which is being converted to residential use under the prior notification procedure, being reduced from 21 to 18 metres. It is considered that such a relaxation is acceptable for a town centre site, where development space is at a premium and maximum use is being made of a brownfield site. To the south west there is a further residential block at 39 Windsor Road, although the window to window distance being maintained between the two developments is circa 31 metres. Along the north facing elevation most windows are shown as obscurely glazed and high level opening serving principally kitchens and bathrooms or providing secondary light to habitable rooms. However, in relation to flats nos. 3, 5, 8, 9, 10, 13 and 14 the proposed bedroom windows in the northern elevation are shown as angled bays to reduce the likelihood of there being direct overlooking of the neighbouring land. Conditions will cover these matters. Full height openable windows are proposed along the southern boundary with the open land which forms part of the wider pedestrian access into the church grounds. On the basis that this land is highly unlikely to come forward for development in the future and given the presence of heavy tree cover along the southern boundary of the site, no objections are raised on grounds of overlooking.
- 11.3 Having regard to guidance given in the NPPF, no objections are raised in relation to the impact on neighbouring amenity subject to appropriate planning conditions being imposed.
- 12.0 **Parking and Highway Safety**
- 12.1 A Transport Statement has been submitted as part of the application and which has been assessed by the Council's transport and highway engineers, in terms of traffic impact, access arrangements, car and cycle parking and refuse.
- 12.2 In terms of traffic impact no objections have been raised. Further as no changes are proposed to the existing access arrangements from the Windsor Road service road, no objections are being raised. The existing access road is not wide enough to accommodate two way traffic, but is nonetheless considered to be acceptable. Parking is provided for 6 no. cars, which although low in terms of the overall housing provision, is consistent with policy as the site is located within the town centre, for which nil car parking is required. Secure cycle parking is provided on the ground floor, with the provision of 8 no. Sheffield stands, which complies with the Council's requirements. The refuse store is sited within a 30 m travel distance for the occupiers of the flats, but would exceed defined drag distances for operators. However, the applicant has advised that collection will continue to be carried out by a private contractor and therefore the drag distance would not be an issue.
- 12.3 No objections are raised in relation to Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document on grounds of highway safety nor Policy T2 of the adopted Local Plan for Slough in relation to car and cycle parking subject to appropriate conditions being imposed.

13.0 **Trees**

- 13.1 An arboricultural survey was undertaken in April 2013 and submitted as part of the planning application. That survey identified a total of 33 no. trees plus 3 no. tree groups across the wider site with Westminster House to the west.
- 13.2 Since the survey was undertaken a total of 9 no tree have been removed (3 no. tree of heaven & 6 no. lime trees). Of this total 7 no. of the trees felled were rated as being of low quality and value and the remaining 2 no. trees were rated as being of moderate quality and value.
- 13.4 An arboricultural method statement has also been submitted which identifies 5 no. trees which require some crown lifting and crown reduction. This to provide adequate clearance over the access road or to provide adequate working room around the proposed development. That document also identifies 3 no. individual trees plus 1 no. group which are covered by tree preservation orders. The trees in question are all located along the eastern boundary with the listed church. The statement also provides guidance on tree protection and construction exclusion zones.
- 13.5 The statement has been considered by the Council's tree adviser and no objections are being raised subject to any tree works being undertaken by a qualified arboricultural Association Contractor and all tree works being carried out to British standards.

14.0 **Quality of Housing**

- 14.1 All habitable rooms have a reasonable aspect

A daylight and sunlight study has been submitted and which concludes:

*"All rooms meet or surpass the BRE Average Daylight Factor targets.
All rooms pass the room depth test.
Living rooms which face within 90 degrees of due south have been tested for direct sunlight. Not all windows receive ideal levels of direct sunlight. However, the BRE guide acknowledges that it is not always possible for every dwelling to be well situated to receive direct sunlight.
The report confirms that the proposed design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'.*

- 14.2 The flats have been assessed in terms of room sizes and it is confirmed that the room sizes comply with the Council's approved guidelines for flat conversions, which although not strictly applicable to new build schemes, do nonetheless provide a reasonable rule of thumb.
- 14.3 Having regard to guidance given in the NPPF which states that: *planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings*, no objections are raised on grounds of housing quality.

15.0 **Affordable Housing & S106 Planning Obligations**

- 15.1 In accordance with Core Policy 4 of the Slough Local Development Framework Core Strategy Development Plan Document, as the development proposes more than 15 no. residential units on the site, the proposal attracts and affordable housing financial contribution. Having considered the amended scheme the Council's Housing Development section advises that in line with the developers guide, a financial contribution of £149,800 is payable to fund affordable housing provision off site. This will be a requirement under the terms of a S106 Agreement.
- 15.2 In accordance with the requirements of Core Policy 4 of the Slough Local Development Framework Core Strategy Development Plan Document and the guidance given in the developers guide, no objections are raised on grounds of affordable housing provision subject to the applicant entering into a S106 Agreement.

16.0 **Sustainable Drainage**

- 16.1 Two soakaways are proposed on the site, which combined would provide a total effective volume of approximately 12m³ to drain a roof of 213m² area. This would provide more than sufficient capacity to allow for the effective sustainable drainage of surface water run off from within the site.
- 16.2 No objections are raised on grounds of sustainable drainage subject to the imposition of appropriate conditions.

17.0 **Land Contamination**

- 17.1 While there are no potentially contaminative land uses associated with the development site, the nearest potential sources of contamination are: a former Laundry, a Graveyard, and a former Diary. In addition, the proposed development is located within 150m of three other sites with Disused Tank Registry entries and a former Brickfield/ Gravel Pit.

At least two of the neighbouring sites with Disused Tank Registry entries have had reports of leaks, and while some of the tanks were removed as part of subsequent planning application, the majority were made safe by slurry/sand filling and still remain on site.

Based on the above, it is likely that the prevalent contamination pathway at the site will be the inhalation exposure pathway. Thus, further information is required in order to assess the risk of any active potential vapour/ground gas inhalation pathway and to demonstrate that there are no unacceptable risks to the human health receptors from the proposed development.

- 17.2 In light of the above findings a number of conditions are proposed as set out in paragraph 6.3 above. No objections are raised in relation to Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document, subject to appropriate conditions being imposed.

PART C: RECOMMENDATION

18.0 **Recommendation**

It is recommended that the application be delegated to the Planning Manager for approval subject to any minor design changes if required, completion of a Section 106 Agreement and finalising conditions.

19.0 **PART D: LIST OF CONDITIONS**

1. Time limit, 3 years.
2. Approved Plans
3. Development to be carried out in accordance with the findings and recommendations of submitted statements
4. Samples of external materials
5. Samples of Surface Material
6. Parking Provision to be provided and maintained
7. Cycle parking to be provided and maintained
8. Refuse storage to be provided and maintained
9. No gating of service road without prior written approval
10. Working Hours
11. Land Contamination
12. Electric Charging Points
13. Sustainable Drainage
14. Construction Traffic Management Plan/Working Method Statement
15. External lighting
16. Waste Management Plan
17. Car Park Management and Servicing Plan
18. Restriction on Delivery Times during Construction
19. No additional windows any elevation
20. Flank wall windows to be obscurely glazed & high level opening
21. Angled bay windows in northern elevation
22. Landscaping & boundary treatment
23. Insulation from external noise
24. Low emission boilers

Registration Date:	02-Feb-2016	Applic. No:	P/15599/002
Officer:	Neetal Rajput	Ward:	Central
		Applic type:	Major
		13 week date:	3 rd May 2016
Applicant:	Shital Thakkar, James Taylor Construction		
Agent:	Miss Stefanie Mizen, JLL 30, Warwick Street, London, W1B 5NH		
Location:	Pechiney (uk) Ltd, Pechiney House, The Grove, Slough, SL1 1QF		
Proposal:	Construction of three storey extension and conversion of building to provide 41 residential units (Class C3) with associated internal and external works, landscaping and amenity space.		

Recommendation: Delegate to the Planning Manager



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Delegate the application to the Planning Manager for approval, following consideration of outstanding consultation responses, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the extension and refurbishment of the existing building into a residential building. The scheme would comprise:
- Erection of a three storey extension and conversion of the extended building to provide a building comprising of 41 no. flats (8 no. studios, 27 no. one bedroom and 6 no. two bedroom).
 - Changes to the fenestration and fascia of the building with new balconies.
 - Provision of cycle parking, refuse storage and landscaping.
- 2.2 The proposed extension to the building would consist of the addition of 3 floors with the third floor having the same footprint as the rest of the building, the fourth floor having a reduced floor print (30m by 15.9m) with roof top amenity space being provided in the northern side of the building and the fifth floor reduced further still (app. 22m by 15.2m) with amenity space being provided on the eastern side. The building would consist of mostly six stories where the maximum height would be 19.2m with a set down of five storeys facing onto The Grove where the maximum height would be 13.2m, this excludes the balcony area. The building has been designed with a flat roof.
- 2.3 Private amenity space is proposed via balconies and more public amenity space in the northern and eastern corners of the building.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto The Grove leading to a lift and stair access providing access between the levels. Access to the bin store would also be from this entrance with entrance to the cycle store from the rear of the building. Two parking spaces would be provided for the development.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations, floor plans and a Planning Statement.
- 2.6 Prior approval was granted in September 2013 for the conversion of the existing building into 18 residential units. As that part of the scheme is already approved this application only looks at the extended element of the building, changes to the appearance of the building and additional flats above the 18 previously allowed.

2.7 Subsequent to the Prior Approval application, there has been an approved full planning application (P/15599/001, dated 26th June 2015) on this site for erection of a three storey extension and conversion of the extended building to provide a building comprising of 30 no. flats (9 no. one bedroom, 20 no. two bedroom and 1 no. three bedroom flats). The main difference this that this proposed development seeks to increase the number of units from 30 no. flats to 41 no. flats and the height has been marginally increased by 0.4m.

2.8 There is currently an application on the Committee agenda for the change of use and development of flats on the neighbouring Bishops Road car park, which used to serve Pechiney House. This is in the same ownership, but since the Bishops Road site has previously received planning permission to be developed for residential use they are treated as separate units.

3.0 Application Site

3.1 The site is L shaped and is a maximum of 43m deep and the road frontage is 24m wide and currently has a vacant three storey office building on it with parking to the rear accessed from Bishops Road.

3.2 The site is located to the west of the grove close to the junctions with the High Street to the north and Bishops Road to the south.

3.3 The site is adjoined by:

- Three storey commercial and three storey commercial / office buildings facing onto the high Street to the north;
- Car park to the west;
- Vacant 5 storey office building opposite The Grove to the east; and
- Bishops Road to the south with office development beyond.

3.4 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

4.1 Relevant site history:

P/15599/005 Submission of details of condition 9 (vehicle wheel cleaning), 10 (construction traffic), 14 (working method statement) and 15 (waste during construction) pursuant to planning permission P/15599/001 dated 26th June 2015.

Currently under determination.

P/15599/004 Submission of details of conditions 3 (external materials), 4 (landscape management plan) and 17 (external site lighting) pursuant to planning permission P/15599/001 dated 26th June 2015.

Currently under determination.

P/15599/003 Submission of details of conditions 5 (external materials-access road), 6 (cycle parking) and 8 (refuse and recycling storage) pursuant to planning permission P/15599/001 dated 26/06/2015

Conditions Complied With; Informatives 07-Mar-2016

P/15599/001 Erection of three storey extension and conversion of building to provide

30 residential units with associated landscaping and amenity space.

Approved with Conditions; Informatives 26-Jun-2015

F/15599/000 Prior approval for proposed change of use of pechiney house from class b1(a) offices to class c3 (dwelling houses) provided 18 apartments including 7 no. one bedroom and 11 no. two bedroom units.

Prior Approval Not Required/Informatives 31-Oct-2013

5.0 Neighbour Notification

5.1 254, High Street, Slough, SL1 1JU, Orchard & Shipman, 256, High Street, Slough, SL1 1JU, 246, High Street, Slough, SL1 1JU, 250, High Street, Slough, SL1 1JU, Manpower Plc, Beaufort House, 248, High Street, Slough, SL1 1JU, 242, High Street, Slough, SL1 1JU, 232a, High Street, Slough, SL1 1JU, Glendale Securities Ltd, 2, Alpha Street North, Slough, SL1 1RB, Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU, 244, High Street, Slough, SL1 1JU, 2a, Alpha Street North, Slough, SL1 1RB, Assets, Mda House, The Grove, Slough, SL1 1RH, Crisps Electrical Ltd, 4-6, Alpha Street North, Slough, SL1 1RB, Barlows Tractor International Ltd, Bishops Court, 238, High Street, Slough, SL1 1JU, Alliance & Leicester Plc, 240, High Street, Slough, SL1 1JU, 258, High Street, Slough, SL1 1JU, Campsie, 256, High Street, Slough, SL1 1JU, Blue Arrow, 252, High Street, Slough, SL1 1JU, 40635, The Grove, Slough, SL1 1QP, Flat 1, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 13, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 14, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 11, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 12, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 10, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 4, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 9, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 8, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 7, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 3, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 6, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 2, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 5, Bishops Court, 238, High Street, Slough, SL1 1JU

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

6.0 Consultation

- 6.1 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 9th February 2016. The application was advertised in the 26th February 2016 edition of The Slough Express.

6.2 Contaminated Land Officer

Historical mapping indicates that there are no contaminative land uses associated with the site. However, the proposed development is located within 250m of approximately ten Potentially Contaminated Sites. The nearest potential sources of contamination are four sites with Disused Tank Registry entries.

Given that the proposed development implies the conversion of the existing building and construction of a new extension, the potential for volatile migration, from the above mentioned off-site sources, requires further investigation. This additional investigation should be carried out in order to demonstrate that the presence of a more sensitive receptor and significant increase in the exposure frequency will not pose any unacceptable risks to the human health receptors from the proposed development.

Pre-commencement conditions have been attached with respect to land contamination.

6.3 Thames Water

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

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.

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.

6.4 Environmental Protection

The site is on the boundary of the Town Centre and Shopping Centre. The searches on our complaint system (Flare) show that there are no Environmental Health concerns except recent issues of fly tipping and the deterioration of the land.

Conditions have been recommended with respect to noise and waste disposal, the relevant conditions have been included within the draft conditions.

6.5 Environmental Quality

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

6.6 Crime Prevention Design Advisor

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

6.7 Highways & Transport

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

6.8 Drainage Engineer

The Council's Drainage Engineer is currently assessing the submitted drainage strategy and an update will be provided on the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

The National Planning Policy Framework (NPPF) 2012 and the Planning Practice Guidance

In its overarching Core Principles the National Planning Policy Framework states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

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

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

Document December, Adopted December 2008

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough, Adopted 2004

- H9 (Comprehensive Planning)
- H10 (Minimum Density)
- H11 (Change of Use to Residential)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN2 (Extensions)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)

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

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

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

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

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and work has commenced.

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
Slough Local Development Framework Proposals Map
Planning Guidelines for Flat Conversions (Indicative Room Sizes)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Traffic and highways
- S106 contributions

8.0 Principle of the Development

8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.

8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.

8.3 The building currently has an extant prior approval to be converted into flats in any event which would result in the loss of office accommodation and see the site put to a residential use.

8.4 Therefore the site is considered suitable for housing. It should be noted that there is an increase in the number of units from the previous approved scheme (P/15599/001 – 30 units) by 11 flats in total, given the site location within the Town Centre and that the proposed units complies with the Council's minimum floor space, there is no objection raised in terms of the increase in density. It is considered that Town Centre sites such as the application site are able to provide a higher density of residential units which is dictated by the design and constraints that arise from the site and neighbouring uses.

9.0 Design and Appearance/ Impact on Street Scene and Surrounding Area

9.1 The National Planning Policy Framework confirms the following:

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

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para 61).

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

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

9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

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

9.8 The proposed extension would result in the building being a part five / part six storey flat roof building fronting The Grove, with the top floor being recessed from the frontage to provide a roof top communal amenity space.

9.9 The buildings facing the High Street and the office building at Meridian House

are both three storey office buildings. Meridian House has office accommodation in the roof space with dormers. The proposed extended building would therefore be slightly taller than both adjoining buildings. However with a step up from the High Street the proposed building would not look overly large or bulky from the High Street with the bulk set behind the building facing the High Street. Additionally with the site being based between the Grove and Bishops Road on a somewhat isolated site the additional mass and bulk would not have a detrimental impact upon the street scene or the appearance of the area. The fact that the fifth floor is recessed away from the front elevation of the building will also ensure that the mass and bulk of the building will not have a detrimental impact upon the character or appearance of the street scene.

9.10 The proposed building would be on the east side of The Grove and would appear to be in a similar design to the proposed scheme at Bishops Road to give some sense of a linked and conjoined design approach to both of the sites thereby helping to provide a joined up design approach to the area.

9.11 The appearance of the redesigned element of the building is in a modern style using clean lines. A mixture of cladding (primarily brick and cedar) is proposed to match the Bishops Road site, together with the changes in fenestration to break up the mass of the building. Most of the apartments would have their own recessed balcony and these would have glass balustrades again providing interest to the fascia of the building. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.

9.12 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 Impact on Residential Properties

10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

10.2 Core Policy 8 states *“The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*

10.3 Policy EN1 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of.....*relationship to nearby properties.....*

- 10.4 The northern boundary of the development site is in close proximity to the rear of the properties that face onto the High Street but they have no rear facing windows that could be impacted upon as a result of these proposals. The site to the north west which faces the High Street has rear facing windows, some of which may be used for residential uses, but due to the presence of an existing building, with only the extension to this building being considered under this application, and the 15m separation distance would not have any detrimental impact. Like wise the proposals would not have any impact upon the vacant office building to the east on the opposite side of The Grove, for which permission has been granted for the conversion into residential units due to the separation distance of 18m.
- 10.5 The proposals could be considered to be visually prominent, although it is considered unlikely that a refusal of the proposal on this ground alone would be sustained at appeal, particularly as:
- This is a town centre site where the Council policy is for high density housing.
 - There is an existing building on the site and it is only the extension to that building which is being considered.
- 10.6 The proposed flats would maintain a separation distance of approximately 12m from the side of the vacant car park site at Bishops Road, which could be brought forward for development and such a separation distance would allow this site to still be developed if careful consideration is given to its layout and ensure that the development potential of the site is not sterilised.
- 10.7 A Daylight and Sunlight Assessment was prepared by Eb7 and was submitted with the previous application (P/15599/001) package. The quality of daylight and sunlight amenity within the surrounding properties was assessed using the VSC, NSC and APSH assessments as recommended within the BRE document '*Site layout planning for daylight and sunlight*'. The results of these assessments demonstrated that each of the surrounding residential properties will continue to receive good levels of daylight and sunlight beyond the level suggested within the BRE guide. Overall it was considered that the developments' impact upon the surrounding properties is entirely in keeping with the intentions of the BRE and British Standard Guidance and reflective of conditions typically experienced in such urban locations. Given that the current proposals retain the existing approved envelopes, there will be no further impact in terms of daylight and sunlight on adjoining occupiers.
- 10.8 For the reasons set out above, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the adjoining commercial and residential properties and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

11.0 Living Conditions for Future Occupants

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

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

- making it easier for jobs to be created in cities, towns and villages;*
- moving from a net loss of bio-diversity to achieving net gains for nature;⁶*
- replacing poor design with better design;*
- improving the conditions in which people live, work, travel and take leisure and*
- widening the choice of high quality homes.” (Para 9).*

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

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

- 11.2 Core Policy 8 states that *all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:*
- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
 - b) Respect its location and surroundings;*
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design.*

Internal Living Space – room sizes and layout

- 11.3 The proposal has been assessed against the Council’s Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes to which the rooms comply therefore ensuring appropriately sized rooms for future amenity.
- 11.4 In terms of layout, the units would be accessed off a common lobby/common hallways with lift and stair access providing access between the floor levels. The units have been stacked so as to be compatible with one another. All of the units would have kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living rooms. The balconies have been amended to recessed Juliette balconies to ensure that they do not overhang the public highway.
- Amenity Space*
- 11.5 The proposal is for a mix of studios, one and two and bedroom flats. The three bedroom unit from this scheme has been omitted.

- 11.6 It is proposed that some of the units would have their own private recessed Juliette balcony and that a common private amenity space would be provided.
- 11.7 The proposal would fall below the level of amenity space normally sought for studios, one and two bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
- 11.8 It is considered that with the provision of private recessed Juliette balconies and some communal space this would constitute an acceptable level of provision for this town centre site.

12.0 Traffic and Highways

- 12.1 The NPPF states that:
"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to
- *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *Consider the needs of people with disabilities by all modes of transport.*
- If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*
 - *the type, mix and use of development;*
 - *the availability of and opportunities for public transport;*
 - *local car ownership levels; and*
 - *an overall need to reduce the use of high-emission vehicles.*
- 12.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:
- Reducing the need to travel;
 - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
 - Improving road safety; and

- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

- 12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 12.4 Under the proposal the site would have two car parking spaces while the current site has no car parking spaces. The Local Plan states that nil parking would be acceptable in a town centre location and as such the provision of two parking spaces would be in accordance with the approved parking standards and is considered to be acceptable for such a sustainable location.
- 12.5 Secure cycle parking provision is required at a ratio of slightly more than 1 secure space per flat (41 spaces). Whilst a cycle store has been shown at ground floor level it does not detail how many spaces would be provided and this can be dealt with by way of a condition.
- 12.6 The proposal is considered to comply with Core Policy 7 and will have no detrimental impact on highway safety. The Highways and Transport Department have been consulted and their comments will be provided on the Amendment Sheet.

13.0 S106 Contributions

- 13.1 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

- 13.2 In this case, although the Applicant has applied for planning permission for 41 units, 18 of them are being created by a change of use under Prior Approval. The other part of the permission is for the creation of 23 new flats as a result of the building being extended.

The 23 units fall within the threshold for affordable housing contribution and the following would be payable, the Agent has agreed to the sum which will be secured via a S106 Agreement.

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall per unit type	Total Funding Shortfall
studio (67% of 1 bed)	8	2	0	0
1BF	15	5	£39,600	£198,000
Total	23	7		

Total commuted sum payable

£198,000

The contributions are considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

14.0 Summary

14.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

15.0 PART C: RECOMMENDATION

15.1 Delegate the application to the Planning Manager for approval, following consideration of outstanding consultation responses, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

16.0 PART D: DRAFT LIST OF CONDITIONS AND INFORMATIVES

1. Time Limit

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

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

2. Approved Drawings

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

TBC

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. Sample of Materials

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

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

4. Sample of external materials - access

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

5. Landscaping Management Plan

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

REASON To ensure the long term retention of landscaping within the development and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

6. Cycle Parking

No part of the development shall commence until details of the secure cycle store have been agreed in writing by the Local Planning Authority and shall be constructed in accordance with the approved details and maintained thereafter.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

7. Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

8. Refuse Storage

No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

9. Working Method Statement

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

- (a) control of noise
- (b) control of dust, smell and other effluvia
- (c) control of surface water run off
- (d) site security arrangements including hoardings
- (e) proposed method of piling for foundations
- (f) vehicle wheel cleaning facilities shall be used at the site exit for the duration of the demolition and construction period.
- (g) strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles. There shall be no deliveries to the site outside the hours 08:00 to 18:00 hours Mondays - Fridays, 08:00 – 13:00 hours on Saturdays and at no time on Sundays and Bank/ Public Holidays.

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 amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

10. Construction Waste

No development shall take place until details in respect of measures to

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;

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.

11. External Lighting

No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in

accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

12. Piling Method Statement - Thames Water

No construction 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.

13. Phase 1 Desk Study

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 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.

16. 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.

17. Balconies – Obscure Glass

The proposed balconies shall be of obscured glass and retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority.

REASON To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

Informatives:

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. 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.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

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.

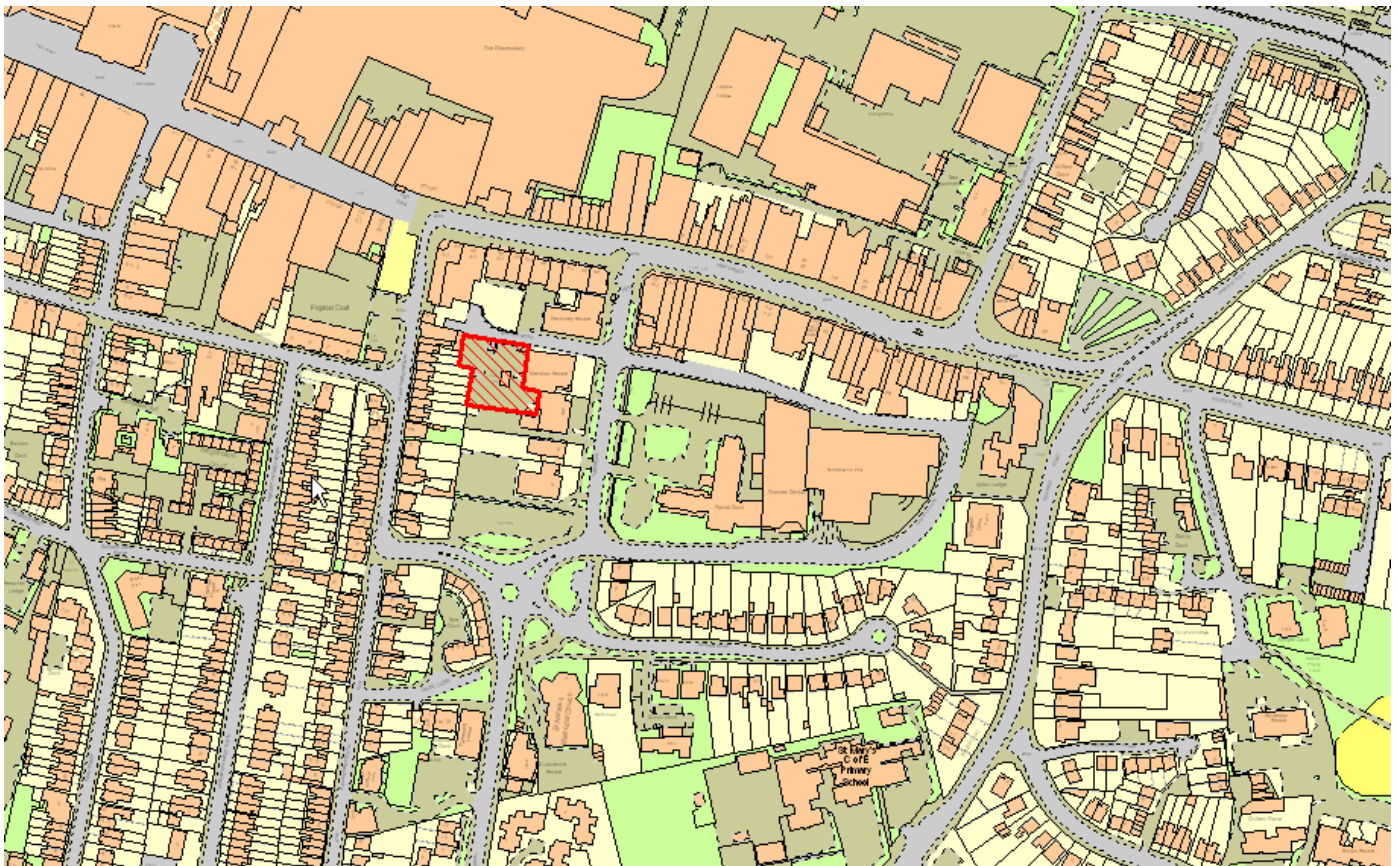
The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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

4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
5. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
9. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Registration Date:	02-Feb-2016	Applic. No:	P/00522/021
Officer:	Neetal Rajput	Ward:	Central
		Applic type:	Major
		13 week	
		date:	3 rd May 2016
Applicant:	Shital Thakkar, James Taylor Construction		
Agent:	Miss Stefanie Mizen, JLL 30, Warwick Street, London, W1B 5NH		
Location:	Bishops Road Car Park, The Grove, Slough, SL1 1QP		
Proposal:	Redevelopment to provide a 5-storey residential building comprising 24 units (Class C3) with associated landscaping and amenity space.		

Recommendation: Delegate to the Planning Manager



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Delegate the application to the Planning Manager for approval, following consideration of outstanding consultation responses, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the change of use of the existing car park serving Pechiney House to a residential scheme. The scheme would comprise:
- demolition and replacement of existing electric sub-station;
 - erection of a five storey building to comprise 24 no. flats (4 no. studios, 9 no. one bedroom and 11 no. two bedroom).
 - new access, cycle parking, refuse storage and landscaping.
- 2.2 The proposed building would consist of one block and would measure 24m deep by 23m (approx) wide. The building would consist of mostly five stories with a set down of three storeys at the western side, and would have a maximum height of 15.6m and has been designed with a flat roof.
- 2.3 The proposed building would be set away 4m from the northern boundary, 4m from the southern boundary, 3m from the western boundary and 2m from the eastern boundary. Private amenity space is proposed via balconies and more public amenity space in the north west and south east corners of the site.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Bishops Road leading to a lift and stair access providing access between the levels. Access to the cycle and bin store would also be from this entrance. No parking would be provided for the development.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations, floor plans and a Planning Statement.
- 2.6 There is currently an application on the Committee agenda for the extension and conversion of the neighbouring building at Pechiney House, which the Bishops Road car park used to serve and is in the same ownership but since the Bishops Road site has previously received planning permission to be developed for residential use are treated as separate units.
- 2.7 There has been a previous planning application (P/00522/020) approved last year for erection of 5-storey residential building comprising 19 units (Class C3) with associated landscaping and amenity space. The proposed development is similar to the approved scheme, the main difference is that there will be 5 additional flats and the height has been marginally increased by 0.4m.

3.0 Application Site

- 3.1 The site is rectangular in shape with a small dog-leg in the northwest corner and another in the southeast corner of the site. The site is 34m deep and the road frontage is 35m wide.
- 3.2 The site was used as a car park for the nearby Pechiney House, which is located on the north side of Bishops Road. There is an electrical substation building located roughly in the middle of the site. This would be relocated within the site as part of the scheme. Vehicle access to the site is currently via a barrier access located in the middle of the site frontage.
- 3.3 The site is adjoined by:
- three storey commercial/office buildings (Meridian House and 6-8 The Grove) to the east;
 - the rear car park serving No. 6 - 8 The Grove to the south;
 - the rear gardens of two storey residential properties (12 to 20 Alpha Street North) and two storey commercial properties (4 to 10 Alpha Street) to the west; and
 - Bishops Road to the north.
- 3.4 Directly opposite to the site on the opposite side of Bishops Road is another car park. The frontage of that site is curved and projects slightly further to the south than the rest of the street. The site opposite forms part of a larger site known as Bishops Court, 238-244, High Street for which planning permission was granted on 3rd January 2006 for conversion of upper floor office accommodation from offices (B1) to residential (C3) and construction of a five storey block of flats to provide 28 no. two-bedroom and 9 no. one-bedroom flats, with 15 car parking spaces. The five storey block of flats would be built right up to the boundary of the site with Bishops Road, and would site directly to the north of the proposal site. A minimum separation distance of 11.6m is proposed between the front of the approved five storey block of flats and the proposed block of flats.
- 3.5 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

- 4.1 Relevant applications for this site include:
- P/00522/005 – ERECTION OF RETAIL STORE & OFFICE BLOCK WITH CAR PARKING AT LAND SOUTH SIDE OF BISHOPS ROAD. Approved with conditions on 19-Jun-1985.
 - P/00522/006 – ERECTION OF RETAIL STORE & OFFICES WITH CAR PARKING. (AMENDED PLANS DATED 29TH AUGUST 1985). Approved with conditions on 30-Sep-1985.
 - P/00522/017 – ERECTION OF A PREFABRICATED STORAGE UNIT. Approved (Limited Period Permission) on 26-Jan-1990.

- P/00552/018 – CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO. DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING. Approved with conditions on 22-Dec-2008
- P/00552/019 – APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE AN EXTANT PLANNING PERMISSION FOR CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO. DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING AS APPROVED UNDER PLANNING PERMISSION P/00522/018 DATED 22ND DECEMBER 2008. Approved with conditions on 09-Sep-2011. This permisison has not been implemented and has now expired. The current application is similar to the previous proposals in all respects and was previiusly approved by planning committee. The main differences relate to the submission of a site viability appraisal in relation to affordable housing contribution and the puplication of the National Planning Policy Framework which strengthens to position of supporting sustaibnable development.
- P/00522/020 – ERECTION OF 5 STOREY BUILDING COMPRISING 19 RESIDENTIAL UNITS WITH ASSOCIATED LANDSCAPING AND AMENITY SPACE. Approved with Conditions; Informatives 26-Jun-2015
- P00522/022 – SUBMISSION OF DETAILS OF CONDITION 3 (EXTERNAL MATERIALS), 4 (LANDSCAPING AND TREE PLANTING SCHEME), 5 (LANDSCAPE MANAGEMENT PLAN), 6 (MATERIALS - ACCESS), 7 (CYCLE PARKING), 9 (REFUSE STORAGE), 10 (ARCHAEOLOGICAL METHOD STATEMENT) AND 19 (EXTERNAL SITE LIGHTING) PURSUANT TO PLANNING PERMISSION P/00522/020 DATED 26TH JUNE 2015. Application is currently under consideration.
- P/00522/023 – SUBMISSION OF DETAILS OF CONDITIONS 11 (VEHICLE WHEEL CLEANING), 12 (CONSTRUCTION TRAFFIC), 16 (WORKING METHOD STATEMENT), 17 (WASTE FROM CONSTRUCTION) PURSUANT TO PLANNING PERMISSION P/00522/020 DATED 26TH JUNE 2015. Application is currently under consideration.

5.0 Neighbour Notification

5.1 Fidelio Software, 6-8, The Grove, Slough, SL1 1QP,

No's. 2 - 38, Alpha Street North, Slough, SL1 1RB,

254, High Street, Slough, SL1 1JU,
Orchard & Shipman, 256, High Street, Slough, SL1 1JU,
246, High Street, Slough, SL1 1JU, 250, High Street, Slough, SL1 1JU,
Manpower Plc, Beaufort House, 248, High Street, Slough, SL1 1JU, 2
42, High Street, Slough, SL1 1JU,
232a, High Street, Slough, SL1 1JU,

Flat No's. 1-4 Alpha Street North, Slough, SL1 1RB,

Alpha Arms, 26, Alpha Street North, Slough, SL1 1RB,
Glendale Securities Ltd,

Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU,

Pechiney (uk) Ltd, Pechiney House, The Grove, Slough, SL1 1QF,

244, High Street, Slough, SL1 1JU,
Peter Stuart, 8-10, Alpha Street North, Slough, SL1 1RB,
236, High Street, Slough, SL1 1JU,
234, High Street, Slough, SL1 1JU,
Computer Systems For Business Ltd, 12, The Grove, Slough, SL1 1QP,
Crisps Electrical Ltd, 4-6, Alpha Street North, Slough, SL1 1RB,
Barlows Tractor International Ltd, Bishops Court, 238, High Street, Slough, SL1 1JU,
Alliance & Leicester Plc, 240, High Street, Slough, SL1 1JU,
Construction Industry Solutions Ltd, 10, The Grove, Slough, SL1 1QP,
Campsie, 256, High Street, Slough, SL1 1JU,
Blue Arrow, 252, High Street, Slough, SL1 1JU,
40635, The Grove, Slough, SL1 1QP

Flat 1 - 14, Bishops Court, 238, High Street, Slough, SL1 1JU

There has been one objection letter received on 26th February 2016 and this is summarised below:

- The proposed area for development was specifically meant to be used as a parking for the business in the adjacent area. Bishops Road is also used as a service road for the high street shops. It is in constant use by delivery vehicles and does not have suitable or sufficient space for pedestrian movements.
- A five storey building crammed into this small area would not be aesthetically pleasing.
- All the residential properties in Alpha Street are only two storeys high – they would

all be overlooked by this development behind them.

Local Planning Authority Response:

The above objection has been taken into consideration, the car parking was serving Pechiney House and this has been granted consent for residential use (P/00522/021). Consideration has been given to the design and further details are noted in the report. In terms of overlooking, this will be overcome by elevational treatment, by the implementation of obscure glass and splaying the windows away from the neighbours directly affected.

6.0 Consultations

6.1 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 9th February 2016. The application was advertised in the 26th February 2016 edition of The Slough Express.

6.2 Highways and Transport

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet. With regards to the previously approved scheme it was considered that there were no material traffic, road safety or highway implications and there were no objections to the proposals from a transport and highway perspective.

6.3 Archaeological advisor

This response restates Berkshire Archaeology's submissions in response to the three previous approved schemes for this site (P/00522/018, P/00522/019 and P/00522/020).

This proposed development is of moderate scale. As the site lies within the northern extent of the Taplow Gravels, it has the potential to produce prehistoric remains. However little archaeological investigation has taken place in the vicinity and it is therefore difficult to assess the levels of survival of any archaeological deposits that might be present. Given the level of impact of the proposals, the archaeological implications of the proposed development should be taken into consideration.

As the level of truncation of current and previous developments is unknown at this stage, Berkshire Archaeology would recommend a flexible programme of work to fit in with the assessment programme of the development. The results of geo-technical pits and boreholes, for example, can be used to inform a decision as to whether the level of impact is such that archaeological work, such as exploratory field evaluation, is appropriate or not.

Therefore, I recommend the inclusion of the following condition should permission be granted:

Condition:

No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

Reason: The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and record and advance understanding of any heritage assets that may be harmed or lost by the development.

6.4 **Contaminated Land Officer**

Historical mapping indicates that there are no contaminative land uses associated with the site. However, the proposed development is located within 250m of approximately ten Potentially Contaminated Sites. The nearest potential sources of contamination are four sites with Disused Tank Registry entries.

Given that the proposed development implies redevelopment to provide a residential building, the potential for volatile migration, from the above mentioned off-site sources, requires further investigation. This additional investigation should be carried out in order to demonstrate that the presence of a more sensitive receptor and significant increase in the exposure frequency will not pose any unacceptable risks to the human health receptors from the proposed development.

Pre-commencement conditions have been attached with respect to land contamination.

6.5 **Thames Water**

Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - *“Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”*.

REASON The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

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 Environmental Protection

The site is on the boundary of the Town Centre. The searches on our complaint system (Flare) show that there are no Environmental Health concerns except recent issues of fly tipping and the deterioration of the land.

Conditions have been recommended with respect to noise and waste disposal, the relevant conditions have been included within the draft conditions.

6.7 Environmental Quality

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

6.8 Crime Prevention Design Advisor

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

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

The National Planning Policy Framework (NPPF) 2012 and the Planning Practice Guidance

In its overarching Core Principles the National Planning Policy Framework states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

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

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

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough, Adopted 2004

- H9 (Comprehensive Planning)
- H10 (Minimum Density)
- H11 (Change of Use to Residential)
- H13 (Backland/ Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)

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

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

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

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

The Council has also formally announced its intention to prepare a Local Plan

Development Plan Document and work has commenced.

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
Slough Local Development Framework Proposals Map
Planning Guidelines for Flat Conversions, 1992 (Indicative Room Sizes)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Traffic and traffic issues
- S106 Contributions

8.0 Principle of the Development

- 8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.
- 8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.
- 8.3 Although these proposals would see the loss of a parking area this loss is considered to be acceptable considering the fact that the building which the car park serves has prior approval to be converted into residential accommodation for which parking is not required under the adopted parking standards nor can it be made a requirement under the prior approval regulations. The loss of parking would also comply with policy with regards to there being no increase in parking within the Town Centre.
- 8.4 Therefore the site is considered suitable for housing. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses. In terms of the increase to provide 5 additional units, the total proposal will only provide 24 flats in total, this is not considered to be unacceptable in terms of density for a town centre site. It should be noted that there has been no change to the footprint of the building to accommodate more units but merely a change to the mix of units.

9.0 Design and Appearance/ Impact on Street Scene and Surrounding Area

9.1 The National Planning Policy Framework confirms the following:

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

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para 61).

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

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

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.4 Bishops Road is a short cul-de-sac that runs parallel to the south side of High Street, Slough. The road is essentially a service road which provides access to the rear of No's. 230 – 256 High Street, including some parking for those properties and Pechiney House which is situated on the north corner of Bishops Road and The Grove. The subject site is on the south side of Bishops Road and is used currently as a car park.
- 9.5 The site is adjoined to the east by the blank flank wall of a three storey office Meridian House and then part of the back wall of the L-shaped office building at No'. 6-8 The Grove. There are a number of windows in the rear elevation of No. 6-8 The Grove.

Pechiney House and Meridian House both have their main elevations facing towards The Grove.

- 9.6 The site is adjoined to the south by the projecting rear wing of the office building at No. 6-8 The Grove and the car park that serves No. 6-8. A close boarded wooden fence, approximately 1.6m high, exists along the southern boundary with the neighbouring car park.
- 9.7 The site is adjoined to the west by the rear gardens of the two storey terraced residential properties (No's. 12 to 20 Alpha Street North) and two storey terraced commercial properties (No's. 4 to 10 Alpha Street). A brick wall, approximately 2m high exists along the rear boundary with the residential properties (No's. 14-20). No. 4 Alpha Street North has a single storey rear extension that covers the whole of the rear of that site. No's. 8 and 10 Alpha Street North have single storey outbuildings built adjacent to their rear boundaries. The rear wall of the residential property at No. 12 is approximately 2.5m high.
- 9.8 The proposed building has been designed as a five storey flat roof building fronting Bishops Road and the blank flank wall of Meridian House, stepping down to three storeys facing the rear boundaries of No's. 14 & 16 Alpha Street North.
- 9.9 Meridian House and the office building at No. 6-8 The Grove are both three storey office buildings with hipped roofs. Meridian House has office accommodation in the roof space with dormers. The proposed five storey building with podium would therefore be slightly taller than both adjoining office buildings to the east although not significantly so and will not have a detrimental impact upon the character or appearance of the street scene. Likewise the building will not be overbearing or dominant on The Grove street scene.
- 9.10 The proposed building would be on the south side of Bishops Road and directly adjacent to residential properties on Alpha Street North. The building has been designed to step down along the western side boundary and would not appear noticeably taller than the two storey commercial and residential buildings on Alpha Street North. The main issue would be in terms of the impact on the living conditions of the adjoining residential properties. This is discussed further below.
- 9.11 The building has been designed in a modern style using clean lines. A mixture of cladding (primarily brick and cedar) is proposed to match Pechiney House together with the changes in fenestration to break up the mass of the building. Each of the apartments would have their own balcony and these would have glass balustrades. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.
- 9.12 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 Impact on Residential Amenities

- 10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

- 10.2 Core Policy 8 states *“The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*
- 10.3 Policy EN1 of the Local Plan requires that *“Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c)massing/Bulk, d)layout, e)siting, f)building form and design, g)architectural style, h)materials, i)access points and servicing, j) visual impact, k)relationship to nearby properties, l)relationship to mature trees and m)relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”*
- 10.4 The west boundary of the development site adjoins the rear gardens of residential properties on Alpha Street North (No's. 12 – 20). The proposed development on this side would be two stories at a height of 9m. A brick boundary wall of approximately 2m high runs along this boundary.
- 10.5 The proposals could be considered to be visually prominent, although it is considered unlikely that a refusal of the proposal on this ground alone would be sustained at appeal, particularly as:
- this is a town centre site where the Council policy is for high density housing,
 - given the separation distances being achieved between the proposed building and the rear of the Alpha Street properties (22m), the minimum separation distance required is 21m.
- 10.6 The proposed flats would maintain a separation distance of approximately 22m from the rear main walls of those dwellings, which is considered reasonable.
- 10.7 A Daylight and Sunlight Assessment was prepared by Eb7 and was submitted with the previous application package. The quality of daylight and sunlight amenity within the surrounding properties was assessed using the VSC, NSC and APSH assessments as recommended within the BRE document 'Site layout planning for daylight and sunlight'. The results of these assessments demonstrated that each of the surrounding residential properties will continue to receive good levels of daylight and sunlight beyond the level suggested within the BRE guide. Overall it was considered that the developments' impact upon the surrounding properties is entirely in keeping with the intensions of the BRE and British Standard Guidance and reflective of conditions typically experienced in such urban locations. Given that the current proposals retain the existing approved envelopes, there will be no further impact in terms of daylight and sunlight on adjoining occupiers.
- 10.8 For the reasons set out above, the proposal is considered not to have a detrimental

impact on the living conditions of the existing occupants of the adjoining residential properties on Alpha Street North and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

11.0 Living Conditions for Future Occupants

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

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

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;⁶*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure and*
- *widening the choice of high quality homes.” (Para 9).*

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

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

- 11.2 Core Policy 8 states that *all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:*
- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
 - b) Respect its location and surroundings;*
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design.*

Internal Living Space – room sizes and layout

- 11.3 The proposal has been assessed against the Council’s Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes to which the rooms comply therefore ensuring appropriately sized rooms for future amenity. Therefore the room sizes of the flats are considered to be acceptable.
- 11.4 In terms of layout, the units would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels. The units have been stacked so as to be compatible with one another. All of the units would have kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living rooms. As such, this

is considered acceptable. All of the living rooms and most of the primary bedrooms would have direct access onto private external balconies.

Amenity Space

- 11.5 The proposal is for a mix of studios, one and two bedroom flats.
- 11.6 It is proposed that each of the units would have their own private balcony and that a common private amenity space would be provided.
- 11.7 The proposal would fall below the level of amenity space normally sought for one, two and three bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.

It is considered that as each of the units would have their own private balcony and as additional communal space is proposed this would constitute an acceptable level of provision for this town centre site.

12.0 Traffic and Highways Issues

- 12.1 The NPPF states that :

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

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

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

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

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

12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

12.4 The site has a total of 41 parking spaces on it at present. Under the proposal these spaces would be lost and there would be no on-site parking provision is being proposed for the residential units. This complies with the Local Plan where nil parking is considered acceptable within a town centre site. Furthermore planning permission has previously been granted for the change of use of the site from a car park into residential use and therefore the principle of loss of parking on this site has already been accepted.

12.5 Secure cycle parking provision is required at a ratio of 1 secure space per flat (i.e. 24 spaces). Whilst a cycle store has been shown at ground floor level it does not detail how many spaces would be provided and this can be dealt with by way of a condition.

12.6 The proposal is considered to comply with Core Policy 7 and will have no detrimental impact on highway safety.

13.0 S106 Contributions

13.1 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

13.2

The proposal is over the 15 unit threshold and therefore provision for affordable housing is required, the Agent has agreed to the following contribution and this will be secured via a S106 Agreement.

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
studio (67% of 1 bed)	4	1	0	0
1BF	9	3	£39,600	£118,800
2BF	11	3	£46,200	£138,600
Total	24	7		

Total commuted sum payable

£257,400

The contributions are considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

14.0 Summary

- 14.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

15.0 PART C: RECOMMENDATION

- 15.1 Delegate the application to the Planning Manager for approval, following consideration of outstanding consultation responses, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

16.0 PART D: LIST OF CONDITIONS AND INFORMATIVES

1. Time Limit

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

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

2. Approved Plans

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

TBC

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

3. Samples of external materials

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

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

4. Samples of external materials - access

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

5. Landscaping Details

No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the type, density, position and planting heights of new trees and shrubs along the rear boundary. All new trees along the western boundary shall be semi-matures.

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

REASON To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area, in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

6. Landscape Management Plan

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

REASON To ensure the long term retention of landscaping within the development, in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

7. Cycle Store

No part of the development shall commence until details of the secure cycle store have been agreed in writing by the Local Planning Authority and shall be constructed in accordance with the approved details and maintained thereafter.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

8. Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in

accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

9. Refuse

No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site.

10. No Working Method Statement

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

- (a) control of noise
- (b) control of dust, smell and other effluvia
- (c) control of surface water run off
- (d) site security arrangements including hoardings
- (e) proposed method of piling for foundations
- (f) vehicle wheel cleaning facilities shall be used at the site exit for the duration of the demolition and construction period.
- (g) A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles. There shall be no deliveries to the site outside the hours 08:00 to 18:00 hours Mondays - Fridays, 08:00 – 13:00 hours on Saturdays and at no time on Sundays and Bank/ Public Holidays.

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 amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

11. Archaeological Works

No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

REASON The site is within an area of archaeological potential. A phased

programme of archaeological work is required to mitigate the impact of development and record and advance understanding of any heritage assets that may be harmed or lost by the development.

12. External Lighting

No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

13. Drainage Strategy – Thames Water

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.

14. Bay window

The bay windows in the western elevation of the development hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only.

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

15. Balconies

The balconies on the western and third and fourth floor southern elevation of the development hereby approved shall be glazed with obscure glass above 1.8m internal floor height only.

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

16. Phase 1 Desk Study

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.

17. 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.

18. 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.

19. 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.

Informatives:

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. 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.

The applicant is requested to provide the proposed point of connection to the

public sewerage system, and also to indicate how surface water flows will be disposed of.

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

1. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
2. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
3. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
4. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
5. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
6. 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.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 27th April 2016

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION

PROGRESS REPORT ON THE REVIEW OF THE LOCAL PLAN FOR SLOUGH

1 Purpose of Report

The purpose of the report is to update Members on the progress that has been made in reviewing the Local Plan in the last year and to outline what the next stages will be, beginning with the public consultation exercise on the “Call for Sites”.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that the progress on 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

Ensuring that local needs are met within Local Plans will have an impact upon the following SJWS priorities:

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

3b. Five Year Plan Outcomes

Ensuring that development is properly planned around Slough 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 4. Other Implications

(a) Financial

There are no financial implications of the proposed action in this report which can be achieved within existing budgets.

(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 to guide development and meet the needs of Slough's communities	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

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

Introduction

- 5.1 The first phase of the Review of the Local Plan for Slough has involved gathering the evidence that we need to meet the regulations, the NPPF and other Government requirements to be able to make informed decisions about how we should proceed. The key elements of the work that has been carried out so far are summarised below.

Regulation 18 Consultation

- 5.2 The first formal stage for the review of the plan consisted of the Regulation 18 consultation. This requires Local Authorities to publish a Notice of Intent to Prepare a Local Plan Development Document and to seek comments from 'specified bodies and persons' on the proposed scope and content of the DPD.
- 5.3 The formal notification, also published on the website, stated that the Local Plan would cover the period up to 2036 and would include a spatial strategy, detailed development management policies and site allocations. It stated that this may not include specific policies for Gypsies, Travellers and Travelling Showpeople or specific minerals and waste policies.
- 5.4 Consultation took place over a six weeks period from the 4th December to the 18th January 2016. There were 27 responses to the consultation from the statutory consultees such as the Environment Agency, Natural England, Highways Agency, local authorities and some planning consultancies. As a result the consultation was successful in obtaining the responses that are needed at this stage.

- 5.5 The key points to come out of the consultation were that it may be necessary to carry out more work on Gypsy and Travellers and Minerals & Waste than we had envisaged.
- 5.6 Details of all of the responses from consultees will be published on our website. The Council will reference how these responses have been taken into account in the plan making process as part of the Issues and Options work.

Strategic Housing Market Assessment (SHMA)

- 5.7 One of the main areas of work which we have now completed is the production of a Strategic Housing Market Assessment (SHMA). The initial findings of the work were reported to the Committee meeting on 26th November 2015. This concluded Slough Borough Council is in a Housing Market Area with Windsor and Maidenhead and South Bucks and that Slough has an “objectively assessed” housing need of 927 a year. The final version of this report, which was produced by GL Hearn on behalf of all of the Berkshire authorities plus the Local Enterprise Partnership (LEP), has now been published and made available on the emerging Local Plan pages on the Council’s website.
- 5.8 This report, which contains a large amount of information about housing in Slough, forms a vital part of the evidence base for the Review of the Local Plan.

Functional Economic Market Assessment (FEMA)

- 5.9 We have also jointly commissioned a Functional Economic Market Assessment (FEMA) from Nathaniel Lichfield & Partners together with the LEP and the other Berkshire Authorities. The purpose of this is to identify the Functional Economic Market Areas (FEMAs) that operate across Berkshire and the wider area. This has identified that there is a strong economic relationship with Heathrow, west London and parts of Buckinghamshire as well as Berkshire. It has concluded that for planning purposes Slough falls within an Eastern Berkshire FEMA which includes Windsor and Maidenhead and South Bucks.
- 5.10 The study was the subject of a technical consultation with other adjoining boroughs and stakeholders prior to the publication of the final document in February 2016 which is now available on the emerging Local Plan pages on the Council’s website.

Economic Development Needs Assessment (EDNA)

- 5.11 The same consultants are now carrying out an Economic Development Needs Assessment (EDNA) which will determine what the objectively assessed need for employment land will be. A draft of this report will be the subject of technical consultation in April/May this year. It is anticipated that the outcome will show that there is a high level of need for land for employment development in Slough.

Retail Floorspace Needs Assessment

- 5.12 We jointly commissioned a Household Shopping survey with Windsor and Maidenhead in order to establish what shopping patterns are in the area. This confirmed that the catchment area of Slough town centre has reduced. Although it is not a ‘planning’ document, the Council has produced a Centre of Slough Strategy which was approved by Cabinet in September 2015. This suggested that

the regeneration of the centre is unlikely to be retail led. In order to inform further work on the town centre we will be commissioning a Retail Floorspace Needs Assessment which will forecast how much retail floorspace will be needed in the future. The results of this will be reported to Committee in due course.

Housing Supply

- 5.13 A critical factor emerging from the work that we have carried out so far is that there is an apparent shortage of land within Slough to accommodate all of its future needs. This will be a major issue for the Review of the Local Plan to address but in the meantime there are a number of steps that we have taken and can take to begin to address this emerging problem.
- 5.14 Firstly we have sought to increase the supply of housing in Slough in the short term to ensure that we do not build up a backlog of housing need in the future. This has involved increasing our housing target to 550 a year. It is considered that this can be achieved within the context of our existing Core Strategy policies taking advantage of the current upturn in the housing market in Slough.
- 5.15 The latest position with regards to our Housing Trajectory was reported to Committee on 13th January which showed that we have a 5 year supply of housing land when calculated on this revised basis. Monitoring is currently taking place to count the number of house completions in 2015/16 and a revised Housing Trajectory will be reported to Committee as part of the Annual Monitoring Report.
- 5.16 This work will feed into the Housing Capacity Study which we are in the process of completing. This will show how much housing we are likely to build in longer term over the plan based upon current policies and our current understanding of the likely supply of sites.

Green Belt Study

- 5.17 One of the options that we will have to consider in the Review of the Local Plan is the need to release more Green Belt land for development. As a result it is proposed to carry out a Green Belt Study which would help to assess the role that individual sites have in meeting the aims of the Green Belt. In addition the study would also look at the extent to which different forms of development would harm the Green Belt. The proposed methodology for the study will be the subject of consultation before the review is carried out.

Sustainability Appraisal

- 5.18 All plans have to be the subject of a Sustainability Appraisal which assesses the potentially significant social, economic and environmental impacts that may arise as a consequence of the policies and proposals proposed in the Development Plan. That will set out indicators, objectives and mitigation measures to inform the development of the Preferred Options. We will shortly commission work on a Scoping Report which will be the first stage in this process and determine the base line against which future options for development can be assessed.

Duty to Co-operate

- 5.19 Another important area of work has been to try to ensure that adjoining authorities such as Windsor and Maidenhead and South Bucks are planning to meet housing

needs in their area so that they do not increase the pressure upon Slough. Members will recall that it was resolved at the Committee meeting on 18th February that representations should be made that the Chiltern/South Bucks Local Plan should consider having a northern expansion of Slough in the form of a “garden suburb” in order to meet the housing needs arising in the area. Additional technical representations were also made by Officers in accordance with the Committee resolution.

- 5.20 It is anticipated that Windsor and Maidenhead will be producing a Preferred Option for their Local Plan later in the year and it will be important that we meet our obligations under the Duty to Cooperate and engage fully in the consultation process. The Council is also participating where necessary on the progress of Local Plans in adjoining areas as part of its Duty to Cooperate.

Other Liaison Work

- 5.21 The proposal for a third runway at Heathrow could also have a significant impact upon the Review of the Local Plan. As a result Officers have been engaged in discussions with Heathrow Airport Limited and have been taking an active part in the work of the Heathrow Strategic Planning Group which is chaired by Hounslow. One of the aims of this group is to develop a shared vision for the future of Heathrow which could form a framework for Local Plan work.

Call for Sites

- 5.22 The next important stage in the Review of the Local Plan will be the public consultation on Call for Sites which is due to begin in June. We have had a good response from landowners, developers, organisations and members of the public and will be putting all of their suggested sites out for public consultation. We will also be taking the opportunity to consult on some major infrastructure proposals that could come forward as well as sites that the Council may want to promote.
- 5.23 It should be noted that all of the sites will be put forward without any comment or assessment which means that the inclusion of a site in the consultation exercise does not imply that it has any status or support from the Council.
- 5.24 In order to provide context and help inform the consultation process a short summary of the results of the technical work that has been produced so far will be provided and people will be directed to look at the evidence base on the Council's website.

Local Plan Timetable

- 5.25 It is still unclear what the exact timetable will be for the Review of the Local Plan for Slough. The Government's latest position is that all authorities should have submitted their Local Plans by April 2017. Some exceptions may, however, be allowed where there are factors outside of the Council's control. As previously highlighted the uncertainty caused by the proposal for a third runway at Heathrow may constitute such an exception and we will be taking legal advice about this once the position is a bit clearer. The Council worked with the Planning Advisory Service on this matter and they concluded the Council seek Legal Advice on the matter to confirm.

5.26 Subject to all of the technical work outlined above being completed it is envisaged that we could undertake an “Issues and Options” consultation by the end of the year. How quickly we could then take this forward into a Preferred Option will depend upon the outcome of the consultation and progress that is made with Heathrow and whether the proposed northern expansion of Slough has been included in the Chiltern/South Bucks Local Plan.

6 Conclusion

6.1 The report demonstrates the progress that has been made in the Review of the Local Plan and highlights the next stages which includes the forthcoming consultation on the proposals that have been put forward in the “Call for Sites” exercise.

7 Background Papers

‘1’- FEMA

‘2’- SHMA

SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 27th April 2016

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	<u>Decision</u>
P/16257/000	<p>97, Belgrave Road, Slough, SL1 3RA</p> <p>Single storey ground floor front extension plus associated internal alteration</p> <p>The inspector stated that in this instance, given the modest size of the proposed extension including its limited depth and width, its unobtrusive design and the position of the dwelling set behind the front elevations of several others in the street, I do not consider that it would result in any significant harm to either the appearance of the original dwelling or the character of the streetscene. Whilst, containing a large window, it would be different to other porch extensions, and even though none of the other properties in this particular terrace have any front extensions, the extension would not be of a size or design that would result in any harmful effect upon the overall uniformity, balance and appearance of the existing terrace. The Inspector concluded that the proposal would not result in any significant harm upon the character and appearance of the area and would satisfactorily accord with the design aims of Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document, policies H15, EN1 and EN2 of the Local Plan for Slough, the Residential Extensions Guidelines SPD and the National Planning Policy Framework</p>	<p>Appeal Granted</p> <p>8th April 2016</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	P	P	P	P	
Bains	P	P	P	P	P	P	P	P	P	
Chaudhry	P	P	Ap	P	P	Ap	P	P	P	
Dar	P	P	P	P	P	P	P	P	P	
Davis	P	P	P	P	P	P	P	P	P	
M. Holledge	P	P	P	P	P	P	P	P	P	
Plenty	P	P	P	P	P	P	P	P	P	
Smith	P	P*	P*	P	P	P	P	P*	P	
Swindlehurst	P	P	P	P	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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