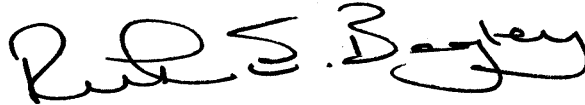


Date of issue: 26th July, 2016

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY 3 RD AUGUST, 2016 AT 6.30PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
1.	Declarations of Interest <i>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.</i> <i>The Chair will ask Members to confirm that they do not have a declarable interest.</i> <i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i>		
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	
3.	Minutes of the Last Meeting held on 29 th June, 2016	3 - 6	
4.	Human Rights Act Statement - To Note	7 - 8	
PLANNING APPLICATIONS			
5.	P/16611/000 - 40 Liverpool Road, Slough Officer Recommendation: Delegate to the Planning Manager for Approval	9 - 36	Farnham
6.	P/00731/027 - 26-40 Stoke Road, Slough Officer Recommendation: Delegate to the Planning Manager for Approval	37 - 44	Central
7.	P/02586/001 - Land R/O 7 Windsor Road, Slough, SL1 1JL Officer Recommendation: Delegate to the Planning Manager	45 - 72	Central
8.	P/08040/018 - Alexandra Plaza, 33 Chalvey Road West, Slough, SL1 2NJ Officer Recommendation: Refusal	73 - 98	Chalvey
9.	S/00539/002 - Car Park, Alpha Street North, Slough, SL1 1RA	99 - 118	Central

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	Officer Recommendation: Delegate to the Planning Manager for Approval		
10.	P/02418/036 - 234-236, High Street, Slough, SL1 1JU	119 - 132	Central
	Officer Recommendation: Delegate to the Planning Manager for Approval		
11.	P/00475/009 - Spring Cottages, Upton Park, Slough, SL1 2DH	133 - 154	Central
	Officer Recommendation: Refuse		
MISCELLANEOUS REPORTS			
12.	Proposed Representations on Adjoining Local Plans	155 - 160	All
MATTERS FOR INFORMATION			
13.	Planning Appeal Decisions	161 - 162	
14.	Members Attendance Record	163 - 164	
15.	Date of Next Meeting		

Wednesday 7th September, 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 Wednesday, 29th June, 2016.

Present:- Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Bains, Chaudhry, Plenty, Smith and Swindlehurst (from 18.37)

Apologies for Absence:- Councillor Rasib

PART I

17. Declarations of Interest

All Members declared an interest in respect of Planning Application P/06348/011 – Lion House, Petersfield Avenue, Slough, in that they had received emails relating to the application. Members confirmed that they had not read or responded to the emails, and would approach the application with open minds.

In addition, Councillors Ajaib & Chaudhry declared interests in respect of Planning Application P/06348/011 – Lion House, Petersfield Avenue, Slough, in that the application site was situated within their Wards (Central).

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.

Councillor Plenty declared an interest in respect of Planning Application S/00387/002 – 13-47 Wilford Road, 1-30 Darrell Close, 10-68 Page, and 64-146 Reddington Drive, and Planning Application S/0723/000 – Sherwood Close, Reddington Drive, Meadow Road & Fox Road (various properties) in that the application sites were in his ward (Langley St. Mary's). Councillor Plenty advised that he would approach the applications with an open mind.

18. Guidance on Predetermination/Predisposition - To Note

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

19. Minutes of the Last Meeting held on 16th June, 2016

Resolved - That the minutes of the last meeting, held on 16th June 2016, be approved as a correct record.

20. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

Planning Committee - 29.06.16

21. 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.

(Councillor Swindlehurst arrived 18.37)

An oral representation was made to the Committee, under the Public Participation Scheme, by the Applicant in respect of Application: P/06348/011

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.

22. P/06348/011 - Lion House, Petersfield Avenue

Application	Decision
Demolition of existing buildings and erection of a part four, part seven storey building and a part five, part seven storey building comprising residential accommodation, basement car parking, landscaping and associated works.	Delegate to the Planning Manager for approval.

23. P/01766/023 - 172-184, Bath Road, Slough, SL1 3XE

Application	Decision
Demolition of existing buildings (3 storey) & construction of a 7 storey hotel with 99 rooms, restaurant/café, gym, conference/function room and basement car parking (access from Galvin Road)	Deferred to a later meeting of the Committee to allow planning officers to address parking issues, and seek agreement with the applicants for amendments to the design of the development and public use of the facility.

Planning Committee - 29.06.16

24. **S/00306/001 - Britwell Estate, Bromycroft Road, Monksfield Way, Odencroft Road, Furzen Close and Woodfield Way**

Application	Decision
External wall insulation works to existing flats to include brick slip finish at ground floor level and render finish to upper floor levels including associated works to windows, doors and rainwater goods. Gable roof to be added to stairwells and replacement fo balcony railings.	Approve.

25. **S/00387/002 - 13-47 Wilford Road, 1-30 Darrell Close, 10-68 Page, and 64-146 Reddington Drive**

Application	Decision
External wall insulation with dash finish to all elevations. Repair/replace rainwater goods, doors, windows , and all external features and fittings.	Delegate to Planning Manager to finalise conditions.

26. **S/0723/000 - Sherwood Close, Reddington Drive, Meadow Road & Fox Road, (various properties)**

Application	Decision
External wall insulation with dash finish to all elevations. Repair/replace rainwater goods, doors, windows and external fixtures and fittings.	Delegate to Planning Manager to finalise conditions.

27. **Members Attendance Record**

The Members Attendance Record was noted.

28. **Date of Next Meeting**

Members were informed that the meeting scheduled for 6th July 2016 had been cancelled. The date of the next meeting was therefore confirmed as Wednesday, 3rd August 2016.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 7.47 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

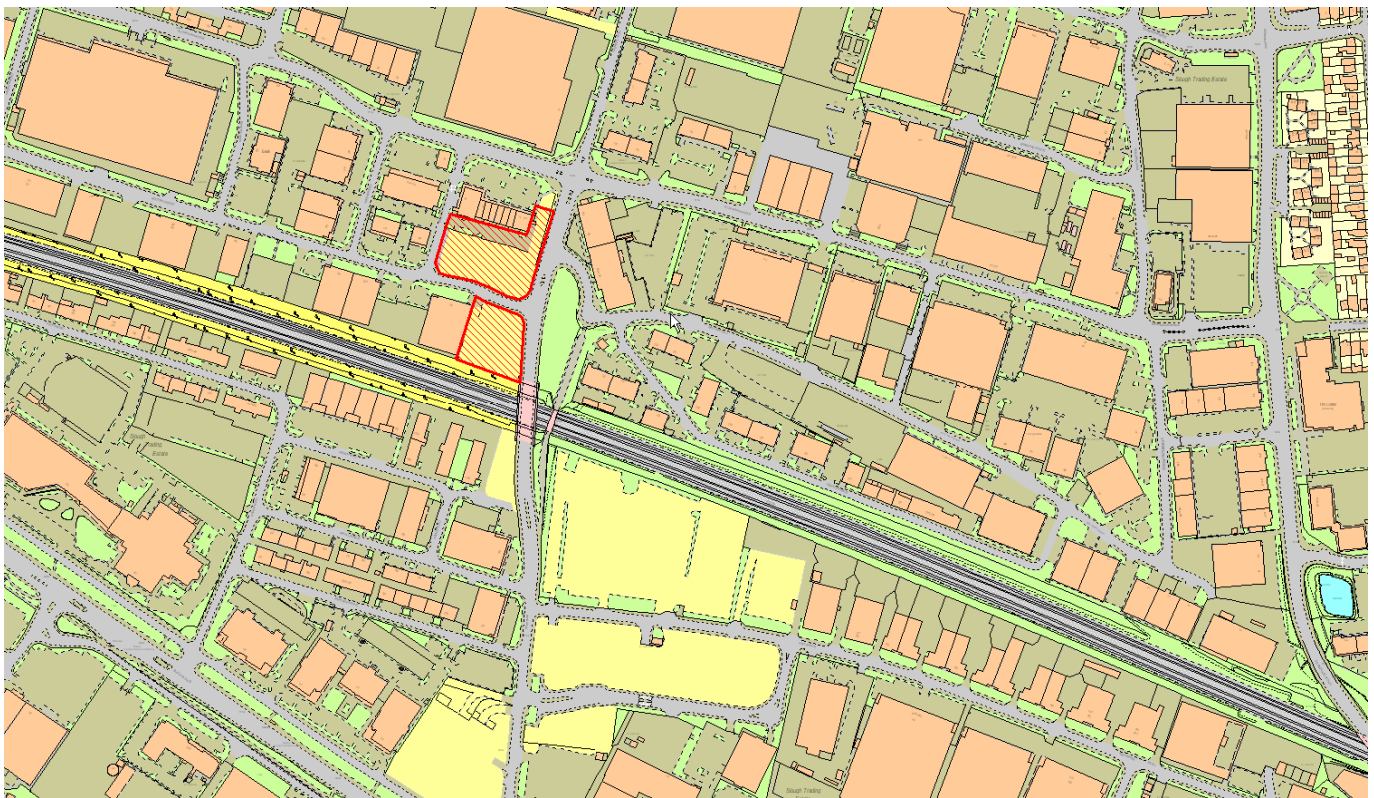
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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:	20 th May 2016	Applic. No:	P/16611/000
Officer:		Ward:	Farnham
		Applic type:	Major
		13 week date:	19 th August 2016
Applicant:	Slough Trading Estate Ltd		
Agent:	Barton Wilmore, Regent House, 4 Homer Road, Solihull, B91 3QQ		
Location:	40 Liverpool Road, Slough, Berkshire		
Proposal:	Redevelopment of 40 no Liverpool Rd comprising the construction of a hotel (use class C1) and 2no ground floor retail units (use class A1/A3), means of access , formation of surface car park, cycle parking facilities, drainage, landscaping and ancillary works.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

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

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is an application for the Redevelopment of 40 Liverpool Road, comprising the construction of a hotel (Class C1) and 2no ground floor retail units (Class A1/A3), means of access, formation of surface car park, cycle parking facilities, drainage, landscaping and ancillary works.
- 2.2 The schedule of accommodation is given as follows:
- 127 bedroom hotel with restaurant and bar;
 - 2no retail units (one which is capable of being subdivided into 3no units);
 - Separate car parking for hotel and retail units;
 - Drainage, landscaping, plant, and ancillary works;
 - Alteration to the existing building.
- 2.3 The proposed hotel comprises a total of 127 bedrooms in an L-shaped design around the existing service road to the rear of the Buckingham Centre. The proposed building will front Liverpool Rd and Bedford Ave .The hotel entrance is located on the prominent SE corner with a drop off area and disabled parking.
- 2.4 Retail unit 1 as shown on drawing 003 is proposed as an extension of the existing row of shops facing Buckingham Ave with access from Liverpool Rd. Retail unit 2 is proposed facing Bedford Ave, to have customer parking along its southern frontage Retail unit 2 can be subdivided into 2 or 3 units as required.
- 2.5 The application is accompanied by the following documents:
- Site location plan , detailed floor plans, elevations, roof plan and landscape plans;
 - Design, Access & Planning Statement;
 - Planning Statement;
 - Transport statement;
 - Framework travel Plan;
 - BREEAM pre assessment;
 - Written scheme of investigation for a programme of archaeological investigation;

- Flood risk assessment and drainage details;
- Phase 1 and 11 Environmental and Geotechnical assessment;
- Draft Heads of Terms.

3.0 **Application Site**

3.1 The application site is within the Slough Trading Estate, and is prominently located on the corner of Liverpool Rd and Bedford Ave. The site comprises two plots:
 (1) main part of the site is to the north of Belford Ave backing onto the existing Buckingham Centre
 (2) south of Bedford Ave, backing onto the Great Western Railway mainline between London and the West Country.

3.2 The site is located to the south of the existing Buckingham Centre, which is the retail and commercial centre of the Slough Trading estate. The site is currently vacant. Vehicular access to the main site is off Bradford Rd. Vehicular access to the southern site uses the existing crossover off Bedford Ave. Pedestrian access to the site will be from the highway footpaths that surround the site. Pedestrian access should be created between the existing Buckingham centre and the new development. The site falls within the identified existing business area, and forms part of the Site allocation SSA4.

4.0 **Relevant Site History**

4.1 Previous applications of relevance to the site and surrounding area are as follows :

Site History

Previous applications of relevant to the site and the surrounding area are considered to be as follows:

Leigh Road Commercial Core

P/14515/007 SUBMISSION OF DETAILS PURSUANT TO CONDITION 6 (DETAILS OF THE NEW BRIDGE) OF OUTLINE PLANNING PERMISSION *P/14515/003* DATED 18/06/ 2012 FOR OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND ERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Conditions Complied With 23-Dec-2013

P/14515/006 SUBMISSION OF DETAILS TO DISCHARGE CONDITION 16 OF PLANNING PERMISSION P/14515/003, DATED 18/06/2012 RELATING TO ARCHAEOLOGICAL EVALUATION

Conditions Complied With; Informatives 05-Aug-2013

P/14515/005 RESERVED MATTERS (LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) PURSUANT TO CONDITION 3 OF PLANNING PERMISSION P/14515/3, DATED 18 JUNE 2012, FOR THE CONSTRUCTION OF B1(A) OFFICES (PLOT OB01) DECKED AND SURFACE LEVEL CAR PARK (PLOT CP01) CYCLE PARKING, LANDSCAPING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 10-Sep-2013

P/14515/004 NON-MATERIAL AMENDMENTS TO AMEND THE APPROVED PARAMETERS PLAN PL/01/03, LISTED IN CONDITION 4 OF PLANNING PERMISSION P/14515/003, DATED 18TH JUNE 2012 (OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS(A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS).

Approved with Conditions; Informatives 23-Jan-2013

P/14515/003 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND REALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2),

TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY

TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 18-Jun-2012

P/14515/000 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION AND ACCESS AND REALIGNMENT OF LEIGH ROAD), DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTEL (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAYS (A5), CONFERENCE FACILITY, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1), HEALTH CLUB/GYM (D2), TRANSPORT HUB, NEW LEIGH ROAD BRIDGE, PARKING HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 30-Sep-2010

4.2 **Pre-application Advice**

Prior to submission of the application, the Applicant sought pre-application advice from the Local Planning Authority dated 1/4/2016

5.0 **Neighbour Notification**

Extensive neighbour consultation was undertaken as follows :

183 Liverpool Rd; 184 Liverpool Rd; 185 Liverpool rd; 222 Bedford Ave; 201 Bedford Ave

39c and 39d Bedford Rd; 39e Bedford Ave; 39b Bedford Ave; 39a Bedford Ave; 41 Bedford Ave; 42 Bedford Rd; 43 Bedford Rd; 44 Bedford Rd; 45 Bedford Rd; 224 Berwick Ave; 225 Berwick Ave; 40 Liverpool Rd – 10 businesses; 193 Bedford Ave; 37 Buckingham Ave; 37 Bradford Ave; 102 Buckingham Ave; 103 Buckingham Ave; 30-101 Buckingham Ave; 255 Ipswich Rd; 256 Ipswich Rd; 258 Ipswich Rd; 558 Ipswich Rd

One representation have been received from a residential neighbour, stating that the area is well known for its use by prostitutes, and objection is made on that basis.

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 10th June 2016. The application was advertised in the June 10th 2016 edition of The Slough Express.

6.2 **Highways & Transport**

This application is for mixed use development of:

- 127 bed hotel with ancillary bar / restaurant;
- 650m2 of A1 / A2/ A3 land use in two separate retail units, which could be sub-divided.

Trip Generation

- There has been some debate regarding trip generation;
- The transport consultant has reduced trip rates by making an allowance for pass-by, diverted and linked trips and it is accepted that it is difficult to be sure how many of these types of trips will occur and therefore the proposed level of vehicle trips related to pass-by diverted and linked is accepted;
- The development will lead to increase in daily vehicle trips by 421 and also there will be an increase in person trips but this has not been calculated in the Transport Statement

Vehicular Access

- Three accesses to the site all of which are existing;
- Visibility splays can be provided at 2.4m x 43m at each access except the northern access which is 2.0m x 43m, which is accepted;
- Modifications are being made to the Bradford Road access and these will need to be done as part of the development. Bradford Road is private so they do not need to be part of the schedule of works;
- Swept path drawings have been provided which demonstrate that on plot servicing can be achieved

Pedestrian Access

The applicant is proposing to make some improvements to pedestrian routes which includes:

- Providing tactile paving on the northern site access, but tactile paving will need to be provided along the length of Bradford Road;
- It is proposed to widen the footway on the radii of the Buckingham Centre access and this is welcomed and ideally should have been shown on submitted drawings. The applicant should cut back some of the hedge around the zebra crossing to improve the visibility splay in this location too as mentioned at the pre-application meeting;
- A build-out is proposed on Bradford Road to provide a footway link to the retail unit;
- Dropped kerbs and tactile paving to be provided to link the hotel to the car park;
- At the pre-application meeting, it was requested that the existing junction of Liverpool Road/Buckingham Avenue be upgraded to include pedestrian crossing facilities. The LHA is still of the view that this is required as the proposed development will increase the attractiveness of the Buckingham Avenue Centre and will increase pedestrian movement to it.

Cycle Access

- The applicant has been made aware of the local highway authority's desire to widen the footway to 3m wide from the pedestrian refuge on Liverpool Road to an appropriate location on Bedford Avenue so cyclists wishing to use the off-road route over the railway line using the pedestrian refuge can do so. This was highlighted at the pre-application meeting and as the applicant has agreed to amend the Arncro barrier in this location then this could be achieved. This would tie in well with the cycle parking which is proposed on the west side of the development;

- The LHA has had considerable correspondence with SEGRO regarding improvements to the proposed shared use footway/cycleway along Leigh Road. This fully widened facility should be in place in time for the opening of this development i.e. the outstanding section in front of 3663 Bidvest;

Car Parking

- 133 parking spaces are proposed for the development of which 100 are for the hotel and 33 for the retail units;
- The LHA has recently allowed a similar development on the edge of the Trading Estate with car parking provision at circa 80% and therefore the proposed provision is considered acceptable subject to improvements to pedestrian, cycle and public transport linkages in the vicinity of the development;
- The Buckingham Centre car park including the new retail spaces that form part of this application should be ParkMark: Safer Car Park Design compliant and this should be secured by condition/S106;

Cycle Parking

- 12 cycle parking spaces are proposed to the west side of the development. This is fine for short-stay, but for long stay, bikes will be a great risk of theft and therefore more secure facilities are required. Preferably in the form of cycle lockers and these could be provided on the north side of the building;

Public Transport Access

- There are two bus stops in close proximity to the site and both of them benefit from existing real time passenger information screens;
- As part of the Travel Plan the applicant should commit to have an RTPi screen within the lobby of the hotel to encourage greater use of public transport to and from the development. This would help inform guests on when the new MRT services are to arrive at the nearby stops and also the stops on Buckingham Avenue, which will provide a link to Burnham Station and therefore Crossrail;

Travel Plan

- Generally accepted, but may need some minor changes prior to S106;

Section 106 / S278

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

Recommendation

Subject to agreeing the S106 and the S278 works no highways objection is raised.

6.3 Drainage Engineer

The surface water drainage proposals and calculations are acceptable in principle however the drainage downstream of the proposed manhole constructed on line of the existing Thames Water sewer is of concern. The existing 150mm diameter pipe

connecting Thames Water manholes 4050 and 3153 is laid at a gradient flatter than 1:300, potentially providing an approximate capacity of only 9 litres per second. Mindful that this sewer conveys surface water runoff from Leigh Road and Bradford Road, and that the sewers in the area already operate under surcharged conditions, and at periods of the year are prone to flooding, we wish to impose a maximum discharge from the proposed site of 5 l/sec. In addition, confirmation that a Consent to Discharge Section 106 Agreement has been approved by Thames Water, together with verification that the existing surface water system has capacity for the aforementioned flow rate, is required.

6.4 **Berkshire Archaeology**

The applicant has submitted with their application a 'written scheme of investigation for a programme of archaeological investigation, for Slough Trading estate (CgMs Consulting March 2013) . This method statement for an exploratory archaeological investigation was prepared in relation to a previous application P/ 14515/003, within which the current application site falls . The exploratory site investigation has since been undertaken including one trial trench within the red line boundary of the application, and the resulted demonstrated very limited archaeological potential. On this basis, no further action is required in relation to buried archaeological heritage.
Hall.

6.5 **Thames Water**

Thames Water advise that there is insufficient capacity in the water supply infrastructure to meet the demands of the proposed development. They therefore request the imposition of a condition requiring the development not be commenced until impact studies of the proposed development on the existing water supply have been submitted to and approved in writing by the LPA.

However, the applicant advise that the site has a private water supply under the ownership of SSE, and that there is no problem with capacity .The applicant has been asked to provide full confirmation of the position in liaison with Thames Water

In relation to waste water, Thames Water advise that there is no problem with capacity and request a condition on flow levels incorporated at the end of this report. However the applicant advises that the sewerage is also under the management of SSE. Again further clarification and proof of the position has been requested.

Thames water also request the installation of a fat trap as confirmed in the proposed conditions contained at the end of this report .

6.6 **Crime Prevention Design Advisor, Local Policing**

Physical security and access control: From the documents provided (DAS and BREEAM PRE Assessment) I note that the hotel design is to achieve a BREEAM rating of 'Very Good'. The BREEAM assessment stated that point to achieve this can be gained by achieving Secured by design accreditation. This include target

hardening (controlling access) to and ensuring surveillance opportunities on specific areas to reduce opportunities for unauthorised access, ASB and crime to occur, increasing the sense of security

To ensure that the opportunity to design out crime is not missed I would also urge the authority to attach the following (or a similarly worded) condition upon any approval for this application; *No development shall commence until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design commercial' accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received written confirmation of SBD accreditation.*

In support of the above condition I make the following recommendation.

- Access control: this is critical in ensuring the safety and security of hotel guests. To prevent unauthorised access into non-public areas, a robust access control system must be installed preventing unauthorised access of external entrances / exits and non public staircases and hotel lifts, leading to corridors and guest rooms. Emergency egress and staircase exits should be installed with panic-bar bolt doors for one way exit only. The doors should also be installed with camera and alarm systems to monitor abuse, preventing authorised guest providing unauthorised access to individuals who have no right to be in the hotel.
- Guest room doors should meet the PAS24:2012 minimum physical security standard and installed with computerised electronic card key locking system for enhanced security. Such a system would record identity of user, date and time of usage, and control time of usage

Hotel car parks (for hotel use), I note from the applicants DAS that there are three hotel parking areas and one retail parking area. Car parks can be problematic in terms of ASB and crime.

To ensure that the opportunity to design out crime is not missed I would also urge the authority to attach the following (or a similarly worded) condition upon any approval for this application; *No development shall commence until details of demonstrating how the principles of 'Safer Parking, will be incorporated and the subsequent 'Park Mark Award' will be achieved and maintained over the life time of the public parking facility have been submitted to and approved in writing. The development shall be carried out in accordance with the approved details, and shall not used until the Council has acknowledged in writing that it has received written confirmation of Safer Parking accreditation.*

CCTV – It is recommended that where natural surveillance of concealed and secluded areas cannot be achieved CCTV (formal surveillance) should be considered. From the documentation I cannot identify details regarding formal surveillance, the type of cameras or their anticipated role or function or o the system will be a monitored or simply a recorded system.

CCTV can have a positive impact on crime, especially when implemented as part of a wider package. However, CCTV should not be considered as an alternative to good design. CCTV is most effective when combined with good lighting and designed to counter a set of offences, and supported by management, continuous monitoring and adequate response. Reception: I note that there is no natural surveillance of guests or other individuals approaching the lifts at lobby level from the front reception desk. Where natural surveillance of secluded areas is not possible, I ask that formal surveillance (CCTV) be installed. In addition, emergency egress and staircase exits, lift doors exiting into non-public areas and corridors leading to guest rooms should be installed with close-circuit cameras to monitor any unauthorised/suspicious visitors. There should be an appropriate ratio of cameras and monitor screens for constant monitoring of entry control points into non-public areas, and swift detection of any unauthorised/suspicious visitors into these areas.

Thames Police ask that a condition is placed on the applicant to develop a CCTV operational strategy prior to the Hotel becoming operational. This will identify what the role of each camera has and to what standard they must achieve.

Thames Police ask if a Premier Inn security standards document is available.

6.7 Environmental Quality

Comments to be reported on the amendment sheets.

6.8 Environmental Protection

Comments to be reported on the amendment sheets.

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 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.

7.3 The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EMP2 – Criteria for Business Developments

Policy EMP7 – Slough Trading Estate

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy EN34 – Utility Infrastructure

Policy T2 – Parking Restraint

Policy T7 – Rights of Way

Pre-app advice letter 5

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Slough Local Development Framework Site Allocations Development Plan Document 2010

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

- 7.4 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 has started the formal consultation process.

- 7.5 The main planning considerations in relation to this planning application, are considered to be:
- Principle of development
 - Design and appearance on the character of the area- including landscaping
 - Impact on neighbouring Uses/Occupiers
 - Transport, Highways and parking
 - Noise /Air quality
 - Land Contamination
 - Flood Risk and Sustainable drainage system
 - 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 The proposed development is located within an identified existing Business area (Slough Trading Estate) and the site allocation of SSA4of the Site Allocations Development Plan document relates to the regeneration of the Trading Estate, and the Leigh Rd Central core to provide a mixture of uses , including offices, research and development, light industrial , general industrial, storage and distribution , residential, retail, food and drink, hotels, conference facilities, educational facilities, recreation and leisure uses.

8.3 Site allocation SSA4 of the Site Allocations development plan document states “ *the scale and nature of the proposed retail, hotel and leisure uses , apart from those in the Farnham Rd should be of a scale which would predominately serve the needs of the Trading Estate and minimise the impact on the vitality and viability of the Farnham Rd District centre and Slough Town Centre*”. It is understood that the proposed development is intended to serve the Slough Trading estate and wider employment area, and as such complies with these policies.

8.4 In addition, the LRCC2 outline planning permission (planning ref P/14515/003) granted on June 18th 2012, included 10,500m² of hotel floorspace. The application proposals are for 5040m² of hotel floorspace, and 651m² of retail floorspace, making a total of 5691m² gross external area. The parameters plan approved under that permission showed the proposed hotel use located on the plot to the east and the site of the proposal was allocated for retail use. The overall purpose of the LRCC2 application was to provide a “Leigh Road Commercial Core”, acting as a hub for the Trading Estate. It is considered that the application proposal would relate well to the Buckingham Centre, and against this policy background, the proposed uses are considered to be acceptable.

9.0 **Design and appearance 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) 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 proposed development of 127 bedrooms consists of an L shaped development with additional retail units to the north and south.
- 9.5 The building is 4 no storeys high. The external appearance of the building is largely dictated by the design standards set by Premier Inn, The design standards aim to give a degree of consistency in the architecture and palette of materials in order to reinforce the Premier Inn brand. We are advised by the applicant has been to project the northern elevation of the hotel forward above retail unit 1, to act as a book end to the existing Buckingham centre. This feature is replicated on the southern elevation to define the hotel entrance on the west end of the hotel facing Bradford Rd.
- 9.6 The remaining elevations of the hotel comprise a light coloured smooth render to contrast with the book-ends. The fenestration to the main elevations facing Liverpool Rd, Bedford Ave is grouped into vertical elements combining windows, glazed spandrel panels and pre finished coloured panels. The service yard elevations also have a simple appearance with smooth light coloured render to contrast with the book-ends. The appearance of the ground floor differs from the uppers floors proposed to be of brick curtain walling, glazed shop fronts, and pre-finished panels. A projecting canopy defines the hotel entrance which is extended along the front of retail unit 2. The existing pitch roof on the Buckingham Centre is proposed to be extended to the proposed building in order to simplify the junction between the two buildings.
- 9.7 While the book-end design features do add interest and colour to the building facades, it was considered that the long lines of windows on the plain rendered walls currently would create a very industrial and uninteresting, harsh appearance. This is especially important as both the southern elevation and the eastern elevations will be clearly visible to users of Leigh Rd and Liverpool Rd, a main access route to and through the Trading estate. The applicant has been asked to further break up the long lines of regimented windows and add more visual interest to these important facades, and revised plans making the required changes have been received. In addition the applicant has been asked to provide further detail as to how the existing building facing Buckingham Ave, will be modified to create a suitable junction with the proposed new building at its eastern end. Further details are awaited. In other regards, the scale massing and layout of the development are considered acceptable.

Landscaping

- 9.8 The stated objectives of the landscape strategy are :
- To provide a quality environment for site users, and the wider locality
 - Planting of native species and plants beneficial to wildlife to improve the ecology of the area
 - Soften views into the scheme by strategically planting trees around the site

- Provide wide planting beds to enhance the buildings setting and provide seasonal interest.

A Landscaping Strategy and planting plan has been submitted with the application, which shows two amenity areas; firstly the existing planting to the north of the existing retail area facing Buckingham Ave, which is to be retained. The new planting areas are to the east facing Liverpool Rd, south along Bedford Ave and the proposed car parking area, and west facing Bradford Rd. Along Liverpool Rd a row of trees give an avenue effect and continue the established tree cover elsewhere along this route. Similarly, there is proposed tree planting at the entrance to Bedford Ave and at Bradford Rd. The majority of the new planting is large areas of shrubs around the perimeter of the site, areas of landscaping enclosing a seating area at the rear of the hotel, and screening bin- stores. It is considered that as long as the landscaped areas are well maintained, they provide a suitable setting for the scheme, softening the edges of the development, and providing some screening of car parking and utilities. Due to the importance of this site in relation to main roads through the Slough Trading estate, it is considered vital that the proposed landscaping is well maintained, with planting replaced where there are any losses. For this reason a condition is proposed requiring the applicant to provide a landscape maintenance plan which will be adhered to for the lifetime of the building.

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) There are no residential properties in close proximity to the application site. It is surrounded by the existing retail units facing Buckingham Ave, to the north, business premises, unused buildings and open space to the east, the railway to the south and business premises to the west . The proposed development is 4no storeys in height, so will not appear overbearing in a locality containing a wide range of building scales and sizes.

- b) One objection has been received in relation to a problem of prostitution in the area, however it is considered that this is an issue for the management of the hotel. The area is intended to act as a service hub for the Slough Trading estate, including the provision of convenient hotel space for visitors to the Trading estate and staff.

11.0 **Transport, Highways and Parking**

- 11.1 Subject to the agreeing of the Section 106 and the S278 works, no highway objection is raised.

12.0 **Sustainability**

- 12.1 The scheme has been designed to minimise energy use and the emission carbon dioxide. The BREEAM pre assessment (April 2016) prepared by Hoar Lee demonstrates that a rating of “very good “ can be achieved.

13.0 **Noise**

- 13.1 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.
- 13.2 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.
- 13.3 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.
- 13.4 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.

14.0 **Air Quality/Electric Car Infrastructure**

- 14.1 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.

15.0 **Land Contamination**

- 15.1 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.
- 15.2 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.
- 15.3 A geotechnical assessment has been provided by Delta-Simons Environmental consultants Ltd. The report concludes that, with regard to potential soil and groundwater contamination, issues and associated liabilities, the site represents a low risk status and is an investment opportunity. The Council's Land Contamination Officer has been consulted on the proposals for the site. The response will be provided on the amendment sheets.

16.0 **Flood Risk & Sustainable Drainage System**

- 16.1 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 been submitted with this application and is currently being assessed by the Council's Drainage Engineer. An update will be given on the Amendment Sheet.
- 16.2 The site falls below the 1ha threshold set out in Footnote 20 of the NPPF where a site specific flood risk assessment is required. However, a Flood risk assessment was prepared by John Tooke and Partners and has been submitted with this application. The strategy details how 2no soakaway tanks of a gross volume of 112m³ would be used. The peak runoff rate from the proposed development for a storm event of 100 year period with 30% increase as a result of climate change is 9.8 l/s, which is approximately 30% of the runoff expected from the existing site for a 1 year storm events. The runoff volume from the proposed development will be significantly less than that from the existing site for a 1 year storm event. As such it is considered that the development makes suitable provision for the management of surface water run off in accordance with the relevant guidance in the NPPF, PPG, Core Policy 8 of the Slough Core Strategy. The

17.0 **Archaeology**

- 17.1 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.....”*

The comments from Berkshire County Council demonstrate that the necessary investigation work has been undertaken and no further action is required.

18.0 **S106 Agreement**

- 18.1 Highways have specified that the applicant will need to enter into a Section 106 agreement with Slough Borough Council. This S106 will obligate the developer to enter into a Section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule as follows :

The highways schedule includes:

- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications (as necessary);
- Construction of a retaining wall around the site (as necessary);
- Drainage connections (as necessary);
- Construction and dedication as highway maintainable at the public expense, free of charge, of a widened footway between the Liverpool Road refuse and agreed location on Bedford Avenue for the creation of a shared use footway/cycleway;
- Alterations to footway in vicinity of Buckingham Avenue Centre junction (this may not be on the adopted highway);
- Tactile paving along Bradford Road and build-out on Bradford Road (this may not be on the adopted highway);
- Amendments to site accesses (as necessary);

The transport schedule includes:

- Travel Plan;
- Travel Plan Contribution of £4,500;

- TRICS SAM Monitoring;
- RTPI screen within the hotel lobby;
- Buckingham centre car park including retail car park for this site should be ParkMark compliant and maintained at this standard going forward;

Other matters to be covered in the S106 agreement or by condition :

BREEAM very good
SuDS Maintenance

19.0 **PART C: RECOMMENDATION**

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

19.2 It is therefore recommended that the application is 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.

20.0 **PROPOSED 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 **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 Pilling Method Statement

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. Landscaping Strategy

The landscaping treatment shall be carried out in accordance with Drawing

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. Existing planting shown on the plans also to be retained .

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

11 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. The plan is to cover the entire lifetime of the proposed building .

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

12 Access

No part of the development shall be occupied until the southern access and hotel car park access provide vehicle visibility splays of 2.4m x 43m and pedestrian visibility splays of 2.4m x 2.4m have been provided on both sides of the accesses and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

13 Means of Access - No part of the development shall be occupied until the 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.

14 Redundant Means of Access - No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the plans to be submitted to and approved

in writing by the local planning authority and the works 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.

15 Car Parking

The scheme for parking and manoeuvring indicated 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 and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. 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.

16 Car Parking Security

No development shall commence until details of demonstrating how the principles of 'Safer Parking, will be incorporated and the subsequent 'Park Mark Award' will be achieved and maintained over the life time of the public parking facility have been submitted to and approved in writing. The development shall be carried out in accordance with the approved details, and shall not used until the Council has acknowledged in writing that it has received written confirmation of Safer Parking accreditation.

REASON: to ensure the development meets Design out crime requirements of Thames Police

17 Gates (to be confirmed by highways)

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.

18. Cycle Parking

No development shall be begun until details of the 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. To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway

19. 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.

20 Installation of CCTV

Prior to the occupation of the hotel, a CCTV operational strategy to be submitted to the LPA and approved in writing, then installed and be operational in compliance with the approved operational strategy.

REASON : to comply with Thames Police requirements

21. 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.

22. 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.

23 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.

24 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.

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 (or other operator) 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, or visit thameswater.co.uk/buildover .

Thames water recommends the installation of properly maintained fat traps on all catering establishments. They further recommend in line with best practice, the collection of waste oil by a contractor to recycle for the production of bio-diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewerage flooding and pollution of local watercourses.

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.

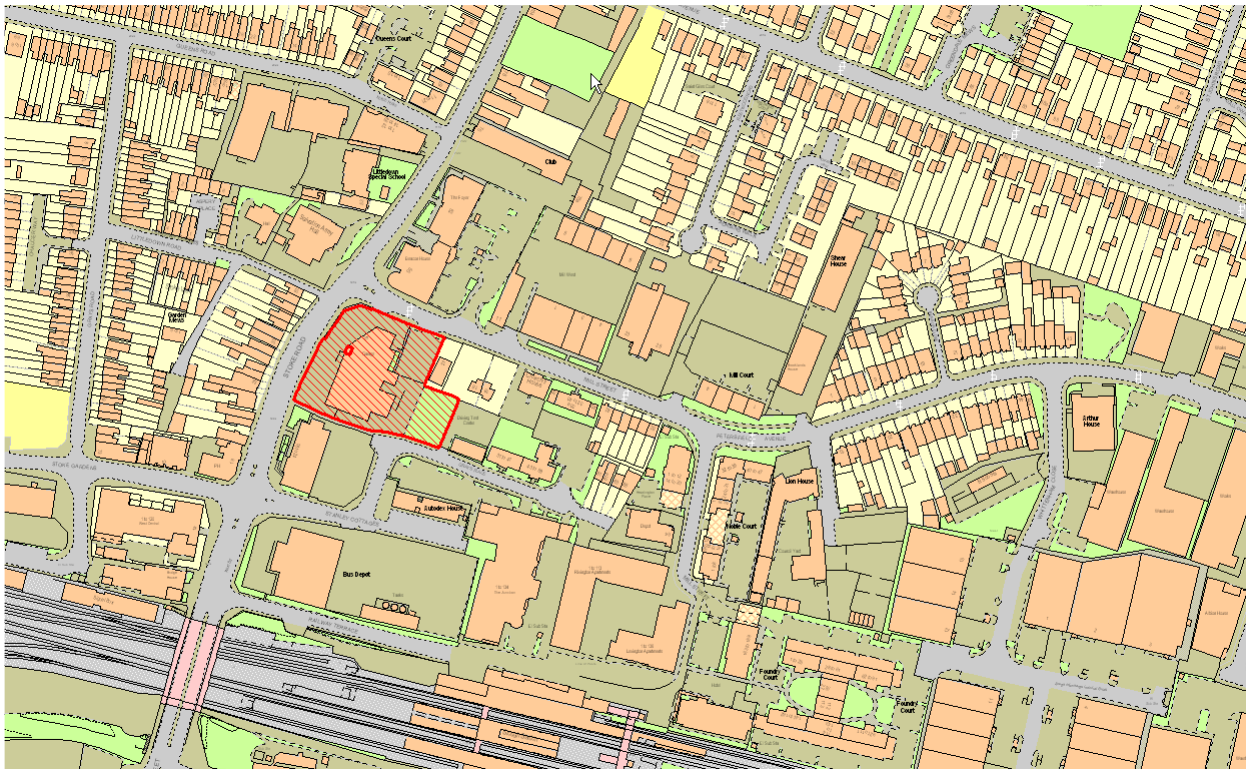
WASTE- Thames water advise that with regard to sewerage infrastructure, there are no capacity concerns in relation to this planning application. The proposed foul water drainage strategy involves disposing of flows by gravity to the existing foul water manhole SU95814101 in Bradford Rd. Should the development proposal change, Thames Water would need to be reconsulted.

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 is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 is required to be entered into before the consent can be issued.

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Registration Date:	20 th May 2016	Applic. No:	P/00731/027
Officer:	Mr. Albertini	Ward:	Central
		Applic type:	Major
		13 week date:	19 th August 2016
Applicant:	Mr. Ronald Lask, Howsen Ltd		
Agent:	Sabine Meilwes, Preston Bennett Hamptons, 37/41 Church Road, Stanmore, HA7 4AA		
Location:	26-40 Stoke Road, Slough, Berkshire, SL2 5AJ		
Proposal:	Demolition of garage building and redevelopment to provide 100 apartments with associated car parking and amenity space.		

Recommendation: Delegate to Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for approval

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Two buildings are proposed. The larger one L wrapped around Stoke Road and Mill Street rising to 7 storeys. The smaller building is 5 storeys and sits at the rear of the site facing Grays Place. The top floor is within a hipped roof with dormer windows. The main building steps down 3 storeys at its east side on Mill Street and the top two floors of the building are set back from the main elevation. Due to the drop in levels at the rear of the site the ground floor sits above the ground level by half a storey.
- 2.2 Accommodation comprises 72 two bedroom and 28 one bedroom apartments. 8 are accessible units. The smaller building contains 15 of the above mentioned apartments.
- 2.3 At the submission stage no affordable housing was offered but as part of negotiations on viability the applicant has now offered 15 social rent homes in the smaller building. This is 15 % of the total homes.
- 2.4 70 parking spaces are proposed partly in a basement (31) and partly at ground level with some under the smaller building. Space for 82 bikes is included with a room within the main building next to the main entrance or a store under the smaller. A delivery bay is also included.
- 2.5 Access will be from Grays Place with an exit on to Mill Street where the existing site access is. The access will be gated but provision will be made for pedestrian and cycle access through the site.
- 2.6 The main building has a main entrance on Stoke Road. It is set back from the footway 3 to 7 metres with railings and landscaping on the frontage. As the site falls away to the rear the ground floor sits above the adjacent footway and footpath.
- 2.7 Landscaping is shown within the site, on all frontages and on the east boundary with tree planting in selected places. Three trees of poor quality on the Mill Street frontage will be removed.
- 2.8 There is some communal amenity at the rear of the building. Most ground floor apartments will have their own amenity space. Balconies, either cantilevered or inset, or terraces are provided for most apartments.
- 2.9 Elevational treatment will be contemporary in style using primarily brick with limited amounts of timber cladding and render. Main windows will be deep. Facades are broken up with insets, protruding or inset balconies and, on some elevations, fins and louvres. For the first to fourth floors louvres are proposed; horizontal on the west, Stoke Road elevation and vertical for the north, Mill St. elevation. The louvres

are intended to add interest and also help protect privacy. The shade of brick will vary with the ground floor being a darker shade. Red is intended to feature as a brick colour although a 'multi' type brick is proposed which has various colours. The brick will be non traditional long and shallow in terms of shape. Bronze colour railings and louvres are proposed.

2.10 To support the application the following have been submitted Planning Statement, Design and Access Statement, Transport Assessment, Ground Investigation, Tree report, Flood Risk assessment, day/sun light assessment plus a viability study.

3.0 **Application Site**

3.1 This L shaped site is about 300 m from Slough Station. The existing generally two storey building was used by car dealer but is now vacant. The site falls about 1.6 metres from Stoke Road to the rear of the site.

3.2 Opposite are two or two and half storey homes with commercial uses on the ground floor of some buildings. Opposite to the north is an office building with 4 quite tall storeys and a higher corner entrance tower. To the south is a footpath with 4/5 storey office beyond. On Mill Street to the east is two storey office and on the Grays Place frontage the former driving test centre single storey building sits to the east.

3.3 Two trees overhang the east boundary and there are 3 poor quality trees on the Mill St boundary.

4.0 **Site History**

4.1 Change of use from showroom to gym. Approved Aug 15 (not implemented). Various minor applications or extensions related to showroom use 2011 and before.

5.0 **Neighbour Notification**

5.1 Stoke Road 25 – 51 odd 18-24, 50, Salvation Army
Mill St 11, 12,16,18
Grays Place 31-41 odd; Driving Test Centre.; Autodex House

5.2 No responses received.

6.0 **Consultation**

6.1 **Traffic /Highways**

There will be some increase in traffic compared to the former use of the site. This can be mitigated by a financial contribution towards the Stoke Road/Mill Street junction improvement (toucan crossing) and encouraging non car modes of travel through a travel plan and allowing cycle and pedestrian access through the rear of the site. In addition land to be dedicated for highway widening (Stoke Road); residents to be restricted from parking permits; minor off site works re access.

Some minor layout changes requested.

6.2 Environmental Quality

Full comments to follow. Standard conditions re soil contamination to be applied.

6.3 Thames Water

No objection but request condition regarding foul drainage.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site falls within an existing business area and the town centre area on the Proposals Map 2010. It is also part of a Selected Key Location that provides for relaxation of the Core Strategy policy of protecting existing business land. Relaxation is permitted if the proposal is for residential development, is comprehensively planned and rationalises the pedestrian network.

7.2 The proposal can be considered to comply with the above policy. The site is big enough to provide a residential development without significant compromises and it does not prevent adjoining sites being redeveloped in a sensible, comprehensive, way in the future. It also provides a pedestrian/cycle link through the site regarding rationalisation of the network.

7.3 In terms of affordable housing the proposal currently does not comply with adopted policy of 40% affordable housing. It is accepted that due to viability considerations this policy requirement can be relaxed. The proposed 15 % social rent affordable housing is acceptable in principle.

8.0 **Transport and Access**

8.1 Use of the existing access on Mill Street and a new access on Grays Place is acceptable. The through link allows refuse vehicles to access the site without reversing.

8.2 The extra travel demand compared to the previous use justifies improvements to the Stoke Road/Mill street junction and a travel plan to encourage non-car modes of travel.

8.3 The applicant has agreed the principle of the Council's request for allowing pedestrian and cycle access. This is part of a proposal to create a safer and more attractive route than Stoke Road for accessing the station and town centre from the north in particular the proposed canal basin redevelopment scheme. This route would use the service road off Mill Street (and nearly opposite the site) that will in the future connect to St. Pauls Avenue. To the south the station can be accessed off Grays Place via a path through The Junction development at Railway Terrace.

- 8.4 Car parking is provided at a ratio of 0.7 spaces per home. This is acceptable as the site is near the railway station and retail area of the town centre. As the site is within the town centre area of the Local Plan there is scope to be flexible on parking. However parking on site is important to prevent further parking pressure on nearby streets.
- 8.5 Cycle parking is acceptable. The main store, within the building, is a particularly welcome feature as this is more secure than have a controlled entry door on the outside of the building. Some cycle lockers are provided in addition to stands which is also a welcome feature that allows greater security or flexibility over what is stored for example push chairs.
- 8.6 Part of the Stoke Road and Mill Street frontage is affected by a road widening line. The building is set back well behind this line and if implemented there will still be a buffer planting area between ground floor flats and the footway. Securing future dedication of the land is to be a planning obligation.

9.0 **Design and Layout Matters**

- 9.1 The height of the main building proposed will be much greater than the existing building but will be similar to those to the north and south. Furthermore further up Stoke Road, on the same side of the road, schemes have been approved or been applied for that are significantly higher than the existing two storey buildings. Consequently the principle of redevelopment of the east side of Stoke Road with large buildings is becoming established. The recent Northgate House replacement on the west side of Stoke Road, near to the railway bridge, is 7 storeys high.
- 9.2 The overall height of the building at 20.5 metres will be higher than adjacent buildings of 16.5 to the south and 15/16.5 m to the north. However along the Stoke Road frontage the height is less than 15m. The set-back of the building from the highway and set-back of the top two floors helps limit the effect on the appearance of Stoke Road in terms of town scape.
- 9.3 Amenity space is reasonable for an urban apartment building. The rear courtyard has landscape areas or trees amongst the parking area. The frontages all have a landscaping strip and some ground floor flats have their own amenity space outside their patio doors. Balconies or terraces for many flats contribute to the amenity provision. Bowyer open space is the nearest space for play which is 500 metres to the north of St. Pauls Ave.
- 9.4 In terms of community safety the rear car park will have barrier or gate such that vehicle entry can be controlled. However pedestrian access through the site is wanted by the Council as a wider community benefit for the neighbourhood. As this allows members of the public into the site the two main parking areas will have their own gates to increase security. The exterior parking and the access way through the site is well overlooked by windows in the development as is the rear entry door.
- 9.5 The existing path to the south is a short cut from Stoke Rd to Grays Place. This is relatively safe as it is a short. Straight link with good visibility and will be overlooked

by propose homes. However to protect the adjacent ground floor homes boundary railings are proposed.

- 9.6 In terms of appearance the main elevations building will be quite distinctive because of the fins and louvres proposed and the non traditional brick shape. Discussions continue regarding extent of louvres and balancing this with light to rooms and view out from rooms.
- 9.7 Overall the proposal is acceptable and complies with Local Plan EN 1 Design EN3 Landscaping Core Strategy 2006-2026 policy 8 Sustainability and the environment; policy 9 Natural and Built environment. Policy 12 community safety.

10.0 Residential Amenity

- 10.1 The only residential property affected is opposite on the west side of Stoke Road. The separation distance of 26 to 28 metres is adequate to protect privacy. Because of the height the outlook from the homes affected will change significantly but in a location on the edge of a town centre and where redevelopment is being promoted and is happening this is considered acceptable.
- 10.2 However it is still important to ensure existing homes have adequate day and sun light. The Council's consultant specialist has concluded that the conclusion of the applicants light study is reasonable. Some homes will notice a reduction in day light and receive less than the recommended amount of day light. The nationally accepted guideline is published by BRE 2011 but it is not a not a statutory standard. The BRE guidelines state that a limited number of variations from the individual standards are acceptable particularly in urban environments.
- 10.3 The 5 storey building at the rear has a more domestic scale suitable for Grays Place which has some residential property in it but not next to it. It has no impact on the living conditions of existing residents nearby. To the west planning permission has been granted for 14 flats (on the former driving test centre) and this will not be adversely affected by the proposal.
- 10.4 The northern elevation will be 17 metres from the existing office building opposite on Mill Street. This is quite close in terms of overlooking but this building to building distance is not unusual in streets near town centres.
- 10.5 Some of the windows within the new development at low level are unlikely to receive the recommended levels of day light but will receive acceptable sun light. Some rooms within the courtyard may experience relatively poor winter sun due to the southern wing of the building shading windows. As indicated above so deviation from the recommended standards is acceptable.
- 10.6 Discussions continue with regard to the louvres and any affect on light levels to some of the proposed rooms.

11.0 Section 106 Planning Obligation Matters

- Affordable Housing - 15 % social rent (based on mix proposed).

- A financial contribution for transport mitigation (contribution towards Stoke Road/Mill St junction improvement; travel plan monitoring).
- Travel Plan including TRICS surveys for Travel Plan monitoring.
- Car Parking Space allocation/management system (incl electric car bays)
This may be covered by condition only.
- Residents excluded from being eligible for existing or any future on-street resident parking permit scheme.
- Sign Sec. 278 Highway Agreement for works within the Highway
- Secure public right of way through rear of site for pedestrians and cyclists.
- Secure dedication free of charge of highway widening land.
- Financial contribution towards education facilities and local recreation facilities.
- Provision for a development viability review mechanism if a substantial start on construction is not made by a set date. The review would take account of costs and values to establish if a greater Section 106 package could be afforded closer to the Council's policy requirements. Inclusion of this provision is subject to the outcome of negotiations on the Sec 106 package.

PART C: RECOMMENDATION

Recommendation

Delegate to Planning Manager for approval subject to completion of a satisfactory Section 106 planning obligation agreement; resolution of outstanding matters referred to in the report, addition or alteration of planning conditions.

PART D: LIST OF CONDITIONS.

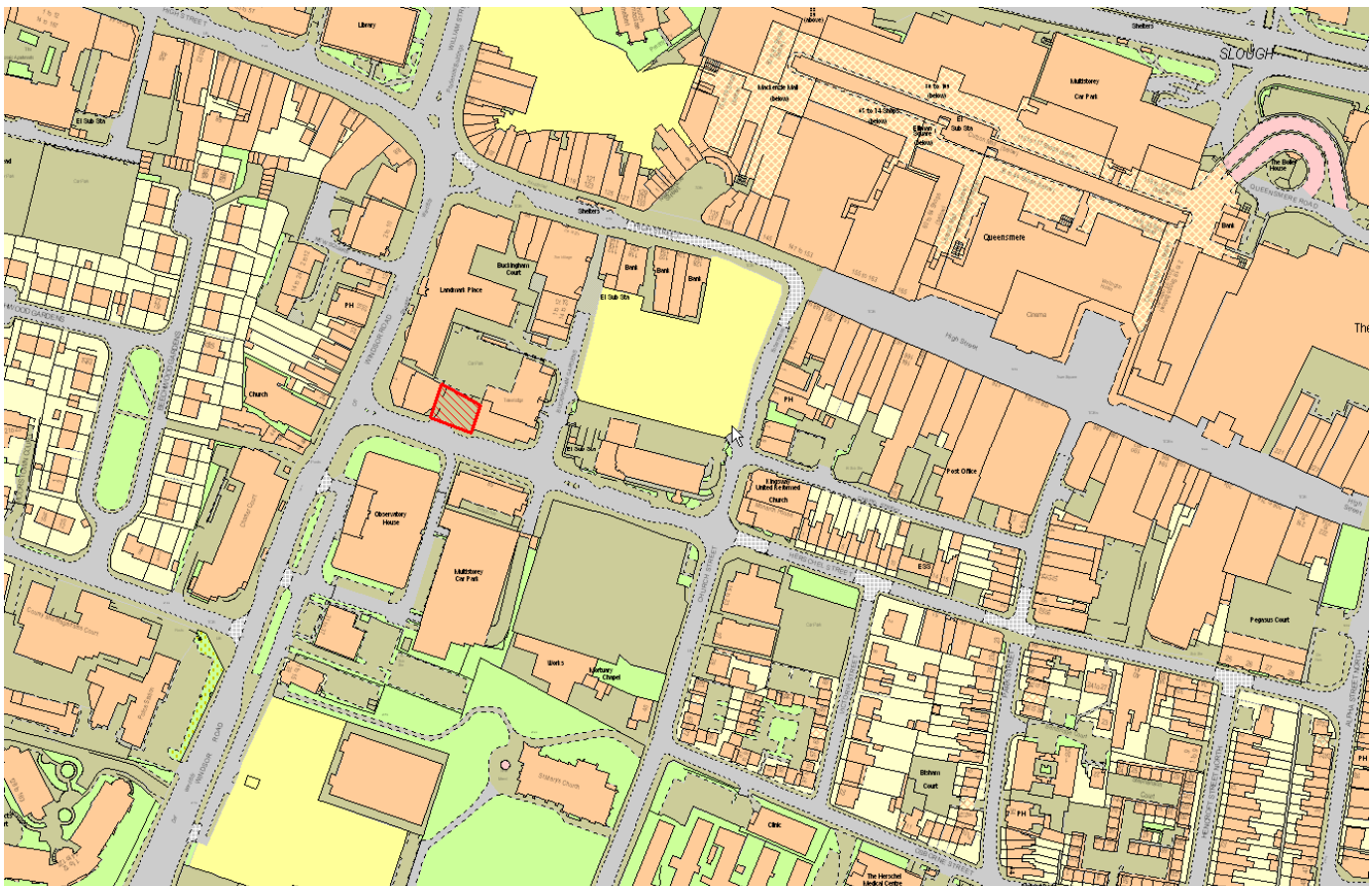
Full details to be on meeting amendment sheet

1. Time Limit
2. Drawings Approved
3. Materials
4. Bin Stores – provide
5. Cycle Store details
6. Boundary Treatment
7. Landscaping
8. Tree Protection
9. Surface Water Drainage
10. Floor levels re flood risk

11. Lighting
12. Noise attenuation (West elevation)
13. Soil Contamination
14. Foul Drainage
15. Access
16. Visibility Splays
17. Off Site Highway Works (if needed)
18. Internal access turning and parking
19. Car Park management scheme
20. Electric Vehicle Charging Points
21. Sustainable Development
22. Construction Management Scheme

Registration Date:	24/May 2016	Application. No:	P/02586/001
Officer:	Hilary Kernohan	Ward:	Central
		Application type:	Major
		13 week date:	23 rd August 2016
Applicant:	Albert Ogunsanya, Zyntax Chartered Architects, 8 Arborfield Close, Slough, SL1 2JW		
Agent:			
Location:	To rear of 7 Windsor Road, Slough, SL1 1Jl (fronting Herschel Street)		
Proposal:	Development of land to the rear of 7no Windsor Rd for a 9no storey building with basement for 24 no 2xbed residential flats, with associated bin and cycle storage, and 3no parking spaces to be retained , and annex office B1A) on the ground floor at rear.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, to agree revised drawings, to consider the revised information requested following consideration of outstanding consultations, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is full planning application for the construction of a 10no storey building including a ground floor and basement, on the site of an existing car park, to the rear of 7no Windsor Rd. The development is to comprise 24 no. 2xbed flats, a ground floor annex office, and associated car parking, bin and cycle storage, and basement floor plant room.
- 2.2 The application is accompanied by the following documents:
- Design and access statement
 - Block Plan Drg 01-14-19
 - Site Ground floor plan and elevations Drg 01-14-20 Rev D
 - Front elevation and Block Plan Drg 01-14-21 RevE
 - Floor Plans 01-14-22 Rev D
 - Sustainable drainage report
- 2.3 The schedule of accommodation is given as follows:

Floor	No. of Units	Unit Mix
Lower Ground	n/a	Plant room and cycle storage
Ground	n/a	Entrance lobby, Management office , fire escape lobby, bin stores
1 st -8 th floors	3 units per floor	All units 2no bed
Car park		All spaces for use of office at 7no Windsor Rd
Total	24	2 bed

- 2.4 Pedestrian access into the site will be via a door on Herschel Street. The existing vehicular access to the car park under 7no Windsor Road building, will now be via a roller shutter door access from Herschel Rd into a 3 car park - with the access to the ground floor car park of 7no Windsor Rd.
- 2.5 The refuse stores and secure cycle parking have been integrated into the block. Cycle parking is being provided on the basis of 1 lockable storage cupboard per

dwelling unit. There are no external amenity areas being provided due to lack of space. However the proposed apartments have balconies which is normally accepted in town centre sites.

3.0 **Application Site**

3.1 The application site is currently a vacant brownfield site, used as a car parking facility for the office building at 7no Windsor Rd. It is located within Slough Town Centre, approximately 100m from the primary shopping area. The proposed development shows both pedestrian and vehicular access onto Herschel St, a main east/west route running just south of the Slough High street shopping area.

3.2 Windsor Rd is one of the main roads accessing the centre of Slough, and is within 400m of the railway station. It also provides easy access to the M4, Windsor, Maidenhead, Heathrow and London.

4.0 **Relevant Site History**

4.1 The proposal was however subject to a pre application enquiry and response dated April 1st 2014. The proposal at that time was for 12no flatted units of various sizes. The pre application letter confirmed the suitability of the site for residential development. The pre app letter also requested the provision of a range of supporting information to be provided with the application when submitted including drawings, a design and access statement, a travel plan, a transport assessment, a sunlight and daylight assessment, drainage information, a noise impact assessment. Of these only a design and access statement and some of the plans have been provided with the current application.

An earlier version of the application was submitted on 10/12/15 which was for the construction of a 9no storey building with basement to accommodate 14no flats (2bed) and 10no apart–hotel suites, with parking provision and associated works. This has now been superseded by the current application.

5.0 **Neighbour Notification**

Neighbour notification letters were sent to :
Travelodge, 7 Windsor Rd, Observatory House, 58 Herschel St, and Landmark Place

5.1 There has been one representation received from:
Oury Clarke Chartered Accountants based at 58no Herschel St. They object to the proposal on grounds of inappropriate design, the impact on 7no Windsor Rd due to loss of light to windows on east facade, the inappropriate juxtaposition of a new building and an ancient office building. Poor design quality on the north side of Herschel St.

Local Planning Authority Response:

It is understood that the No 7 Windsor Rd site is fully appraised of this scheme. That address was used for the advertising of the scheme and they have also been directly consulted. The LPA are advised that the 7no Windsor Rd car park would continue to be accessed from the application site, via the roller shutter door

proposed on Herschel St. The LPA have been informally advised that it is the intention of the owners of No7 Windsor Rd to apply for the redevelopment of their site, and as they are the owners of the application site, they are not objecting to the application scheme. The design of the development has been appraised and is not found to be inappropriate in this location.

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 June 7th 2016. The application was advertised in the June 10th 2016 edition of The Slough Express.

6.2 Highways & Transport

Application Proposals

A planning application has been submitted for the construction of a nine floor (including basement) residential development. It will consist of 24 two bed residential flats and an office area. Refuse storage and the office will be located on the ground floor and cycle parking will be located in the basement. Three car parking spaces will be retained for use associated with the proposed office.

The site will be located on land at the rear of 7 Windsor Road, which is currently used as additional parking for the office building at 7 Windsor Road.

Trip Generation

A trip generation has not been carried out by the applicant as part of the planning application. Therefore the local highway authority has carried one out using the TRICS database. The below table includes the likely number of vehicle trips that will be generated by the site as well as the total number of person trips that will be generated. Daily trips for both the residential and office use are shown along with the total.

Residential use

Mode of Transport	Daily Trips		
	Arrive	Depart	Total
Vehicles	23	25	48
Total Person Trips	64	67	131

Office use

Mode of Transport	Daily Trips		
	Arrive	Depart	Total
Vehicles	3	3	6
Total Person Trips	8	8	16

Total use

Mode of Transport	Daily Trips		
	Arrive	Depart	Total
Vehicles	26	28	54
Total Person Trips	72	75	147

As can be seen from the above tables the development is likely to generate 54 daily vehicle trips and 147 daily total people movements. These additional movements will have an impact on the highway network and should be mitigated.

Vehicle Access

The current vehicle crossover and access point into the site will be retained, although it appears as though it is going to be narrowed slightly. These works are in principle acceptable but will require amendments to the bell mouth width and siting of the tactile paving. These works will need to be secured through a S278/ Minor Highways Works Agreement.

The access will be used for both the proposed site and the adjoining site at 7 Windsor Road as the access to their car park.

It was proposed that roller shutter gates will be implemented at the access point to the proposed development from Herschel Street, this was considered unacceptable as it may have resulted in vehicles waiting on Herschel Street to enter the site and causing an obstruction on an already busy road. The layout has been amended so that vehicles can come off the road and sit inside the building while they wait for the shutter door to open. The roller shutters should be implemented at the access point from the development site into the undercroft parking for 7 Windsor Road, this should discourage antisocial behaviour and cars being left overnight. The plans have been amended to meet this requirement.

Car Parking

The development is located in the town centre and therefore has a minimum parking requirement of nil. The applicant is providing no parking for the residential use, which is acceptable on Policy grounds. To ensure that residents do not then park on the surrounding roads a s106 obligation should be secured which will prohibit any residents of the development from being eligible to receive an on-street residents parking permit. If future occupiers require parking they will need to purchase a season ticket in one of the off-street car parks.

It was requested that the developer should contribute towards funding a car club in the immediate Windsor Road area to which a contribution of £30,000 would be appropriate, however, due to the availability of public car parks, this will not be pursued.

Three of the car parking spaces that are currently provided on the site will be retained. These will be for the use of staff in the existing office. The parking spaces on the plans have been measured and they are found to measure 2.4 x 4.8m with a 6m aisle behind.

Comments on the revised scheme

The Eurobins are now fully contained within a ground floor store, and the vehicular access and undercroft to the west side of the building is now of sufficient height and scale to allow a refuse lorry to reverse into the building to allow for waste collection, without blocking the highway.

- detriment of public and highway safety. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policy T3 of the Slough Local Plan 2004.
- The proposed access is at a point where pedestrian visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policy T3 of the Slough Local Plan 2004.

Section 106, conditions and informatives would apply:

Section 106 Agreement

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement / Minor Highways Work agreement for the satisfactory implementation of the work identified in the highways schedule and for the contributions / obligations set out in the transport schedule.

The contributions schedule includes:

- £30,000 transport contribution to Windsor Road car club scheme (prior to commencement)- this has now been amended to an education contribution
- Residents of the development ineligible to receive on-street parking permits in any existing or future on street parking scheme.

The highways schedule includes:

- Amendments to the existing bell-mouth junction;
- Re-siting of the tactile paving;
- Drainage connections (as necessary);

6.3 Land Contamination

The proposed development is located within 250m of 15no potentially contaminated sites, 6no with disused tank entries, and one area formerly undergoing mineral extraction. Based on the above information, it is anticipated that the prevalent risk associated with the proposed works could be ground gas/hydrocarbon vapours migration and intrusion into the residential development. In view of this, further information is required in order to ensure that there are no unacceptable risks to human health receptors. Conditions, provided at the end of this report, are recommended.

6.4 SuDS comments

There is no information on the discharge of roof water within the application. The developer needs to look at the following:

- The use of Sustainable Drainage Systems is seen as a primary objective of Government and should be applied whenever practically and technically feasible. SuDS: manage runoff flow rates using infiltration and the retention of storm water; are sympathetic to the environment; can provide habitat to wildlife in urban areas; encourage natural ground water recharge; manage pollution at its source thus protecting water sources from pollution (MfS 11.4

12-13).

- Guidance on SUDS is available in the Interim Code of Practice for Sustainable Urban Drainage Systems, Part H of the Building Regulations and Sewers for Adoption 6th Edition (MfS 11.4 14).

A SuDS report was submitted to the LPA on July 14th 2016, and it is currently with the Drainage section for review. A draft condition is enclosed in this report, however it is hoped that the update sheet on this committee report will contain details of the agreement of the SuDS strategy for this application.

6.5 Drainage

A full drainage philosophy plus layout and calculations will need to be provided for approval prior to construction works commencing on site. The philosophy should include the existing site drainage scenario, the proposal for the site drainage detailing the use of SuDS systems, and any proposed connection to a Thames Water sewer with confirmation their approval and allowable discharge rate. A condition is provided at the end of this report.

6.6 Air Quality

1. The construction of a residential development lies adjacent to the town centre AQMA means that air quality impacts need to be carefully weighted and suitably mitigated in a manner that is proportionate to the development.
2. The location of the site means noise from road traffic is also a material consideration.

The first question is an Air Quality Assessment Required?

The answer is no

3. This is based on IAQM guidance. Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)

A two stage approach is advocated: Stage 1 Criteria two key criteria to be met before proceeding to stage 2:

Stage 1 Criteria - If any of the following apply

- A) Is development 10 or more residential units/or a residential site area or more than 0.5ha/or more than 1000m² of floor space for all other uses/or a site area greater than 1ha? (YES)

AND

- B) The development has more than 10 parking spaces/or the development will have a centralised energy facility or other centralised combustion process (NO)

The development only has 3 parking spaces.

4. We have a draft Low Emission Strategy Programme, and an existing Air Quality Action Plan covering AQMA 3 (Tuns Lane) which includes a requirement for Public EV provision and Electric EV car club provision across the Borough. The total programme for EV public infrastructure provision (fast

and rapid) and EV car club 'Borough Wide' is approximately £2million. This programme will be formally implemented within our Low Emission Strategy in Summer 2016. We are seeking S106 contributions, from developments that impact on our local air quality management areas, towards this programme, the contribution will be based on (Offsetting Emission Approach) as advocated by IAQM guidance Section 5.11 – 5.15.

5. We will be seeking a S106 contribution based on trip generation from all vehicles using the site whether for commercial or residential purposes or for promoting sustainable forms of travel within the Town Centre AQMA or other AQMAs.
6. Additionally we also expect on site mitigation to reduce the impact of boiler and road generated emissions on our existing air quality management area.

The guidance I refer to is the Institute of Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)

Principles of Good Practice IAQM

Design + Construction Phase

- New development should not contravene the Council's Air Quality Action Plan or render the mitigation measure unworkable
- New development should be designed to minimise public exposure to pollution sources, by locating habitable rooms away from busy roads.

The Council's Air Quality Action Plan 2012 advocates the following measures relevant to this development

- Securing financial contributions from development proposals for improving transport links, developing transport hubs (Slough Town Centre, and Slough Trading Estate) and improving the Borough's railway stations. (The EV programme is aimed at supporting the LSTF smarter travel project and actually builds onto this project). The Council wants to build EV transport hubs at all these strategic locations. These measures will support our Low Emission Strategy and objectives reducing NOx and PM emissions.
- Promoting Sustainable forms of travel: Promotion of electric/low emission vehicles; provision of electric vehicle recharging points in Council car parks, and, where possible, in new development. Our Low Emission Programme also considers on street EV charging points.
- Explore potential for future town centre residents' car club; we have expanded our ambitions to look at Borough wide EV car club.

A number of conditions are proposed in relation to the production of a Construction and management plan, and the need for the provision of a 1EV Mode 3 fast charger.

6.7 **Noise**

A condition is required for the protection of residents against excessive road traffic noise, provided below.

6.8 **Affordable housing contributions**

Based on all 24 x 2 bed apartments I calculate the commuted sum as £323,400

Affordable Housing - revised scheme all 2bed flats

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
1BF			£39,600	£0
2BF	24	7	£46,200	£323,400
Total	24	7		

6.9 **Education contributions**

This application provides no amenity space for future residents. In lieu of a contribution toward amenity space, a contribution towards education requirements is required as follows : 24no x 2bed (£4828x24) = £115,875.

6.10 **Thames Valley Police Crime Prevention (comments on revised scheme)**

It is noted that the revised proposed includes some of the recommendation made in report P/02586/001, however, opportunities to design out crime and to promote community safety remain. Further detail is required with regard to the physical security and access control of this development. To ensure that these opportunities are not missed I will be ask that the remaining concerns, critically regarding the physical security of the development, access control and associated management plans and policies, be dealt with via 'planning conditions'. If the following can be addressed via condition, then there would be objection to the development.

Comments are clarified in the following observations;

- It is noted from the plans provided that the commercial car parking area will be secured via roller shutter, however no details as to how this will be managed have been provided. If the roller shutter is closed during normal office hours I cannot identify where employee vehicles will wait as the shutter opens. If the shutter will held open during peak times and office hours the secluded parking area and residential fire exit will remain vulnerable. Car parks that aren't secure, are extremely vulnerable to criminal activities attract anti-social behaviour, and can become a place for the homeless to sleep or shelter (the applicant acknowledges that this area is prone to street drinking and rough sleeping). If access control and management practices are not affectively combined to prevent unauthorised access, this could facilitate criminal activity. I ask that every effort be made to prevent unauthorised access into this private space via robust management operation of the secure roller shutters. (please refer to Objection P/02586/001, where I advised the car park access *must be protected by electronic gates or shutters. These measures must incorporate an access control system that allows authorised access, where the driver can operate the system without leaving the*

vehicle).

Physical security of dwellings – Given the higher than average crime and ASB issues in the areas, if robust access control is not designed in to this development I would have fundamental concerns that access into/ out off the residential and adjoining commercial car parking areas would be excessively permeable providing a legitimate excuse for individuals to be in private areas where they have no right to be, creating opportunity for crime, ASB and raising the fear of crime. In addition, the lack of natural surveillance within the core areas of the apartment blocks increases the need to maintain ownership of these areas via physical security measures.

3 no further conditions are proposed by the Crime prevention officer- these are provided in the conditions and informative sections below.

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
 - Amenity
 - Sustainability
 - Noise
 - Air Quality
 - Land contamination
 - Flood Risk & Sustainable Drainage System

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. The site is within Slough Town Centre.
- 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 principle of flats on this town centre site is accepted. 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 24 units are accommodated in a rectangular shaped block with an area of undercroft parking to the front left (SW) of the site. The frontage section of the block measures circa19m wide and circa13m deep, with the front aspect onto Herschel

Road. There are 3no parking spaces under the building, with the undercroft also providing access to the car park of 7no Windsor Rd.

- 9.5 The building is 10no storeys high, including a ground floor and a basement. The materials have been conditioned, requesting samples to be provided at the Committee meeting to ensure a suitable pallet and high quality finish.
- 9.6 The design of the building is considered to be acceptable in principal, although careful consideration needs to be given to the use of materials both in terms of bricks and cladding .These will need to be of high quality comparable to materials used on other quality town centre buildings. No objection has been received from either the Travelodge or 7no Windsor in relation to the proximity of the development to those properties, and indeed the proposed site provides an access into No 7 Windsor Rd. To the north of the building, there is considered to be an adequate distance 37m between the application proposals and adjacent buildings to the north. One objection has been received from offices premises on Herschel Rd, however it is considered that with the proposed development slightly lower (0.2m) than the tallest section of the adjacent Travelodge, this is not considered to be excessive.

Landscaping

- 9.7 There is very limited space around the building, however no plan has been provided to show the intentions of the developer.

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 proposed building is 750 mm from the side wall of Travelodge and 600mm from the side wall of No 7 Windsor Rd. The front of the building faces Herschel St at a distance of approx 23 m and to the rear an office block is at a distance of some 34m.
 - b) There has been one objection from a neighbour on the south side of Herchel

Road in relation to the building scale and materials. However the proposals are the same height as the Travelodge on the adjacent site to the east, and materials are yet to be approved.

11.0 **Transport, Highways and Parking**

11.1 The enclosed highways report provides a range of conditions required to bring the development to an acceptable standard. The applicants have been asked to provide an access undercroft of 4.5m height, and crime prevention require a roller shutter barrier into the car park. Revised plans are now considered acceptable.

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 the proposed development of 2 bed flats is appropriate, as there is a significant over provision of 1 bed flats in Slough.

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. Where the size of the proposed development is less than 24 units, the affordable housing contribution can be via mean of a commuted sum in a section 106 agreement. The proposed contribution is for £323,400, which would be part of a Section 106 agreement, to which the applicant has agreed.

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, and meet the Council’s Flat Conversion Guidelines.

13.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. The installation of obscure glass may be appropriate in places to protect privacy.

Amenity

13.4 The proposal is for a mix of studios, one and two bedroom flats. It is proposed that each of the units would have their own private balcony and that a common private amenity space would be provided.

13.5 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 this would constitute an acceptable level of provision for this town centre site.

14.0 **Sustainability**

14.1 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. No sustainability statement has been provided. 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

14.2 In relation to the provision of a sustainability strategy. the applicant has advised that:

- To minimise energy all lighting will be low energy LED type, with motion sensors in hallways, and a daylight sensor on external walls
- Low consumption sanitary fittings and controls such as spray taps , low flow shower heads , and ultra low flush toilets will be used
- Renewable energy – no proposals

It is considered that further detail is required and will be conditioned.

15.0 **Noise**

15.1 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.

15.2 No Noise Assessment has been provided by the applicants. The Environmental quality consultation specifies a proposed condition ensuring appropriate noise mitigation standards are met in the construction of the building.

16.0 **Air Quality / Electric Car Infrastructure**

16.1 The site lies within the Town Centre Air Quality Management Area (AQMA). The site lies very close to railway station and bus station, has excellent public transport links. No car parking is being provided for the future residents of the proposed development; however a new electric charging point provision needs to be made available to the users of the 7no Windsor Rd car park, which is to be accessed through the undercroft of this proposed new building. 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. A request has been made by the Environmental Quality Manager for a contribution of £30k towards the establishment of a Town Centre Car club, however, in this instance it is considered that the required financial contribution should be applied to educational development and affordable housing in the town.

17.0 **Land Contamination**

17.1 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.

17.2 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.

17.3 The Council's Land Contamination Officer has been consulted on the proposals for the site and has recommended the incorporation of conditions into any consent.

18.0 **Flood Risk & Sustainable Drainage System**

18.1 Flood risk is not applicable, as the site does not fall within the flood risk zone –A condition is proposed in relation to SuDS provided below.

19.0 **Section 106**

19.1 Requirements :

- Affordable housing contribution - £323,400
- Education Contribution - £115,875
- Residents of the development to be ineligible to receive on-street parking permits in any existing future on-street parking scheme
- Obligation to enter into S278 agreement in relation to Minor highways works including
 - Increase in size of lift shaft to enable full men's bike access 1.8m
 - Relocation of roller shutter to the entrance of the undercroft parking at Herschel Rd
 - Amendments to existing bell mouth junction
 - Amendments to the visibility spays to show 2.4m x2.4m
 - Tracking for the delivery vehicles to reverse into the site
 - Re-siting of tactile paving
 - Drainage connections as necessary
 - Over-sailing licence as necessary

- 19.2 The contribution schedule will include:
- Provision of welcome packs to residents produced in accordance with the template to be provided by Slough Borough Council;
 - 1 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.

20.0 **PART C: RECOMMENDATION**

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., and is therefore recommended to delegate the application to the planning manager for approval, subject to the signing of a S106 agreement and the following conditions:

21.0 **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:

- Block Plan Drg 01-14-19
- Site Ground floor plan and elevations Drg 01-14-20 Rev D
- Front elevation and Block Plan Drg 01-14-21 RevE
- Floor Plans 01-14-22 Rev D

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 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.

11. New Means of Access

No part of the development shall not commence until the new means of access has been altered 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.

12. 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.

13 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, and convenience of users of the highway and of the access . This is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

14. 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, with a minimum floor to ceiling height of 2.4m. The reversing area for large vehicles into the building without blocking the highway, will be retained throughout the lifetime of the building.

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.

15. Cycle Parking

No occupation of the development shall occur until cycle stores for each flat measuring a minimum of 2m in length, 2m in height, and 0.9 m in width shall be provided, one per apartment, with secure lockable doors. The cycle storage areas shall only be accessible from secure areas of the building. The cycle parking shall be provided in accordance with these details, 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

16. The Lift

The lift shaft shall extend below the basement floor so that the basement storage area shall be served by the lift. The lift shall be large enough to carry a full size men's bicycle in a horizontal position min 1.8m length.

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

17 Height of Vehicular Access to Building

The height of the vehicle access shall be a minimum of 4.5m between car park surface level and the lowest point of the building to allow service vehicle access under the building.

REASON: To enable servicing of the development off the public highway in the interests of highway safety

18 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.

19 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.

20 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.

21 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.

22 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.

23 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

24 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.

25 SuDS

Prior to commencement on site, A full drainage philosophy plus layout and calculations will need to be approved in writing by the LPA.-any proposed connection to a Thames Water sewer with confirmation of their approval their approval and allowable discharge rate.

REASON: To comply with Code of practice for sustainable urban drainage systems, Part H of the Building regulations and sewers fro Adoption 6th Edition

26 Noise condition

Prior to commencement on site, the applicant shall design a sound insulation and ventilation scheme for the new development to protect future occupiers and guests being unreasonably affected by excessive road traffic noise on Windsor Rd. The scheme shall be designed to BS 8233 Guidance on the Sound Insulation and noise reduction for buildings Table 4 Indoor ambient noise levels for dwellings and \Table H.3 Indoor Ambient Noise ranges for hotel bedrooms.

REASON: To protect residents against excessive road noise

27 Gas Boilers

All gas fired boilers to meet a standard of <40 mgNOx/kWh.

REASON: In compliance with Slough LDF 2006-2026 Core Policy 8

28 Car Park Access Plan

Prior to the first occupation of the residential development, details of the the Car park access Management Plan be submitted and approved in writing, this should include the operation of the car park entrance vehicle and pedestrian access/egress.

REASON: To avoid unauthorised access into the secluded area and access to residential fire exit. To comply with the requirements of Secure by Design

29 Concierge management Plan: Prior to the first occupation of the residential development, details of the proposed concierge sustainability, operation, operational hours and responsibilities be documented within the development's Management Plan, to be submitted and approved.

REASON: Sustain high quality secure development during life time of the development.

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

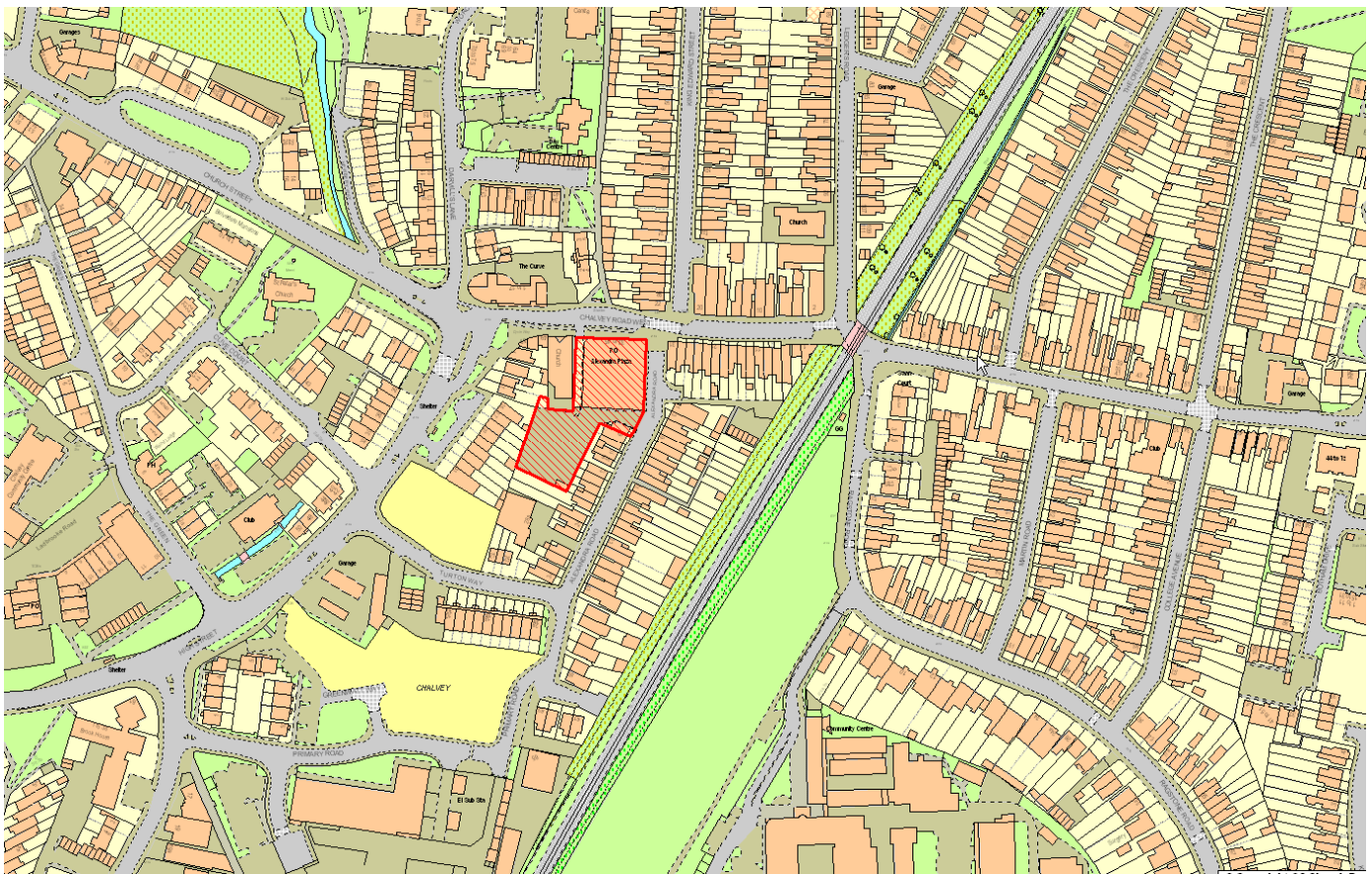
construction of the new unit/s.

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 is required to be entered into as part of any consent for the application proposals.
13. To meet the requirements of full **Secured by Design Accreditation**, the following advice is provided :
 - External communal entrance- given the higher than average crime rates in the area, all external and internal communal entrance doors need to 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 and storing 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 to enter the building and up to their flat.
 - Refuse doors must also meet the requirements of PAS24 or equivalent standard and include electronic remote release locking system.
 - 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 create the secure 'air lock lobby isolating the lobby 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.
 - Postal deliveries: Will the postal deliveries will be managed my concierge within reception. This must be clarified prior to commencement, due to the extreme potential for postal areas to be used to access the core of the building

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Registration Date:	4 th March 2016	Applic. No:	P/08040/018
Officer:	Neetal Rajput	Ward:	Chalvey
		Applic type:	Major
		13 week date:	3 rd June 2016
Applicant:	A. A & Sons Ltd		
Agent:	Christopher Wickham, Christopher Wickham Associates, 35 High Street, Highgate, London, N6 5JT		
Location:	Alexandra Plaza, 33 Chalvey Road West, Slough, SL1 2NJ		
Proposal:	Demolition of 4 Alexandra Road (as previously approved) construction of courtyard infill extension at first floor level, construction of roof extension and (previously approved) staircase extension, to provide reconfigured offices and retail storage at first floor level, and 32 no self contained flats at first, second and third floor levels, with associated elevational changes, and realigned access to Alexandra Road (as previously approved).		

Recommendation: Refusal



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be refused, for the reasons set out in this report.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is full planning application for the demolition of 4 Alexandra Road (as previously approved), the construction of a courtyard infill extension at first floor level, construction of roof extension and (previously approved) staircase extension, to provide reconfigured offices and retail storage at first floor level, and 32 no self contained flats at first, second and third floor levels, with associated elevational changes and realigned access to Alexandra Road (as previously approved).
- 2.2 The schedule of accommodation is given as follows:

Floor	No. of residential Units	Unit Mix
Ground		Retail units as exiting
First	11	11x 1 bed units, offices, staff toilets, and cycle stores, central retail storage 300m ²
Second	14	4no studios, 5x1 bed and 5no 2 bed
Third	7	2x1bed and 5x 2 bed
Total	32no	4no. x studio, 18no. x 1 bed, 10 no. x 2 bed,

- 2.3 Cycle parking has been integrated into the blocks. Cycle parking is being provided on the basis of 1 cycle space per dwelling unit, plus 1 for visitors. Refuse space is within the car parking area. Car parking is through designated units within the existing supermarket car park. With the exception of three of the proposed units on the 3rd floor, none of the proposed apartments have external space or balconies. There is no amenity space on the site.
- 2.4 In summary the application proposal is to :
- Retain the existing retail use on the ground floor
 - Conversion of the 1st floor to provide retail storage in a new extension covering the current central courtyard, to replace the existing storage located on the northern and eastern sides of the 1st floor. The creation of 11no flats through the reduction of the existing office areas, and change of use of the existing storage areas
 - The development of the currently incomplete and undeveloped vacant 2nd floor, to provide 14no apartments

- The construction of an additional floor, set back from Chalvey Rd and the Alexandra Rd elevations to provide 7no self contained flats.
- This is an overall residential mix of 4no studio flats, 18no 1 bed flats, and 10no 2 bed flats
- The construction of a stairway extension on the south elevation of the building as previously approved
- The demolition of 4no Alexandra Rd to facilitate the re-alignment of the vehicular access onto Alexandra Rd, as previously approved
- Associated alterations to the buildings main external and inward facing elevations
- Minor changes to the layout of the existing car park to provide refuse storage, and to reserve 12no parking spaces for unallocated use by residents of the proposed development.

2.5 The application is accompanied by the following documents:

- Design and access statement
- Daylight and sunlight report
- Location plan 14/08/01
- Existing floor plans /elevations
- Proposed ground floor plans
- Proposed first floor plans 14/08/41
- Proposed 2nd floor plan 14/08/42
- Proposed 3rd floor plan 14/08/43
- Proposed elevations drg 14/08/44
- Proposed courtyard elevation drg 14/08/45
- Proposed site plan drg 14/08/50
- Visual impact assessment drg 14/08/51
- Photomontage drg 14/08/42

3.0 **Application Site**

3.1 The application site lies to the SW of Slough Town centre, on the south side of Chalvey Road west, at the junction with Alexandra Rd. The site falls within the Chalvey High St Neighbourhood centre, and is currently occupied by a three storey building occupied by retail on the ground floor, with the offices of the supermarket on the first floor, along with storage, and the upper floors unfinished and vacant. The building has a square footprint, and encloses an internal courtyard above the roof of the retail area of the ground floor. At the existing roof level is a plant room, accessible by ladder.

3.2 The surrounding area is predominately residential (predominately 2no storey terraced houses) in character, however in this part of Chalvey Rd West, there is also a range of local retail, service and community uses. A church adjoins the western boundary of Alexandra Plaza. Along with the terrace housing there is also some taller flatted development.

4.0 **Relevant Site History**

4.1 P/08040/000 ERECTION OF A FOUR STOREY GUEST HOUSE COMPRISING 34

BEDROOMS AND 17 NO GROUND FLOOR PARKING SPACES

Refused 25-Jul-1989

P/08040/001 ERECTION OF A SUPERMARKET AND 9 NO. RETAIL SHOPS WITH A GUEST HOUSE ON THE FIRST AND SECOND FLOORS CONTAINING ANCILLARY FACILITIES INCLUDING 2 NO. STAFF FLAT 30 NO. BEDROOMS AND OFFICES ON THE CHALVEY ROAD WEST/ALEXANDRA ROAD JUNCTION ERECTION OF 10 NO. RESIDENTIAL UNITS ON THE ALEXANDRA ROAD FRONTAGE WITH CAR PARKING AND SERVICING ON THE LAND AT THE REAR (REVISED PLANS RECEIVED 13.08.89)

Approved with Conditions 07-Jun-1991

P/08040/002 ERECTION OF SUPERMARKET & SPLIT LEVEL CAR PARK WITH OFFICES ON THE FIRST FLOOR & GUEST HOUSE ON THE SECOND FLOOR TO BE USED AS AN EXTENSION TO THE DEVELOPMENT ALLOWED ON PERMISSION REF P8040/1.

Deemed Refusal 07-Sep-1991

P/08040/003 DEMOLITION OF EXISTING BUILDING AND ERECTION OF THREE STOREY BUILDING TO PROVIDE SUPERMARKET OFFICES AND GUEST HOUSE AS EXTENSION TO DEVELOPMENT APPROVED AT 33-41 CHALVEY ROAD WEST.

Deemed Refusal 30-Apr-1992

P/08040/004 THE CONSOLIDATION OF PLANNING APPLICATION P/08040/001, AND DOE APPEAL DECISION REF.NO. T/APP/V0320/A/92/204598/P7, DATED 22ND OCTOBER 1992, WITH MINOR ADJUSTMENTS TO INTERNAL ALTERATIONS, CHANGES TO FENESTRATION AND INFILL ADJUSTMENT TO SOUTH ELEVATION, TOGETHER WITH THE RELAXATION OF CONDITION 12 OF PLANNING PERMISSION P/08040/001

Approved with Conditions; Informatives 27-Jun-1995

P/08040/006 CONTINUED USE FOR A2 SOLICITORS OFFICE

Approved Unconditional 30-May-1996

P/08040/007 REMOVAL OF CONDITION NO 5 OF PLANNING PERMISSION P/08040/004 TO ALLOW RIGHT TURN MOVEMENTS FROM

CHALVEY ROAD WEST INTO SITE

Refused 27-Jun-1996

P/08040/008 RELAXATION OF CONDITION 12 OF PLANNING PERMISSION
P/8040/4 TO EXTEND HOURS OF OPENING

Approved with Conditions 01-Jul-1996

P/08040/009 RELAXATION OF CONDITION 7 OF PLANNING PERMISSION
P/8040/04 TO RETAIN EXISTING SURFACE CAR PARK

Approved with Conditions; Informatives 27-Jun-1996

P/08040/010 RELAXATION OF CONDITION TO ALLOW INTERIM TURNING
PROPOSAL TO SERVE GROUND FLOOR RETAIL UNITS

Refused 21-Jan-1998

P/08040/014 ALTERATIONS TO EXISTING HIGHWAY TO PROVIDE RIGHT
TURN LANE, TO ALLOW NON-COMPLIANCE WITH CONDITION 5
OF PLANNING PERMISSION P/08040/004 AMENDED PLANS
12/04/2000)

Approved with Conditions 20-Sep-2002

F/08040/017 PRIOR APPROVAL FOR CHANGE OF USE FROM CLASS B1(A)
OFFICES TO CLASS C3 RESIDENTIAL (18 NO. FLATS)

Prior Approval Not Required 02-May-2014

4.2 Pre-application Advice

Prior to submission of the application, the Applicant sought pre-application advice from the Local Planning Authority. This was provided by letter on 21/4/15

5.0 **Neighbour Notification**

4-10 Alexandra Rd
10a Alexandra Rd
12-26 Alexandra Rd
28a Alexandra Rd
15-31 High St Chalvey
1-7 High St Chalvey

49,51-53 and 53a Chalvey rd West
47 Chalvey Rd West
1-31 Chalvey Rd West
Flats 1-15 The Curve
26 Chalvey Rd West
2-5 The Fields
8-22 Chalvey Rd West
76-86 King Edward Street

- 5.1 A petition of 115 signatures has been received, objecting to the development, The addresses listed on this petition are mainly Turton Way, Alexandra Rd, King Edward St, Carmarthen Rd, Montem Lane which surround the application site. The petition states *“This is an excessive development in an already congested area .It already has serious issues with parking, traffic congestion, anti-social behaviour and pollution. These problems have a major impact on the residents quality of life- The very reason we supported the one way system in the area .Any addition development here will add to the existing problems and totally destroy the quality of local residents lives .We therefore request that the council addresses existing issues before allowing any further development in the area “*

A further 34no additional individual objections have been received.
A summary of the concerns listed in relation to the application is:

- Heavy traffic in the area /highly congested / impact on road safety
- Lack of adequate evacuation plan/fire escape
- Substantial anti-social behaviour in the locality
- Crime, Drugs and violence
- Over-crowding
- Extreme Lack of parking
- Late night disturbance/violence/late night disturbance
- Lack of local school places/ long waiting list
- Noise
- The height and bulk of the building
- Overshadowing /loss of privacy/overlooking directly into rooms/gardens
- Air pollution
- Deteriorating quality of life in the locality
- No green spaces for people here
- Reduction of quality of life for residents

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 5th April 2016. The application was advertised in the 8th April 2016 edition of The Slough Express.

6.2 Transport and Highways Date – 16/5/2016

This application is for a major development comprising the demolition of 4

Alexandra Road (as previously approved), construction of courtyard infill extension at first floor level, construction of roof extension and (previously approved) staircase extension, to provide re-configured offices and retail storage at first floor level, and 32no. self-contained flats at first, second and third floor levels, with associated elevational changes, and re-aligned access to Alexandra Road (as previously approved). The site is situated in a busy shopping area.

A Design and Access Statement has been provided.

Under application **F/08040/017**, prior approval has already been granted for change of use from class B1 (A) offices to class C3 Residential, and for 18 flats. However I understand from the planning case officer that this permission has now expired. The case officer has reviewed the existing development and found that if the permitted development scheme was submitted again it would not be granted consent as the change of use is from storage to residential, which would not be covered by the PD rights. Therefore the proposed application should be considered on the basis of 32 new flats.

Trip Generation

A trip generation analysis has been conducted to assess the likely number of vehicle and person trips generated by the proposed development.

Daily People Trips

32 flats		32 flats
AM trips 0800-0900	21	12
PM trips 1700-1800	24	13
Daily Trips	224	123

If permitted estimate the development has the potential to generate in the region of 123 additional daily vehicle trips on the network and a total 224 people trips. The increase in vehicle trips will have an impact on the network as this site is located in a congested part of Slough and therefore some mitigation for the increase in trips would be appropriate.

Access

Vehicle Access

There is vehicle access to the site from two locations – inbound from Chalvey Road West through the arch and then ingress and egress from the Alexandra Road access. Alexandra Road is accessed from High Street Chalvey via Turton Way. The route through the arch provides access for the shopper traffic from Chalvey Road West, if the shopping centre was no longer in existence or if it was to be significantly reduced in scale then I would encourage the developer to close this route off. If the car park is to be used at night, by the future residents, then I would encourage the developer to gate/shutter off this traffic route (at both ends) at night time to reduce anti-social behaviour.

There have a number of objections to the proposal on the grounds of access and it

is my understanding that local residents would prefer to see the existing road closure at the northern end of Alexandra Road re-opened such that access to the development could be taken from the north, via Chalvey Road West. This could be a worthy solution as it would remove the majority of the development traffic from Alexandra Road (south of the site) and Turton Way, which are predominately residential. Alexandra Road could then become a one-way road southbound. However, the northern part of the road has been closed for a long time and one can see utility covers clearly where the carriageway would be re-opened. The BT covers and boxes below would most likely need to be relocated at great cost and the zebra crossing also relocated. The cost of utility diversions could, based on costs of other schemes, run into hundreds of thousands of pounds; the relocation of the zebra crossing would cost circa £30,000-£50,000 and the CCTV camera would also require relocation. Therefore it is considered unreasonable to require the developer undertake these works.

The developer proposes to improve the Alexandra Road access to the site by demolishing 4 Alexandra Road in response to Highways comments relating to a previous planning consent. The demolition of No. 4 improves vehicle visibility, but the visibility splays have not been correctly drawn. It is requested that there are some minor changes to the design of the access such that improved visibility to the south can be achieved. This will include a build-out to the kerb in front of no. 6 which will enable the junction give-way line to be brought forward slightly which will help to improve visibility. This will in turn help to improve the alignment of the pedestrian route and associated dropped crossings across the junction. The kerb of the footway is dropped for a large section along Alexandra Road to the north of the site and I am not clear why this is the case. The lowered kerb makes pedestrians more vulnerable to vehicular traffic and therefore I would expect the kerb to be raised to full height along the length of Alexandra Road frontage of the site.

The demolition of No. 4 also enables a 1.5m footway to be provided along the southern boundary of the access road. The path will need to extend further into the site so it connects with the kerbed area adjacent where the bin store as otherwise, pedestrians could walk into the path of an oncoming vehicle departing the car park as they walk around towards the rear of No.6 Alexandra Avenue.

Pedestrian

Pedestrian access to the flats is from both Chalvey Road West and from Alexandra Road. The proposed access from Chalvey Road West is not acceptable as shown on the drawings as the door opens out onto the vehicle access route. This doorway must be relocated so that it opens out around the corner, in the sloping section of the area shaded in blue, away from the access road.

From Alexandra Road, the pedestrian routes have been improved with a widened footway along the south-side of the building of 2m wide and 1.5m wide footway along the southern boundary of the site. As discussed above some further improvements are required to the design of the access junction and location of crossing points and it may be necessary for the applicant a small section of land in vicinity of the junction to ensure a suitable pedestrian route is achieved north-south across the junction.

Car Parking

The drawings show that there are 45 existing car parking spaces in the car park to the rear of the adjacent shopping arcade and the applicant proposes to maintain 44 spaces in the car park, a loss of 1 space. However the dimensions of the car park spaces are not 2.4m x 4.8m as some spaces are considerably smaller in length and the aisle widths should be 6m, but many of them are not and therefore one cannot accept that the car park can hold 44 vehicles. I would estimate that there are a maximum of circa 30 spaces in the car park. The applicant will need to provide a revised drawing showing aisle widths at 6m and parking spaces at 2.4m x 4.8m together with any disabled spaces at the appropriate dimensions. If the applicant is unwilling to update the drawing then the application should be refused on reasons of poor layout.

The drawing will also need to take account of the adjoining premises (5-7 Chalvey Road West) i.e. those in the north west corner of the site that have accesses where they load and unload and park that has the impact of the reducing the amount of space available for car parking.

Under the Slough Local Plan 2004, taking the main part of the development as pertaining to class C3 (Residential), there is a nil requirement for parking in shopping areas. 12 car parking spaces will be reserved for residents, as unallocated spaces within the car park. These will be marked and private enforcement arrangements will be in place. Whilst in Policy terms this is acceptable, there is a risk there will be a significant amount of overspill parking into the surrounding roads as residents of these new flats will need parking that cannot be met by the 12 spaces provided. Therefore the applicant should fund the introduction of a residents parking scheme in surrounding roads at a cost of £15,000 and any associated changes to on-street parking as required by the proposed scheme. Residents of this development would be ineligible to apply for parking permits in any existing or future residents parking scheme in the locality. The contribution will be spent on:

- consulting with residents living on roads on the north and south side of Chalvey Road West;
- full costs of making changes to traffic regulation orders; and
- costs of implementing signs and lines.

Now that it is apparent that there is no basis for the existing prior approval for flats then it is appropriate to re-consider the transport impact of this development, particularly on car parking. I would suggest that the applicant funds a car club for the residents of this development, which would then provide them with an alternative to travel by car. The car club should be located on-street, so that residents of Chalvey can also benefit from the car club and this would help make it more sustainable in the medium to long term. A contribution of £25,000 would be appropriate towards the cost of a car club and on-street bay, together with providing residents of the development free membership of the car club for 3 years.

The applicant should also fund the implementation of 3 electric vehicle charging bays in accordance with the standards set out in the IAQM guidance – 1 space for every 10 flats. Therefore 2 charging bays should be provided within the development, with the final bay provided on-street in relation to the car club bay.

Cycle Parking

In accordance with the Local Developers Guide, a minimum of 1 no. secure cycle parking space per unit is required for residents. In the Design and Access statement there is a commitment to provide secure cycle storage within the existing building. The plans show storage units for 6 bikes on the first floor (between units 22 and 23), and a further 10 bikes on the second floor (between unit 9 and the offices), totalling 16 spaces. This can only work if the lifts are sufficiently large to accommodate bikes and I am not convinced that they are large enough. Whilst it is welcomed that bikes are proposed to be located within a secure area of the development, there is a risk with this type of the provision that it becomes difficult to use these facilities and therefore they do not get used or worse still the facility never gets installed in the first place. At store at ground level within the building would be a better option. I would request the applicant reconsiders bike storage provision.

Refuse and recycling

There is an existing area for bin storage for commercial waste, with dimensions of 9m x 2m, within the existing car park area, to the rear of the main building. The applicant proposes to create a separate, enclosed, residential bin store, which can accommodate 5 bins and is acceptable. The bin store is located 22m from the edge of the highway, but the existing head in Alexandra Road should allow space to turn a refuse vehicle. This would exceed the maximum 12m reversing distance, but it is considered acceptable as an exception given the constraints of the site. The drawings will need to be amended to show details of the commercial loading area.

S106/S278 Agreement

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

The highways schedule includes:

- Temporary access point (as necessary);
- Enlargement of the existing bell mouth junction;
- Reinstatement of redundant access point (raise kerbline) along length of the Alexandra Road frontage to standard footway construction;
- Installation of street lighting modifications (as necessary);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as necessary);
- Construct a build-out at the access junction with Alexandra Road to enable the provision of the 2.4m x 43m visibility splays and 2.4m x 2.4m pedestrian visibility splays;
- Dedication as highway maintainable at the public expense, free of charge, any land required to complete a safe crossing point of the site access;

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

The transport schedule:

- £15,000 residents parking contribution and implementation of traffic orders; (prior to commencement);
- Residents of the development ineligible to apply for on-street parking permits in any existing or future residents parking scheme;
- £25,000 towards car club including free membership to residents of the development for three year period, and on-street parking bay; and
- 3 electric vehicle charging units – one of which to be on-street to be agreed with the Council’s Environmental Officer.

Recommendation

I would request that the following changes are made to the application prior to committee:

- Re-design the site access including build-out to enable the provision of the visibility splays;
- Re-design the site car park with 2.4m x 4.8m spaces and 6m aisles together with the extension of the footway and a marked out loading area;
- Reconsider the cycle storage provision for 32 flats;
- Show gates/shutters for the through building vehicle route so it can be locked at night preventing anti-social behaviour; and
- Relocate the pedestrian entry door.

If the applicant agrees to the S106 / S278 works and subject to conditions and informatives, and on the basis that all of the changes are made as described above

6.3 Drainage Engineer

No sustainable drainage report has been received by the LPA.

6.4 Affordable housing

30% of the housing on this site, should the development proceed should be affordable, and provided on site. Larger 2no and 3no bed units are preferred to single units as these are in extremely short supply.

6.6 Daylight /Sunlight assessment

A report by ACCON Environmental Consultants has been supplied with the application. The report has been independently verifies by Atkins Consultants who confirm their agreement with the conclusions. While the report confirms there will be loss of daylight and sunlight at many parts of the development, it does not consider this reduction to be unacceptable.

6.7 Crime Prevention Design Advisor, Local Policing

OBJECTION to the development proposals.

Car Park: From the documentation provided it is unclear if this car park is private (residential only) or will serve customers of the retail units or, both? The parking facility appears to have two access egress opportunities, is insecure and lacks natural surveillance. Car parks that aren’t secure are extremely vulnerable to criminal activities. They also attract anti-social behaviour, street drinking and a place for the homeless to shelter. The fear of such crime may result in vulnerable

residents abandoning the parking facilities preferring to park where they and their vehicles can be seen, such as on the good deliveries and refuse access route. Additional information regarding the use function and security of this car park is requested.

Access to car park (North elevation): I have fundamental concerns regarding the proposed height and length of the vehicle access to the car park as it appears to create an enclosed, confined undercroft area that again lacks natural surveillance. I believe this area is likely to provide a location where individuals could shelter /gather/ sleep rough. Areas that lack natural surveillance and ownership are likely to attract crime, ASB, and increase the fear of crime. I would ask that this area is redesigned to omit or raise this undercroft area be raised to a minimum of 8m. This will 'open up' this area, reduce / remove the scene of enclosure, reducing the fear of crime. These amendments should be made prior to planning approval being considered. In addition if this access is to a private residential car park, I would ask that this be secured.

Residential access: From the plans provided it appears that the residential communal entrance is located (and accessible) from within the undercroft area identified as the car park vehicle access; This shared vehicle pedestrian access appears narrow and is likely to create conflict between residents, walking in opposite directions (access and exiting the building, with or without cycles), and vehicles using car park entrance. I would ask that this area be redesigned identifying a 3m pedestrian walkway, and indicate the extent of where the vehicle access will extend to must be submitted prior any planning approval.

Excessive permeability: I have fundamental concerns as to how this residential block will function. . From the documentation provided it appears that the ground floor 'lobby' and office space is linked via an access door, this layout confuses the public office and private residential space, it is unclear what function this serves or what behaviour or activity is accepted within each. It is unclear what activity/behaviour will be expected in any area and conflicting use and activity is likely to negatively impact on sense of residential ownership and community cohesion within the block This is a fundamental concern; I ask that the block be redesigned, separating commercial and residential activities.

Excessive permeability: I have fundamental concerns regarding the unrestricted access opportunities within the residential block. From the plans provided the residential corridor appears to links two cores creating unrestricted and excessive circular permeability through the block of 32 apartments. This layout provides opportunity for unauthorised individuals to freely move between floors providing a legitimate excuse for individuals to be in private areas where they have no right to be.. Crime and anti social behaviour are more likely to occur where there are several ways into, through and out of residential areas. This is a fundamental concern; I ask that the block be redesigned, separating residential cores from each other establishing individual access to each.

Postal deliveries: I cannot identify how the postal delivery will be managed or where the residential post boxes be? Best practice advises that Tradesman's Buttons (allowing postal deliveries) must not be fitted as unauthorised individuals can also

use these to gain access to private residential areas (negating any physical security a closed door offers) The preferred management of mail delivery is either via external wall mounted letterboxes or via 'through the wall mail deliveries. This ensures the internal corridors and stairwells of the apartments remain private. I would ask that additional information regarding the location of mail boxes and management procedures detailing the management of postal deliveries to residents is submitted for approval prior to planning permission being granted

Refuse collection: From the plans provided details of the bin stores construction have been provided however I cannot identify how commercial and residential refuse storage areas will be managed,

Cycle storage facilities. Again I have fundamental concerns as to how this cycle storage facility will function. It appears that residents will be required to manoeuvre their cycles through residential communal access doors, lift, and private residential lifts and corridors. I question if the residential corridors are wide enough to allow residents with cycles to easily and safely pass in opposite directions. Creating conflict between cycle movement residents. Cycle storage facilities should be provided at ground floor, secured via electronic access controlled access system that allows access to authorised residents only.

All Residential Block Physical Security:

The Design and Access Statement (DAS) does not appear to make reference to the NPPF Section 58 and 69, and does not identify or demonstrate how the development will create a 'Safe and accessible environment where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'.

This is a concern and if the proposals gain planning approval would ask that a condition is imposed on this application to ensure that, any subsequent approved development is required to achieve layout and security of Secured by Design (SBD) accreditation. Such a condition will help to ensure that the development achieves the highest standards of design in terms of safety and security. This would not only ensure that crime prevention design is incorporated within the development but also assist the authority in satisfying the requirements of NPPF

To ensure that the opportunity to design out crime is not missed, I would urge the authority to attach the following (or a similarly worded) condition upon any approval for this application; No development shall commence until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design' accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received written confirmation of SBD accreditation.

SBD includes the following elements relevant to this site. Justification for the requested condition are clarified in the following observations;

Access and movement: Given the number of residential blocks and apartments within them, All Communal entrance access control systems must include electronic lock

release with audio and visual intercom link to each apartment, capable of capturing, recording and storing 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): 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 would ask that secondary security doors sets (that meet the minimum physical security standards of PAS 24:2012) isolate the core from private residential corridors, these in turn must be controlled by an electronic lock release system with intercom audio link to apartments. Enabling residents to identify visitors and control access whilst maintaining a safe and secure distance. Access to communal areas, parking facilities should be treated in the same way and only accessible by authorised individuals.

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

6.8 **Environmental Protection**

This is a change of use from A1/B1 to C3 Residential with a significant increase in residential units from 1 to 32 at first, second and third floor and retention of offices and retail storage at ground floor a net reduction of 1 car parking space.

The location of the site means that occupiers of the site will need to travel either through the Tuns Lane AQMA Via Church Street onto Tuns Lane The site is located within/or close to a residential area and mixed use area and in my opinion environmental noise is unlikely to be a material consideration

The proposed stacking and noise insulation measures to minimise noise transmission between flats is a Building Control requirement.

We need to know what the net trip rates for this development to determine the level of potential impact on our AQMA and damage costs associated with that impact. It is noted within the applicants planning statement section 4.3 that a financial contribution towards increase trip generation and on-street parking demand may be sought, In light of the Low Emission Strategy being developed, the existing statutory Air Quality Action Plan in place and the existing ongoing exceedances of air quality levels within the Tuns Lane AQMA and Town Centre AQMA we would be seeking a s106 contribution from this development and are of the view it would be most appropriately spent on setting up an EV car club that occupiers of the development could potentially use particularly as only 12 spaces will be allocated for residential parking. The EV car club would be within the zone identified for this development which is Tuns Lane Zone.

1. The location of the site means noise is unlikely to be a material concern. The site lies approximately 600m east of Tuns Lane Air Quality Management Area 3. Traffic to the site is most likely to travel via the Tuns Lane AQMA

either north or south.

The first question is an Air Quality Assessment Required?

2. An air quality assessment will not be required.

This is based on IAQM guidance. Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)

A two stage approach is advocated: Stage 1 Criteria two key criteria to be met before proceeding to stage 2:

Stage 1 Criteria - If any of the following apply

A) Is development 10 or more residential units/or a residential site area or more than 0.5ha/or more than 1000m² of floor space for all other uses/or a site area greater than 1ha? (YES)

AND

B) The development has more than 10 parking spaces/or the development will have a centralised energy facility or other centralised combustion process (YES)

Stage 2 Criteria - Specific Details

There are eight categories within the specific details section. I will refer to the categories that are potentially relevant to this development in bullet points below:

- Will the development lead to a significant change in Light Duty Vehicles (LDV) traffic flows on local road with relevant receptors (LDV is any vehicles below 3.5 tonne gross weight) - A change of HDV flows of – more than 100 AADT within or adjacent to an AQMA (in my professional view this means 100 AADT of operational movements through our AQMA 3). This is unlikely (NO) but there is no transport report and you may require Council input to determine likely trip rates.
 - The development will lead to a significant change in Heavy Duty Vehicles (HDV) traffic flows on local road with relevant receptors (HDV is any vehicles above 3.5 tonne gross weight) – A change of HDV flows of – more than 25 AADT within or adjacent to an AQMA (this may apply during the construction phase, it is not clear from the transport assessment undertaken by pba, the fleet characteristics of trips to and from the site, this does need quantifying?). This is unlikely (NO)
3. We have a draft Low Emission Strategy Programme, and an existing Air Quality Action Plan covering AQMA 3 (Tuns Lane) which includes a requirement Public EV provision and Electric EV car club provision across the Borough. The total programme for EV public infrastructure provision (fast and rapid) and EV car club ‘Borough Wide’ is approximately £2million. This programme will be formally implemented within our Low Emission Strategy in Summer 2016.
4. We are currently seeking S106 contributions, from developments that impact on our local air quality management areas, towards this programme, the

contribution will be based on (Offsetting Emission Approach) as advocated by IAQM guidance Section 5.11 – 5.15.

5. We will be seeking a S106 contribution based on net increase in trip generation from all vehicles using the site whether for commercial or customer purposes. In other words we require a complete fleet profile for the operational phase of the development and the corresponding trip generation once this has been agreed with Transport. It would be useful if the applicant is able to provide this information.
6. Additionally we also expect on site mitigation to reduce the impact of property and road generated emissions on our existing air quality management area.

The guidance I refer to is the Institute of Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)

Principles of Good Practice IAQM

Design + Construction Phase

- New development should not contravene the **Councils Air Quality Action Plan** or render the mitigation measure unworkable
- New development should be designed to minimise public exposure to pollution sources, by locating habitable rooms away from busy roads.

The Councils Air Quality Action Plan 2012 advocates the following measures relevant to this development

- Securing financial contributions from development proposals for improving transport links, developing transport hubs (Slough Town Centre, and Slough Trading Estate) and improving the Borough's railway stations. (The EV programme is aimed at supporting the LSTF smarter travel project and actually builds onto this project). The Council wants to build EV transport hubs at all these strategic locations. These measures will support our Low Emission Strategy and longer term objectives of reducing NOx and PM emissions.
- Promoting Sustainable forms of travel: Promotion of electric/low emission vehicles; provision of electric vehicle recharging points in Council car parks, and, where possible, in new development. Our Low Emission Programme also considers on street EV charging points.
- Explore potential for future town centre residents' car club; we have expanded our ambitions to look at Borough wide EV car club. This development is located close to the Town Centre and would benefit from an EV car club.

No objection is made to the application proposals subject to the imposition of appropriate 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 6 (Retail, leisure, and community facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 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)
- OSC 15 –provision of facilities in new residential developments
- 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 has recently sought comments on the proposed scope and content of the document.

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

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 **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. It states that :
*“All development will have to comply with the Spatial strategy set out in this document.....
Proposals for high density housing will be located in the appropriate parts of Slough Town centre.....
Elsewhere the scale and density of development will be related to the sites current or proposed accessibility, character and surroundings. Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services”*

8.3 **LDF 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.
Core Policy 4 states :
“ High density housing should be located in Slough Town Centre In the urban areas, outside the town centre , new residential development will predominately 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. Within existing suburban residential areas, there will only be limited infilling which will consist of family houses that 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.

8.4 The application site is outside Slough Town centre, and Core Policy states that in

that situation, the scale of the development should be of an appropriate scale. At present the Alexandra Plaza building has no residential use, but consists of retail on the ground floor, with the offices of the ground floor supermarket and some storage on the 1st floor. The existing 2nd floor of the building is unfinished, and unoccupied. The top floor plant room is only accessibly by ladder. An earlier prior approval consent related to the automatic approval office space to residential, however, in this case, the majority of the existing offices which relate to the supermarket, are to be retained, and there are no offices on the upper floor as it is unfinished and not usable. In any case, the “prior approval” for residential use of part of the building has now lapsed, so the application proposals need to be considered on their own merits.

- 8.5 The application proposals for 32no flats represent a dramatic change of use of the majority of the existing building, with the addition of a further storey. If permitted, this would create dense residential development in an area outside the town centre, which, at present, consists predominately of 2no storey terrace housing of around 7/8 meters in height. The application building which has a proposed additional storey, would be 13.5m in height.
- 8.6 In view of the above- it is considered that such a large 4no storey development of 32no flats, in an area which predominately consists of 2no storey terrace houses, would cause significant over-development, and over-intensification of the use of the site, contrary to Core Policies LDF 1 and 4.

Guidelines for flat conversions

- 8.7 Slough Borough Council “Guideline for flat conversions “ April 1992 states that Policy 14 of the Local Plan applies . Policy 14 states that :
- A satisfactory minimum room sizes and internal layouts are achieved
 - B satisfactory sound insulation measures are taken
 - C Adequate car parking provision is made on site
 - D Adequate garden area is provided at the rear of the property for each flat
 - E The size of any extensions to the property is not detrimental to the amenities of the area
- The Guidelines for flat conversions also specify minimum sizes as follows:]
- Studios – same as one bedroom units – 31.57sqm
 - 1 bedroom units 31.57 sqm
 - 2 bedroom units 39.93sqm
- 8.8 The application proposals are for 4no. studios, and 18no) one-bedroom and 10no two-bedroom development, within an enlarged building which is currently predominately in retail use. With the exception of 3no of the proposed apartments on the top floor, none of the remaining 29 apartments of the proposed development have any amenity space or even balconies. There is no external amenity space whatsoever.

In addition, 3no of the studio flats do not comply with the minimum size standards given above.

Numerous objections have been received in relation to the potential impact of the

development on the amenity of the area. In view of the above , it is considered that the application proposals do not comply with Local Plan Policy H14 , and do not comply with the space guidelines provided in “Guidelines for flat conversions” April 1992 , Slough Borough Council. It is therefore considered that the proposed residential units do not constitute High Quality Housing as advocated by the NPPF.

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.”

The application proposals include the building of an additional storey onto the top of the existing building, and the re-cladding of the faces of the building. The proposed new roof line is stated to be related to the roof line of the adjacent church. The overall final appearance is of a very incongruous large building in an area dominated by terrace housing. The roof line, the cladding, the new top 3rd floor, all add to the bulk and scale of the building, which already heavily dominates the area. It is considered that the application proposals are not compatible with, nor do they improve the surroundings. The application proposals are therefore considered to be contrary to Policy EN1 of the Slough Local Plan.

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:

The application proposals further increase the height and bulk of the existing Alexandra Plaza, through the addition of a further storey. The building currently is unoccupied on the second floor, and with offices and storage on the 1st floor so the issue of overlooking of neighbouring properties is at present very limited. However, should the development proceed, this would create a situation where the top three floors would contain a substantial number of windows overlooking neighbouring development on all four sides. In particular to the north, east and south, there are numerous small 2no storey terrace houses and their rear gardens, which would be within the view of many of the proposed apartments at Alexandra Plaza.

To the north, the upper three floors of the application proposals would have clear views over the rear gardens of the terrace of houses along King Edward S., starting at a distance of 15m.

To the east the terrace facing Chalvey Rd West would be visible from all three upper floors of the development starting at a distance of 11m.

To the SE, the upper 3no floors of the development would have views to the frontages and windows of terrace properties along Alexandra Rd, starting at a distance of 13m.

To the south, again the top 3no floors would have views over the rear gardens and windows of the west side of Alexandra Rd

To the SW the top three floors of the proposed development would views to the rear gardens and windows of properties along High St, starting at a distance of 33m

Due to the density and proximity of neighbouring low rise development, the privacy of a large number of properties and their gardens would be affected. It is therefore considered that the application proposals would create an unacceptable level of loss of privacy at neighbouring properties, and is contrary to Core Policy 8 and Local Plan Policy EN1.

11.0 **Quality of Housing**

11.1 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.....”*

11.2 With respect to the unit sizes as indicated on the floor plans, these have been assessed against the Council’s Flat Conversion Guidelines. The floor spaces of each of the units do not fall within the Council’s guidelines, which start with a studio which should be a minimum of 40 sqm. The application proposals show 4no studio units at 30.25 sqm, which is considerably less than the Council minimum.

11.3 The application proposals therefore do not, in parts, meet Slough Council minimum size standards and it is considered to be contrary to the aspirations of the NPPF.

12.0 **Amenity**

12.1 Slough BC LDF Core Policy 8 section 2 c states that :
“All development will provide appropriate public space, amenity space and landscaping as an integral part of the design “

The application proposals make no provision of general amenity space whatsoever. In addition, while 3no of the top floor flats are intended to have some limited outdoor space on the roof, none of the other proposed apartments have any outdoor space of any kind. There is no proposed provision of balconies. The locality of the application is densely developed and populated, with a general lack of amenity space and It is therefore considered inappropriate to permit a residential development of this number of housing units, without any specific amenity provision, as this is contrary to Core Policy 8.

13.0 **Transport highways and Parking**

13.1 The comments of the Highway officer contained in this report, sets out a range of requirements in order to make the development proposal comply with highways regulations and requirements. While the applicant has advised verbally that these works could be undertaken, no confirmation in the form of revised plans has been received. The application as it stands, therefore, does not meet the requirements of the highways officer, however this could be enforced by conditions.

14.0 **Flood Risk & Sustainable Drainage System**

14.1 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 not been submitted with this application. The application therefore does not meet the requirements of Slough Borough Council Core Policy 8.

15.0 **Crime prevention**

- 15.1 Thames Valley Police have formally objected to the application on the grounds of :
- Lack of detail as to how the public/residential aspects of the car park, and how car park security will be managed
 - The access to the car park and its security
 - Security of the residential access
 - The excessive permeability of the block
 - Postal deliveries and security
 - Refuse collection

15.2 Residents have also confirmed in there many objections to the scheme, the level of concern about crime in this locality. While it can be possible for designs to be modified to meet “*Designing out crime*” requirements, it is of considerable concern that the level of change required to meet these requirements is substantial. This, along with the other matters rained within this report, means that it is considered that it would be inappropriate to grant a consent on this development prior to a demonstration that security and crime concerns can be fully met. The comments of the Thames Police have been sent to the applicant, and no proposed amendments have been received. It is therefore considered that the application proposals doe not meet Thames Valley Police “Designing out crime “requirements.

16.0 **PART C: RECOMMENDATION**

It is considered that the proposed development does not enhance the character in terms of the design of the proposed additional floor, do not provide high quality housing as encouraged by the NPPF, whilst resulting in a loss of privacy for the existing residential properties and not providing a secure and safe living environment for the future occupiers. The proposal is therefore considered to be unacceptable and recommended for refusal.

17.0 **PART D: REASONS FOR REFUSAL**

1 Quality of Housing: The application proposals would damage the privacy of numerous surrounding properties due to overlooking, loss of privacy, and its overbearing bulk and scale. In addition the development does not fulfil the space requirements of the Slough Borough Council “Guidelines for flat conversions “ 1992, as the studio apartments are undersized, and in addition the requirements of Local Plan Policy H14 in relation to room sizes, car parking provision, adequate garden area, and impact on local amenity are not met. With the exception of 3no of the apartments on the top floor, none of the remaining 29no apartments have amenity space of any kind. The application is therefore contrary to Policies EN1 (a,b,c,f,g,i,j,k) and H14 of the Adopted Local Plan for Slough, Adopted 2004, Guidelines for flat conversions (April 1992) (Slough Borough Council), Core Policy 8 (section 2) of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document, Adopted December 2008 and the NPPF.

2 Design out of place in local context - The design of the proposals are sharply discordant with the architecture of the surrounding area, and with its larger scale than the existing building, do not provide any architectural enhancement to the area.

Contrary to Core Policy 8 Sustainability and the Environment section 2 (a) and (b), of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document, Adopted December 2008.

3 Drainage – In the absence of a drainage report and sustainable drainage strategy, the applicant has not demonstrated that the proposed development would make sufficient foul and surface water arrangement to serve the needs of the proposed future occupants and preserve the water quality of the surrounding area. The Local Planning Authority is therefore of the opinion that the proposed development does not comply with Core Policy 8 - Sustainability and the Environment Section 1 (E) of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document, Adopted December 2008

4 Designing out crime - The application proposals do not meet the requirements of Thames Valley Police in relation to Designing out crime in order to reduce crime in Slough due to the concerns raise relating to the design of the car park, the access to the car park, the residential access, the excessive permeability in relation to the ground floor lobby, and the unrestricted access opportunities within the residential block, refuse collection areas, cycle storage facilities and the physical security of the overall block. The proposal will therefore not reduce crime within Slough and does not meet the requirements of the Thames Valley Police Designing out crime strategy, contrary to Core Policy 12 (Community Safety) of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document, Adopted December 2008, and Policy EN5 - Design and crime prevention of the Adopted Local Plan for Slough, Adopted 2004

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Registration Date:	10-May-2016	Applic. No:	S/00539/002
Officer:	Christian Morrone	Ward:	Central
		Applic type:	Major
		13 week date:	9 th August 2016
Applicant:	Austen Wiles, Slough Borough Regeneration Partnership		
Agent:	Sian Smith, Kendall Kingscott Ltd, Glentworth Court, Lime Kiln Close, Stoke Gifford, Bristol, BS34 8SR		
Location:	Car Park, Alpha Street North, Slough, SL1 1RA		
Proposal:	Construction of a four storey block of flats to accommodate 14no. 1 and 2 bedroomed flats, 6no. car parking spaces, 15no. bicycle spaces and a bin store.		

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for approval; subject to any substantive objections from the Contaminated Land Officer, amendments to the parking spaces, completion of an undertaking to secure a future Section 106 Agreement finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Planning permission is sought for the change of use of the existing car park to a residential scheme. The scheme would comprise:
- erection of a part three storey part four storey building comprising 14 no. flats (7 no. one bedroom and 7 no. two bedroom flats).
 - new access, cycle parking and refuse storage.
- 2.2 The proposed building would consist of one block with the four storey element to the west by Pegasus Court, and the three storey element to east fronting Alpha Street North. The building would incorporate a flat roof with brick parapet elevations, balconies and modern architectural features resulting in a contemporary style building
- 2.3 The proposed building would have almost entire site coverage with a small set back of (approximately between 1m and 1.5m to the eastern, northern and southern boundaries and between 3m and 1.4m to the western boundary). Private amenity space is proposed via ground floor and roof top terraces, and with balconies and for most units (all but 2).
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Alpha Street North leading to a lift and stair access providing access between the levels. Parking for eight cars is proposed within an undercroft and accessed from the existing vehicular access from Alpha Street North.

3.0 **Application Site**

- 3.1 The site is rectangular in shape and is located to the north east of the junction of Herschel Street and Alpha Street North with frontages to both of these roads. The site is used as a short stay pay and display car park with 18 parking spaces with access from Alpha Street North and mobility site.
- 3.2 The site is adjoined by:
- Three storey commercial/ office buildings and parking area (Pegasus Court) to the west;
 - Commercial units and a vacant site that face onto High Street to the north;
 - Alpha Street North and Herschal Street to the east and south respectively with mostly residential units beyond.

3.3 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 S/00539/001 Erection of three storey building with rooms in roof space to provide 14no flats (7 x 1 bed and 7 x 2 bed) with associated car parking, cycle parking and bin store.
Approved with Conditions; Informatives 06-Aug-2015 [**Not Implemented and Extant**].

S/00539/000 Erection of portable building to provide a mobility aids centre for disabled persons (reg. 3)
Approved with Conditions 20-Nov-1996

Planning permission was granted for the erection of a portable building to provide a mobility aid centre for disabled people in November 1996 (S/00539/000). A further building to act as an extension to the consented building was approved in May 1998 for a temporary period (P/10560/000) and was extended for further periods in December 1999, December 2004, July 2006, April 2009 and July 2011 and has now expired.

Planning permission was recently granted for a three storey detached block of 14 flats, with rooms in the roof space served by dormer windows (ref. S/00539/001). This previous application has not been implemented as the scheme fails to work for technical reasons and remains extant. The main differences between this proposed application the previously approved application are highlighted below in the Principle of Development section.

5.0 **Neighbour Notification**

5.1 2a, Hencroft Street North, Slough, SL1 1RD, Index, 210-216, High Street, Slough, SL1 1JS, 232a, High Street, Slough, SL1 1JU, 24, Alpha Street North, Slough, SL1 1RB, 19, Alpha Street North, Slough, SL1 1RA, 21, Alpha Street North, Slough, SL1 1RA, Glendale Securities Ltd, 2, Alpha Street North, Slough, SL1 1RB, Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU, 22, Alpha Street North, Slough, SL1 1RB, 20, Alpha Street North, Slough, SL1 1RB, 4, Hencroft Street North, Slough, SL1 1RD, 18, Alpha Street North, Slough, SL1 1RB, 16, Alpha Street North, Slough, SL1 1RB, 14, Alpha Street North, Slough, SL1 1RB, 2, Hencroft Street North, Slough, SL1 1RD, 12, Alpha Street North, Slough, SL1 1RB, Peter Stuart, 8-10, Alpha Street North, Slough, SL1 1RB, 2a, Alpha Street North, Slough, SL1 1RB, Crisps Electrical Ltd, 4-6, Alpha Street North, Slough, SL1 1RB, 222a, High Street, Slough, SL1 1JS, Deja Vu Cafe, 222-224, High Street, Slough, SL1 1JS, 224a, High Street, Slough, SL1 1JS, Amicus, 28, Herschel Street, Slough, SL1 1PA, 34, Herschel Street, Slough, SL1 1PA, Mobile Technical Staff Ltd, Pegasus Court, 27, Herschel Street, Slough, SL1 1PA, A T A Selection Ltd, Pegasus House, 26, Herschel Street, Slough, SL1 1PA, Ganymede Solutions, Pegasus House, 26, Herschel Street, Slough, SL1 1PA, 21b, Alpha Street North, Slough, SL1 1RA, 21a, Alpha Street North, Slough, SL1 1RA, 24a, Alpha Street North, Slough, SL1 1RB, 10, Alpha Street North, Slough, SL1 1RB

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 10th June 2016 edition of The Slough Express. A site notice has also been displayed at the site on 9th June 2016.

No third party comments have been received from occupiers of neighbouring properties.

6.0 **Consultations**

6.1 **Highways and Transport**

Trip Generation:

The trip generation for the proposed development proposal is expected to be significantly lower than the current use as a public car park.

Access:

Vehicular access will be over the existing vehicle crossover which currently serves the car park.

Accessibility:

The site is within easy walking distance of the town centre, with bus stops approximately 90m and 170m away. The railway station is approximately 700m away.

Car Parking:

The existing site has 15 spaces in the car park plus 5 additional parking spaces.

Under the Slough Local Plan Parking Standards residential developments within the town centre can be provided with nil parking spaces, but as this is a minimum standard developers can if they choose to provide parking as in this case.

However in order to protect the amenity of existing residents who live within this part of the town who have parking permits within existing resident parking schemes then occupiers of new residential developments should not be eligible to receive a permit for on street parking. This obligation should be secured through the S106 agreement or if no S106 agreement then by a planning condition. The property should be registered on the Parking Teams register to ensure on street car parking permits are not issued.

The application includes an undercroft car 6 parking spaces measuring 2.4m x 4.8m, with a 6m space between rows. However, the two spaces (C + F) closest to the doorways to the building are unacceptable as there is a potential conflict with pedestrians walking out of the building into the path of a reversing vehicle and this is likely to cause a hazard, which should be designed out. This may mean the loss of both spaces, but this would be considered acceptable. This would require a minor re-design of the ground floor to re-sue this space is the most appropriate way. Moreover, the position of the column on the left, immediately after entering through the gate, is unhelpful and will lead to awkward manoeuvring. The applicant is required to revise the plans to remove the problem spaces and to provide evidence of tracking movements for the car park.

Cycle Parking:

Under the Slough Local Plan 2004, a minimum of cycle space per unit must be provided in secure storage. The application provides 15 cycle spaces within an enclosed storage unit. This is acceptable.

Refuse:

The plans show a bin store to the right of the site, with space for 3 Eurobins. This is sufficient to cater for the total waste and recycling material based on 97 litres per unit and 53 litres per unit respectively.

The bin store area is within 6m of the point of collection on the highway. There are no objections here.

Recommendation:

Permission was previously granted in response to application S/00539/001. This included a requirement for the applicant to enter into a S106 agreement. This has been agreed, but not yet finalised, and there is an outstanding objection to the stopping up of the right of way. This objection is expected to be withdrawn, and the agreement is still expected to be completed.

The agreement previously specified was as follows:

S106 Transport Schedule:

- £5,000 contribution towards stopping up of the two sections of public right of way
- £2,000 contribution to funding the gating of the public right of way north of the site
- Residents excluded from being eligible to apply for parking permits

As presented, the layout of the car park is unacceptable, and changes are required in order allow this application to be fully considered. Should you be mindful to approve this application without any such changes, the following conditions and informatives would apply:

Subject to the confirmation / completion of the S106 agreement, and changes being submitted in relation to car park design, I see no reason for a highways objection.

Conditions and informatives will apply.

Officer response: The Highways Officers changes have been requested and we awaiting amended plans.

Drainage

The proposed Drainage Strategy is acceptable in principle however the post development discharge rate should be a maximum of 5 litres per second in accordance with Slough Borough Council's Town Centre policy.

A Consent to Discharge agreement is to be entered into with Thames Water for the proposed surface water connection to their existing sewer. Confirmation of this agreement, together with the Water Authorities verification that the existing sewer has capacity to accommodate the aforementioned flow rate will be required.

Micro-Drainage design calculations for the full surface water drainage network are to be submitted for approval to ensure that flooding does not occur on site or in the public highway during the worst case storm for a 1 in 100 year return period plus the allowance for climate change.

Officer response: These drainage details have been requested from the applicant, and any further details will be reported on the amendment sheet.

Contaminated Land:

No comments received. Any comments received will be reported on the amendment sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework (NPPF) and the Planning Policy Guidance.

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

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.

Local Development Framework, Core Strategy, Development Plan Document

- Core Policy 1 (Spatial Strategy)
- 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

- 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)

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
- Crime prevention
- Traffic/ highway/ parking and servicing
- Contaminated Land
- Financial 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 due to the limited amount of parking that was provided and would also comply with policy with regards to there being no increase in parking within the Town Centre.

8.4 Planning permission was recently granted for a three storey detached block of 14 flats; with rooms in the roof space served by dormer windows and would have an eaves height of 8.5m and ridge height of 12.1m. This previous application has not been implemented as the scheme fails to work for technical reasons. This current application proposes a contemporary design as opposed to the previous more traditional design. The main differences between this proposal and the previously approved planning application are:

- Twin level flat roof with parapet elevations compared to tiled hipped roof.
- Alternative fenestration, balconies, materials, and elevation detailing
- 8 car parking spaces compared to 9
- An increase in the maximum height from 12.1 metres to 12.4 metres (13.3 metres including lift overrun).

The previously approved application is still live and can be built-out at any time, and therefore, when assessing the impacts of this proposal, is a material planning consideration

8.5 Based on the above, the site is considered suitable for housing in principle. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

9.0 **Design and Appearance/ 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” (Para61).

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

“Local planning authorities should not refuse planning permission for buildings or

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

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.4 The site is located on a prominent corner location within the borough and therefore the design and style of any development on this site will need to be of high quality to reflect the prominence and importance of the site.
- 9.5 The proposed building has a mass and bulk which is in keeping with Pegasus House and acts as a stop to the larger scale development to the west before the mass, bulk and height of development decreases to a more residential scale to the east. The mass scale and bulk of the development is therefore considered appropriate for the site and in keeping with the character of the area.
- 9.6 The site is bordered to the west by the flank wall of a three storey office Pegasus House which has a hipped and pitched roof. The proposed building would be detached with the four storey element to the west by Pegasus Court, and the three storey element to east fronting Alpha Street North.
- 9.7 The building has been designed in a modern style using clean lines. The ground floor would be finished in an extruded Flemish brickwork bond (red and brown) and buff/red stretcher brickwork bond to the upper levels. Window and doors would be dark grey UPVC with powder coated aluminium sills. A three storey bay to the main entrance on the Alpha Street North elevation would be part finished in zinc; powder coated aluminium coloured balconies (red/orange/yellow); and powder coated rainwater goods all provide modern architectural features to express the contemporary design.
- 9.8 As with most successful contemporary buildings, the finishing materials should be of a high quality, and external elevations retained from further adaptations/paraphernalia such as satellite dishes/aerials. In order to ensure a high quality finish is proposed and retained in this scheme, conditions can be included requiring external finishing materials and cross sections (where appropriate) to be submitted and approved before development can begin.

A further condition can be included to require the external elevations be retained in accordance with the approved plans.

9.9 Subject to appropriate conditions, the overall design and appearance would improve the character and quality of the area.

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,*
- l) 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 office building at Pegasus Court and although there are some side facing windows facing onto the application site as this is an office building no protection should be granted to the building in terms of loss of light, privacy or overbearing impact.

10.5 The application site is positioned the opposite side of the road from residential properties in Alpha Street North and Herschel Street with a minimum separation distance of 12m. This

also forms a traditional street scene arrangement so there will be no detrimental impact upon these residential properties.

10.6 The proposed development would have a separation distance of approximately 14m to the neighbouring site facing onto High Street. This site has planning permission for a four storey building and basement providing 3 no. retail units and 12 no flats. This development has angled bay windows facing onto the application site so there should be limited impact upon these buildings from the proposed development.

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

11.3 The 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.

Flat 1:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	13.2sq. m	Y
Bedroom 2	6.5 sq m	10.5sq m	Y
Living/Kitchen	22. 29 sq m	23.6 sq m	Y

Flat 2:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	12.6 sq. m	Y
Living/Kitchen	20.43 sq m	20.6 sq m	Y
Flat 3:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.14 sq m	12.4 sq m	Y
Bedroom 2	6.5 sq m	11.3 sq m	Y
Living/ Kitchen	22. 29 sq m	23.6 sq m	Y
Flat 4:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	12.6 sq. m	Y
Living/Kitchen	20.43 sq m	20.6 sq m	Y
Flat 5:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	10.1 sq. m	N
Living/Kitchen	20.43 sq m	21.7 sq m	Y
Flat 6:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.14 sq m	14.4 sq m	Y
Bedroom 2	6.5 sq m	10.2 sq m	Y
Living/ Kitchen	22. 29 sq m	22.2 sq m	N
Flat 7:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	15.3 sq. m	Y
Living/Kitchen	20.43 sq m	29.8 sq m	Y
Flat 8:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.14 sq m	12.4 sq m	Y
Bedroom 2	6.5 sq m	11.3 sq m	Y
Living/ Kitchen	22. 29 sq m	23.6 sq m	Y
Flat 9:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	12.6 sq. m	Y
Living/Kitchen	20.43 sq m	20.6 sq m	Y
Flat 10:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	10.1 sq. m	N
Living/Kitchen	20.43 sq m	21.7 sq m	Y
Flat 11:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.14 sq m	14.4 sq m	Y
Bedroom 2	6.5 sq m	10.2 sq m	Y
Living/ Kitchen	22. 29 sq m	22.2 sq m	N
Flat 12:	Minimum Area:	Proposed Area	Complies?

Bedroom 1	11.4 sq m	15.3 sq. m	Y
Living/Kitchen	20.43 sq m	29.8 sq m	Y
Flat 13:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	16.4sq. m	Y
Bedroom 2	6.5 sq m	11.1 sq m	Y
Living/Kitchen	22. 29 sq m	32 sq m	Y
Flat 14:	Minimum Area:	Proposed Area	Complies?
Bedroom 1	11.4 sq m	17.8sq. m	Y
Bedroom 2	6.5 sq m	11.8 sq m	Y
Living/Kitchen	22. 29 sq m	40 sq m	Y

The guidelines set out minimum room sizes. Two of the living areas would fall below the required standards by 0.9 sqm, and two of the bedroom areas would fall below the required standards by 1.3 sqm, Therefore most of the rooms comply with the minimum room standards and it would not be reasonable to refuse the application based on the minimal shortfall of the size of these areas. Therefore the room sizes of the flats are considered to be acceptable.

- 11.4 In terms of layout, all habitable rooms are served by windows that would provide an acceptable degree of natural daylight and outlook. Each unit would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels.

Amenity Space

- 11.5 The proposal is for a mix of one and two bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that all but 2 of the units would have their own private balcony or private amenity space. The proposal also includes a shared amenity space on the flat roof of approximately 140 sq m.
- 11.7 The proposal would fall below the level of amenity space normally sought for 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 the provided levels of amenity space are at an acceptable level of provision for this town centre site.

12.0 **Design and Crime Prevention**

- 12.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed

so as to reduce the potential for criminal activity and anti-social behaviour.

12.2 The flats would be accessed by a communal access from Alpha Street North which provides the safest route for future residents. The cycle storage and parking would be within the undercroft via a gated access. Conditions can be applied to require appropriate security measures to ensure secure access is permitted by residents only.

12.3 Subject to conditions, it is considered the proposal would satisfactorily reduce the potential for criminal activity and anti-social behaviour and therefore comply with Local Plan Policies EN5.

13.0 **Traffic and Highways Issues**

13.1 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.*

13.2 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.

13.3 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.

- 13.4 The site has a total of 18 parking spaces on it at present. Under the proposal these spaces would be lost and there would be on-site parking provision for six cars within an undercroft. This complies with the Local Plan where nil parking is considered acceptable within a town centre site. Parking spaces C and F are considered to be a safety hazard for pedestrians due to likely encroachment onto the pedestrian zone when reversing. Furthermore the column on entry to the undercroft is a safety hazard. As the requirement for parking requirement for this scheme is nil, it has been requested to remove these two parking spaces and amend the column/access.
- 13.5 Secure cycle parking is acceptable in terms of quantity and type of storage.
- 13.6 These proposals would generate fewer trips than the current use and would not have any impact upon highway safety, subject to the appropriate changes being made to the access and parking.
- 13.7 The proposal is considered to comply to Core Policy 7 and will have no detrimental impact on highway safety.
- 14.0 **Contaminated Land**
- 14.1 Having regard to the previous scheme, no assessment was carried out in terms of Land Contamination. Since the previous determination, the Council has undertaken further surveys of the Borough which has identified previously unknown land contamination risks. Therefore, further comments are being awaited from the Council's Land Contamination Officer.
- 15.0 **Contributions**
- 15.1 The proposal is just under the 15 unit threshold for affordable housing so there is no requirement for such contributions under this scheme.
- 15.2 A Section 106 Agreement will still be necessary as a contribution will be required to stop up the footpath and provide for gating at a total sum of £7,000 along with an agreement to exclude residents from applying for parking permits. As this is a Council scheme it will not be possible for the Council to have an agreement with itself and therefore such an agreement should be drafted and an undertaking secured from the Council's legal section to ensure that the Section 106 Agreement will be signed by any purchasers of the site.
- 16.0 **Summary**
- 16.1 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.

17.0 **PART C: RECOMMENDATION**

17.1 Delegate the planning application to the Planning Manager for approval; subject to any substantive objections from the Contaminated Land Officer, amendments to the parking spaces, completion of an undertaking to secure a future Section 106 Agreement finalising conditions and final determination.

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

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

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

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

- Drawing No.L(0)200, dated 20/04/2016, received 17/05/2016
- Drawing No.L(0)201, dated 20/04/2016, received 17/05/2016
- Drawing No.L(0)202, dated 20/04/2016, received 17/05/2016
- Drawing No.L(0)203 Rev B, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)204, Rev B, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)205, Rev B, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)206, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)207, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)208, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)209, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)210, Rev A, dated 20/04/2016, received 26/06/2016

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough 2004.

3. Samples of external materials to be used on the development hereby approved and cross sections showing window reveals and undersides of balconies shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

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

4. Samples of external materials to be used in the construction of the access road,

pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

5. 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.

(vii) During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

6. 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.

7. 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.

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

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

access.

9. Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), no alterations in the appearance to the external elevations as hereby approved by Drawing No.L(0)208, dated 20/04/2016, received 17/05/2016 without the express permission of the Local Planning Authority.

REASON: In the interest of retaining the visual amenity of the building.

10. 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. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police.

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.

11. The bin storage shall be provided in accordance with the approved Drawing No.L(0)203 Rev B, dated 20/04/2016, received 26/06/2016 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 refuse and recycling storage to serve the development.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. 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.
3. 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.
4. The development must be 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 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. 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.
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. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
9. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

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Registration Date:	26 th April 2016	Applic. No:	P/02418/036
Officer:	Christian Morrone	Ward:	Central
		Applic type:	Major
		13 week date:	26 th July 2016
Applicant:	Mr B. S Khalsa		
Agent:	Mr. Prabh Singh, S9 DESIGNS 5 th Floor, Hyde Park Hayes, 11 Millington Road, Hayes, UB3 4AZ		
Location:	234-236 High Street, Slough, Berkshire, SL1 1JU		
Proposal:	Construction of rear extension at 1st & 2nd floor level. Formation of new mansard roof with front & rear dormers. Conversion of 1st, 2nd & 3rd floors into 11 residential flats (5no. studios & 7no. 1 bed flats) Window alterations to the upper floor of the front elevation.		

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, consultation responses, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to completion of a Section 106 agreement, and finalising conditions.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the of 12 self contained flats (7 No. 1 Bed and 5 No. studios). The site would consist of:
- Change of use to the existing upper floors from ancillary storage to residential flats/studios (C3).
 - Extension to enlarge the first and second floors, and additional third floor mansard with dormers, to create further residential flats/studios (C3).
 - Alternative window layout to the first and second floor front elevation.
 - Associated cycle store and refuse/recycling store to rear

3.0 **Application Site**

- 3.1 The application site relates to a three storey commercial building on the south side of the High Street. The ground floor is currently in use as a shopping unit, with the floors above appear to be used as storage. The form of the building comprises a three storey front elevation, with a monopitched roof slopping to the rear to over ground floor level. The surrounding area is commercial in nature, however, there are a number of residential dwelling to the south, in Alpha Street North.

4.0 **Relevant Site History**

- 4.1 P/02418/034 Change of use of first, second and third floors from class a2 (financial and professional services) to class c3 (residential) to provide 7 no. x two bedroom flats, 5 no. x one bedroom flats and 2 no. x studio flats. Retention of retail on the ground floor and conversion of part of existing entrance hall to form an additional small shop unit and erection of a secure cycle parking store.
Approved with Conditions; Informatives 02-Aug-2011 [Neighbouring 238 High Street]
- P/02418/031 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.
Approved with Conditions; Informatives 03-Jan-2006 [Neighbouring 238 High Street]

5.0 **Neighbour Notification**

- 5.1 Cookie Jar Ltd, 46b, The Observatory, High Street, Slough, SL1 1LE, 237, High Street, Slough, SL1 1BN, Spectacle Express, 1, The Observatory, High Street, Slough, SL1 1LE, 232a, High Street, Slough, SL1 1JU, Glendale Securities Ltd, 2, Alpha Street North, Slough, SL1 1RB, Wernham Hogg, 230-236, High Street, Slough, SL1 1JU, 2a, Alpha Street North, Slough, SL1 1RB, 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, Argos Distributors Ltd, 4, The Observatory, High Street, Slough, SL1 1LE, 240, High Street, Slough, Berkshire, SL1 1JU, Protuga Ltd, 2, The Observatory, High Street, Slough, SL1 1LE, 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, 7, The Observatory, High Street, Slough, SL1 1LE, Totally Wicked, 238, High Street, Slough, SL1 1JU, Wilkinsons, 233-249, High Street, Slough, SL1 1BY

Neighbour letters were sent out on 12/05/2016. Further notification letters were sent out to the relevant individual commercial units opposite the site within The Observatory on 27/06/2016. The Consultation period closed on 18th July 2016, and no representations have been received.

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 11th April 2016. The application was advertised in the 20th May 2015 edition of The Slough Express.

6.0 **Consultation Responses**

6.1 **Transport and Highways Development:**

This application is for the construction of rear extension at 1st and 2nd floor level, the formation of a new mansard roof with front and rear dormers. This construction will create 12 no. residential flats; 5 no. studios and 7 no. 1 bed flats. The proposal will see the increase in floor area of 278m² and a change of use of 171m² of A1 space, which is currently being used as storage.

Trip Generation

This conversion of storage space to flats will result in an increase in 54 multi-modal trips to the site and therefore this additional trip impact should be mitigated.

Car Parking

The site is located in the Town Centre, the minimum parking standard is nil and therefore the proposal that no parking is to be provided for the residential use is acceptable. However the

owners/tenants of this development must be excluded from obtaining permits for on street parking. Please secure this requirement through a planning condition or alternatively through a S106 agreement.

Access

Service vehicles can access the property via Bishops Road via The Grove. This is acceptable.

Pedestrian access to the site can be achieved from both the High Street and from Bishops Road. However the door opening onto the High Street is considered to be too narrow and constrained by the adjoining shop front. I would recommend that the door opening is widened across the width of the corridor space. Also the applicant will need to ensure that the shop ware from the ground floor shop does not obstruct the pedestrian access to the flats. The main access to the flats should be from High Street as the pedestrian route to the rear access to Bishops Street is currently poor as there is no dedicated footway on Bishops Road. It is considered that the applicant should contribute to improved pedestrian facilities on Bishops Road as currently pedestrians would be unable to walk to the site on a continuous footway through the servicing area. The Local Highway Authority has secured some land from another developer on Bishop Road to assist the process of improving pedestrian facilities on Bishops Road, but it is considered appropriate that this developer also contribute to further improvement.

Cycle Parking

In accordance with the Local Developers Guide, a minimum of 1 no. secure cycle parking space is required per unit for residents; therefore requiring a minimum of 12 no. secure cycle parking spaces. The width of the individual stores should be enlarged to 0.9m each, the length should remain at 2m and they should be 2m in height. The cycle stores must be enclosed, covered and have a secure lockable door.

Refuse Store

The plan drawings show the location for the proposed refuse store for this application with 2 no. 1100 Eurobins. The location for the Eurobins and the individual cycle stores will need to swap in location so that the refuse store is sited as close to the collection area as possible. Leaving in its current location would result in a hiding place being created by the secondary door to the flats, which would be unacceptable in terms of security.

Recommendation

The following changes are required:

- to the design of the bin store and cycle parking as described above;
- amendments to the entrance door of the development to the High Street;

Subject to the applicant making the minor changes as requested and the securing the S106 contribution and associated conditions then no highway objection is raised. Revised drawings should be submitted prior to determination.

Officer response: the above changes have since been addressed by amended plans.

S106 Contribution

- Financial contribution towards improvements to pedestrian facilities on Bishops Road

- Residents of the development should be ineligible to receive on-street parking permits in any existing or future residents parking scheme;

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

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.

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

- Core Policy 1 – Spatial Vision and Strategic Objectives for Slough
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability & the Environment
- Core Policy 12 – Community Safety
- Adopted Local Plan for Slough
- H7– Town Centre Housing
- H11– Change of Use to Residential
- H13 – Backland/Infill Development
- H14 – Amenity Space

- S8 – Primary & Secondary Frontages
- EN1 – Standard of Design
- T2 – Parking

7.2 The main planning considerations are therefore considered to be:

- Principle of development
- Design, appearance and impact upon the street scene and local area.
- Design and Crime Prevention
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Highways and parking

8.0 Principle of Development

8.1 **The NPPF** requires 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.

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 Policies 1 and 4** of the Council’s Core Strategy supports high density flatted development within the Town Centre.

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.

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.

8.3 The **Local Plan** also recognises the value of locating residential development within the Town Centre. The site is an ideal location for high-density development, being located within walking distance of public transport services, shopping and leisure facilities and will further increase housing accommodation in the Borough. The principal of providing residential accommodation above shops in the Town Centre area is supported in planning terms and fully complies with the relevant policies of the Adopted Local Plan. It represents a sustainable form of development and encourages living in Town Centres, which contributes to maintain the vitality of the Town Centre.

8.4 There are no objections raised to the principle of providing additional residential accommodation in the Town Centre, in relation to the NPPF, Core Policies 1 and 4 of the Local Development Framework, Core Strategy Submission Document.

9.0 **Design, appearance and impact upon the street scene and local 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** of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

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:

1. be of a high quality design that is practical, attractive, safe, accessible and adaptable
2. respect its location and surroundings
3. 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 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 surrounding area is retail in character; however there are residential flats to the upper floors of the surrounding shopping units, and residential dwellings to the south. The existing building is three storeys in height to the front and single storey at the rear. The height at the front is consistent with the height of the neighbouring building to the west (222 High Street), and lower than the neighbouring to the east (238-240 High Street), which has a similar eaves height, but incorporates a mansard roof. The buildings on the opposite side of the High Street are either similar in height or higher than the existing application building.
- 9.5 The proposed extension at first floor and second floor level would be contained at the rear of the site and within the limits of the existing footprint of the building by infilling the existing space between each neighbouring building at first floor and second floor. As such, the rear extension would not appear incongruous or overly dominant.
- 9.6 The proposed mansard roof would be set back from the front elevation, and be lower in height than the existing mansard roof to the neighbouring to the east (238-240 High Street) and therefore would not be visually overbearing or dominant to an unacceptable degree.
- 9.7 The window alterations to the front elevation are required to facilitate appropriate internal environment for future residents. The proposed windows reflect the shape, style, and pattern of the existing windows, and would maintain the character of the front elevation. The proposed finishing materials to the elevations would match those used in the existing building. The materials used to finish the mansard roof would be slate tiles which can be submitted for approval to ensure they are an acceptable quality for the High Street.
- 9.8 In design, streetscene and impact terms no objections are raised in relation to the NPPF, Core Policy 8 or Local Plan Policy EN1.

10 **Design and Crime Prevention**

- 10.1 **Policy EN5** of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.
- 10.2 The flats would be accessed by a communal access from the High Street which provides the safest route for future residents. The cycle storage would be to the rear, within a secure cycle store. Amendments will be required fence and gate off the cycle store from the public realm.
- 10.3 Subject to amendments, it is considered the proposal would satisfactorily reduce the potential for criminal activity and anti-social behaviour and therefore comply with Local Plan Policies EN5.

11.0 **Impact on residential 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.
- 11.2 There are a number of residential units to the south of the site in Alpha Street North. The

separation between these residential units would exceed 21 metres which satisfactorily mitigates any unacceptable overbearing or loss of privacy issues.

- 11.3 The separation between the application site and the buildings directly opposite on the High Street is approximately 19 metres. There do not appear to be any residential uses directly opposite on the High Street, however 261 High Street contains a residential use at first floor, but is further along to the east. 19 metres is short of the normally required separation distance of 21 metres between primary windows, however 19 metres is not untypical of a Town Centre situation and would not sterilise any future change of use opposite the application site.
- 11.4 Having regard to guidance given in the NPPF, Core Policy 8 or Local Plan Policies EN1 and EN2, no objections are raised in relation to the impact on neighbouring amenity subject to appropriate planning conditions being imposed.

12.0 **Living Conditions and Amenity Space for residents**

- 12.1 **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.

- 12.2 Room sizes are assessed against the Council's approved Planning Guidelines for Flat Conversions:

New Flat A (studio):	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	32.2 sq m	Y
New Flat B: (studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	32.2 sq m	Y
New Flat C: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	13 sq m	Y
Living/ Kitchen	20. 43 sq m	25 sq m	Y
New Flat D: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	13 sq m	Y
Living/ Kitchen	20. 43 sq m	22 sq m	Y
New Flat E: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	14 sq m	Y
Living/ Kitchen	20. 43 sq m	21 sq m	Y
New Flat F: (Studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	32.2 sq m	Y
New Flat G: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	13 sq m	Y
Living/ Kitchen	20. 43 sq m	25 sq m	Y
New Flat H: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	15 sq m	Y

Living/ Kitchen	20. 43 sq m	21 sq m	Y
New Flat I: (Studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	22 sq m	Y
New Flat J: (Studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	28.55 sq m	N
New Flat K: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	12 sq m	Y
Living/ Kitchen	20. 43 sq m	24 sq m	Y
New Flat L (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	15 sq m	Y
Living/ Kitchen	20. 43 sq m	21 sq m	Y

12.3 As can be seen from the above table, all flats, other than, 'Studio J', comply with the minimum room sizes as set out in the Council's approved Planning Guidelines for Flat Conversions. Owing to the acceptable size of the remaining 11 units, and the fact the 'Studio J' is relatively close to meeting the Council's guidelines (a shortfall of 3.12 sq m), the undersized unit would not warrant a reason to refuse the development as a whole.

12.4 The layout of the flats is such that all principle habitable rooms serving the individual units, including those at third floor level contained within a mansard roof, would have good aspect, including daylight and sunlight. Non habitable rooms including bathrooms and kitchens do not benefit from natural aspect, but no objections are raised in this respect.

12.5 External noise could arise from the streets on both sides of the application site, possible noise from the air conditioning plants serving adjoining buildings and internal noise between flats. The first will require such measures as double-glazing and potentially trickle ventilation. A suitably worded planning condition will be imposed to ensure that this requirement is met. The second will require adequate sound insulation measures. This will be covered at the Building Regulations stage and a suitably worded informative will be imposed.

12.6 The proposal is considered to be in accordance with the requirements of the NPPF.

13.0 **Traffic and Highways Implications**

13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.

13.2 Core Policy 7 requires that development proposals will 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, improving air quality and reducing the impact of travel upon the environment.

13.3 Local Plan Policy T2 requires residential development to provide a level of parking to its location, which are defined with the Parking Standards set out in Appendix 2.

- 13.4 As the site is located within the defined Town Centre, the proposal does not include any provision for vehicular parking, which is in accordance with Council's Parking Standards. The proposal would provide 12 secure cycles parking sheds, and is therefore in accordance with the Council's Parking Standards.
- 13.5 Due to the positioning of public car parks to the southeast of the site, the rear entrance would likely be used significantly more than existing. The Highways Authority has requested a financial contribution towards improvements to pedestrian facilities on Bishops Road, to provide an acceptable degree of safety for future residents.
- 13.6 At the time of writing this report, the applicant is yet to agree to this contribution. Progression on this matter can be included on the update sheet.
- 13.7 Subject to the above, no objection is raised in terms of transport or parking. The proposal is considered to be inconsistent with Core Policy 7 of the Local Development Framework Core Strategy and Policy T2 of the Adopted Local Plan.

14.0 **Section 106 Agreement**

- 14.1
- No affordable housing is sought as the number of units is below the threshold
 - Financial contribution towards improvements to pedestrian facilities on Bishops Road
 - Residents of the development should be ineligible to receive on-street parking permits in any existing or future residents parking scheme;

Before planning permission is granted, the above Section 106 agreement would need to be completed in respect of this new proposal.

15.0 **Summary**

- 15.1 Having considered the relevant policies set out below, consultation responses, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for **approval** subject to completion of a Section 106 agreement, and finalising conditions.

PART D: LIST OF CONDITIONS AND INFORMATIVES

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

16 **CONDITIONS (to be finalised)**

1. Commence within three years

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

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

1990.

2. Approved plans

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

Drawing Nos.

(a) 234HS/12112015/REV-G-1, Dated 20/06/2016, Recd 14/06/2016

(b) 234HS/12112015/REV-G-2, Dated 20/06/2016, Recd 14/06/2016

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

3. Details and Samples of materials

Prior to the commencement of development, samples of the external roof tiles shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved.

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

4. Noise Insulation for Flats

Prior to the commencement of development a scheme for protecting the proposed flats from noise has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the scheme shall be completed before the flats are occupied.

REASON: To ensure adequate mitigation against external noise level in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008

5. Cycle Parking

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

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

6. Secured By Design

Prior to occupation, 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. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police.

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.

7. Pedestrian access

The pedestrian access to the development from High Street shall be kept free of obstruction and be available for use by residents of the development at all times.

REASON: In the interest of pedestrian safety

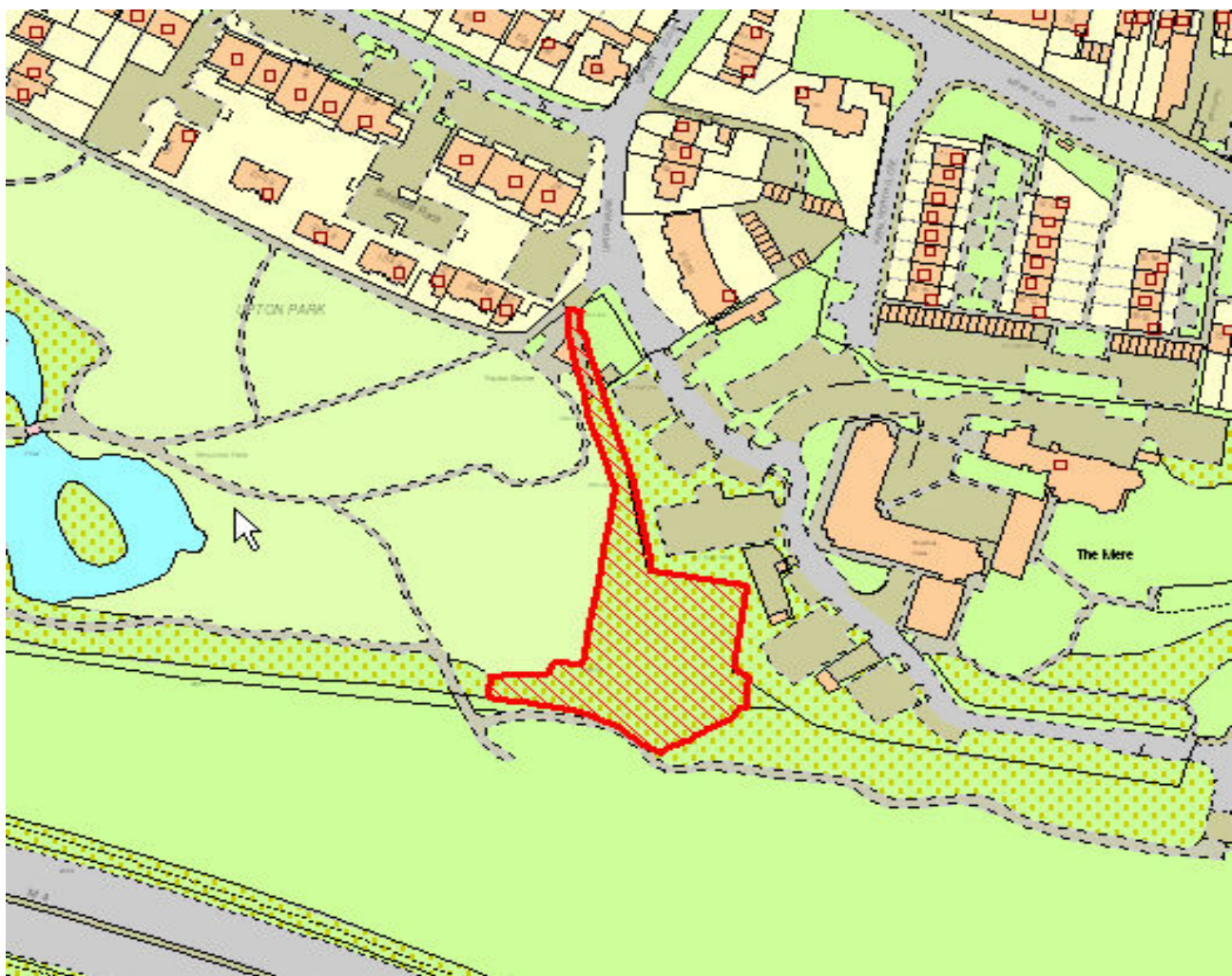
INFORMATIVE

1. Section 106 Legal Agreement - The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 will need to be entered into with regards to the application hereby approved.
2. 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.
3. 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.
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. Positive and proactive statement - In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

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Registration Date:	18 th April 2016	Applic. No:	P/00475/009
Officer:	Hilary Kernohan	Ward:	Central
Applicant:	Mr S. Mann	Applic type:	Major
Agent:	Mr Sujata Sharma, TP Architects, 33A St Lukes Road, Maidenhead, Berkshire, SL6 7DN	13 week date:	18 th July 2016
Location:	Site of former Spring Cottage, access from Upton Park Road, Slough		
Proposal:	To erect 8no x2no bed and 1no 3 bed flats and 1x4 bed detached dwelling (as previously approved under application no P/00475/007) with associated parking, cycle storage, and refuse store, with access off Upton Park Road in Slough.		

Recommendation: Refuse



1.0 **SUMMARY OF RECOMMENDATION**

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

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 To erect 8no x2 bed and 1no x3 bed flats, and 1no x 4 bedroom detached dwelling with associated parking, cycle storage and refuse store, with access from Upton Park, Slough.
- 2.2 The application states that the 1no 4 bed dwelling was previously approved, under application no P/00475/007, and has not been changed, This single dwelling is on the site of the original Spring Cottage

3.0 **Application Site & Surroundings**

- 3.1 The application site is known as Spring Cottage, is located off Upton Park Road, at the eastern end of Herschel Park. Spring Cottage was previously an important historic building, however it burnt down in May 2011 after suffering, since 2008, abandonment, lack of maintenance, trespass, vandalism, fire and eventual demolition. A substantial history of planning applications which aimed to enable its survival, which is highly relevant to this current application, is provided below/.
- 3.2 The site is accessed by a long tree lined driveway, with the entrance located between a pedestrian access to Herschel Park and a gated entrance to the Mere (a listed building to the north east of the application site).
- 3.3 The site is enclosed by Herschel Park, which is designated Public open space and lies immediately adjacent to the defined Metropolitan Green Belt. The site is also within the designated Upton Park conservation area, comprising the Spring Cottage site, the Mere (Jacobean mansion building 1887) and Herschel Park. The Spring Cottage site is also adjacent to a section of the Herschel Park designated as a "Historic Park and Garden".
- 3.4 The site falls within Flood Risk zones 1 and 3 as defined on the current Environment Agency Flood Map. Slough Borough Council's Strategic Flood Risk Assessment shows that the site lies within Flood Zone 3b, functional floodplain.

4.0 **Site History**

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

Application ref. / Date	Description	Decision
P/00475/001 Sept 1987	Change of use from residential to an office class B1	Refused
P/00475/02 Oct 2009	Conservation area consent fro demolition of part of Spring Cottage and detached garage. Renovation of Spring Cottage into 1no 2 and 2no 1 bedroom flats .Erection of 2 bedroom and 2no 3 bedroom terraced houses and 1no detached house with associated access road , parking, garage, bin and cycle stores and landscaping	Withdrawn by applicant prior to determination
P/00475/03 Oct 2009	Demolition of extension to Spring Cottage and detached garage. Renovation of Spring Cottage into 1no 2bed and 2no 1 bed flats. Erection of 2no 2 bedroom and 2no 3 bed terraced houses and 1no associated detached house with associated access road , parking , and garage, bin and cycle stores and landscaping (outline)	Withdrawn by applicant prior to determination
P/00475/04 June 2010	Demolition of modern side extensions to Spring Cottage and detached garage. Conversion of original Spring Cottage into 2x1 bed flats, erection of 2x2 bed and 1x3 bed terraced dwellings and 1x3 bedroomed detached house with associated access road, parking, bin , cycle store and landscaping	Approved
P00475/05 April 2012	Conservation area consent for reconstruction of Spring Cottage to contain 2no flats and construction of 2no dwellings	Withdrawn by applicant
P00475/06 Lodged May 2011 – determined Jan 2012	Reconstruction of Spring Cottage to contain 2no x 2bed flats ; construction of 2no 4no bedroomed detached dwellings with garages	Approved
P/00475/07 May 2014	Erection of 2no 4 bed semi-detached and 2no 4 bed detached dwellings with rooms in the roof space and associated parking	Approved

P/00475/08 Aug 2015	Submission of details pursuant to conditions 03, 5, 9, 14, 15, 16, 18, 20, ref planning permission P00475/07	Conditions complied with
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5.0 **Neighbour Notification**

5.1 Consultation letters were posted to the residents and commercial properties consulted in relation to the previous application.

5.2 There has been one representation received objecting on the grounds of overdevelopment and the negative visual impact on Herschel Park.

5.3 **Publicity:** In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site. The application was advertised in the 20th May 2016 edition of the Slough Express.

6.0 **Internal Consultation**

6.1 **Transport and Highways**

This application is for the construction of one detached dwelling house (4 no. bedroom) and one 3 storey building to provide 9 no. flats (8 no. x 2 bedroom and 1 no. x 3 bedroom). Associated works including basement, car parking provision, amenity and access off Upton Park. The site is situated in a predominantly residential area to the south of the borough. The site has previously had consent for 4 houses. Therefore the proposed development is an intensification of an extant scheme.

My understanding in respect of the planning history of the site is as follows:

- Original development was one cottage (Spring Cottage);
- Spring Cottage was in poor condition and needed renovation so it was accepted that two flats could be developed within Spring Cottage and 1 additional house provided to help with the renovation costs;
- Spring Cottage burnt down and this changed 2 semi-detached houses and 2 detached houses;
- This proposal for 1 detached house and 9 flats.

One can summarise that there has been a 'scope creep', where development of the site increases over time significantly to what was originally accepted.

Trip Generation

The applicant's consultant has provided trip generation for the proposed development, which having interrogated the TRICS database would appear to be slightly inflated, although I do not think the transport consultant who prepared the report has access to the TRICS database. The proposed development is shown to lead to an increase in the number of vehicle movements to the site by 20 per day.

	Daily Arrivals	Daily Departures	Total

4 House (Extant Scheme)	8	8	16
1 House + 9 flats (Proposed Scheme)	2+17	2+15	36
Net Increase in Vehicle Trips	11	9	20

Access

The access to the site is from Upton Close and its junction with Mere Road. This Mere Road junction is adequate in terms of capacity to cater for this level of development. Upton Close itself is approximately 6m wide and operates adequately as a shared area, as there are no separate footways. Upton Close is a private road.

The existing access road from the northern end of the access road to the dwellings is around 90m in length and narrow with the appearance of a country lane. It measures a minimum of 3.6m (fence to fence) and does not widen sufficiently for circa 35m before a passing place for 2 cars is available. At this point the access road, fence to fence width is 5.8m. The carriageway would not be this wide in the final scheme as there would be a vegetation strip on both sides, but there would be sufficient space at this point for two cars or a car and van to pass. It is unlikely that a car would pass a refuse vehicle on the access road. However given the passing space is 35m into the site there is a likelihood that vehicles will wait at the site access (i.e. obstructing the pedestrian access to the park) or reverse back to the site access to allow vehicles to pass therefore increasing the risk of collision with pedestrians, some of whom will be young children.

With the increase in number of dwellings there is shown to be a greater number of vehicle trips and therefore the number of times vehicles need to wait for another vehicle to pass increases. The reality of this is that there will be far more occurrences of vehicles waiting in the vicinity of the Park pedestrian entrance with the proposed scheme than the extant scheme. Whilst the number of passing manoeuvres is going to small across the day, one needs to take it back to the context of where the redevelopment of this site started with one cottage becoming 2 houses and 2 flats, then 4 houses and now 1 house and 9 flats. The impact on the Park access continues to increase and raises risk for the safety of pedestrian movement. There does become a point where the path leading to the Park for park users (pedestrians with young children and school children) becomes less attractive and less safe to use as more and more vehicle movements are permitted. I would suggest that point has already been reached and therefore there should be no increase in development above the 4 house scheme. If the developer wishes to pursue this scheme then I would recommend that the access to Upton Close is achieved off the access road to the Education Centre so that the impact on the Park users is limited.

The drawings do not clearly show the existing access to the Park and the visibility splays and these should have been provided on the submitted drawings in accordance with Manual for Streets 2.4m x 43m for vehicle visibility splays and pedestrian visibility splays of 2.4m x 2.4m.

The road construction the road surface is proposed to be permeable tarmac, but whilst permeable element is welcomed, I would suggest that taking account its proximity to the Park then a more sympathetic surface, like resin bound gravel, may be more appropriate certainly at the northern end of the access road. If a permeable tarmac surface is to be implemented then the road surface will also need a geotextile membrane, a permeable sub base, a permeable base course, and a permeable binder course otherwise the permeable surface course will not work.

Car Parking

Under the Slough Local Plan 2004, for this development, the parking requirements are as follows: 3 spaces for the 4 bedroom house, 18 spaces for the 9 flats (8 x 2 bedrooms, 1 x 3 bedrooms). The plans show the required 3 spaces for the house, with dimensions of 2.4m x 4.8m; also a total of 18 spaces for the flats, including 17 in the basement, all measuring 2.5m x 5m, with the 18th space being suitable for disabled parking and measuring 6m x 3.8m. The car park does not provide any detail in respect of the column positions and these need to be provided to ensure that the design of the car park is in accordance with the Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011 - 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays. In respect of the column locations and other technical details the following should be taken into account:

- The distance from end of parking space to edge of column should be minimum of 3.3m min with 3.6m desirable;
- The distance from end of parking space (aisle) to edge of column 0.46m min 0.8-1.0m desirable;
- No fewer than 3 bays per between interbin columns;
- Column projection into parking space of up to 200mm permitted;
- In respect of the gradient of the ramp this is acceptable at 1:10;
- With 6 metre aisles the end parking space should be widened by 300mm when it is adjacent to a wall or vehicle barrier.

In order to prevent overspill parking from the development impacting on the residential amenity of residents in surrounding developments, residents of the development should be ineligible to apply for on-street parking permits in any existing or future schemes (on the public highway).

Cycle Parking

In accordance with the Local Developers Guide, a minimum of 1 no. secure cycle parking space per unit is required for residents. Secure storage has been provided near the entrance to the basement car park with 9 spaces for the flats, but the plans will need to be amended to show Sheffield racks in accordance with Developers Guide Part 3. Cycle storage for the house is likely to be in a garden shed.

Refuse and Recycling

For a total of 9 flats, the applicant is required to provide 1 x 1100 litre bins for residual waste collection and 1 x 1100 litre bins for recycling material and this

is what is proposed. The applicant will need to demonstrate that a refuse vehicle can turn and leave in a forward gear by providing the tracking drawings.

Impact on PROW to the south

There is a Public Right of Way to the south of the site, but there would appear to be no impact on this path resulting from the development.

Recommendation

This application should be refused as the development if permitted would intensify the use of an existing access and access road which is substandard in width and would lead to the obstruction of a main pedestrian access to Herschel Park and would lead to an increase in reversing manoeuvres at the site access, which would the risk of collisions with pedestrians. Such an intensification is considered to be detrimental to road safety and therefore the development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

6.2 **Environmental Quality**

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

6.3 **Land Contamination**

6.3.1 The officer notes there are a number of outstanding issues and recommends the following conditions:

6.3.2 1 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 previous intrusive investigations

2 Remediation – no development within or adjacent to any areas 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.

6.4 **Neighbourhood Services**

6.4.1 No development to commence until a detailed Construction Management Plan has been submitted and approved in writing by the LPA.

6.5 **Drainage**

6.5.1 The drainage philosophy and design is acceptable however the introduction of the attenuation pond as a storage structure within the Win-Des drainage calculations is required to confirm that no more than 5 l/sec will leave the site and that flooding does not occur anywhere on site during the worst case 1 in 100 year rainfall event. The proposed drainage strategy and aforementioned discharge flow rate are to be approved by Thames Water.

6.5.2 *Flood Risk*

The development is sited within flood zone 1, and categorized as “more vulnerable”. More vulnerable developments are considered appropriate in flood zone 1 therefore no mitigation is required with regard to fluvial flood risk.

To mitigate surface water flood risk the finished floor level for all properties must be raised as per the recommendation of the FRA. Whereby finished floor levels are to be a minimum of 100mm above surrounding ground level.

The local foul gravity sewer is susceptible to backing up. As recommended by the FRA the manhole covers must be raised and installed with bolt down covers, subject to agreement with Thames Water.

6.6 **Parks Development Team**

6.6.1 For context, Slough Borough Council received £2.2million Heritage Lottery Funding (HLF) to carry out the restoration of our Grade II listed park adjacent to Spring Cottage which was completed in 2011. As part of the restoration project, SBC enlisted specialist historic parks consultants to produce a conservation management plan for the park which included the parks interrelationship with Spring Cottage and the land adjoining the park owned by the planning applicant. English Heritage who monitored the HLF funded project stressed the importance of keeping historic fabric of the park intact. This includes screening the park from the NFER Mere buildings. The proposed buildings have 3 storeys and will be easily seen from the park. This latest proposal increases the density of the dwellings substantially exacerbating the problems already identified with the previous application and on these grounds the Parks section objects to this application.

Key points of objection and comments are as follows:

1) The proposals set out in the application show the removal of trees and other vegetation that currently screen NFER when viewed from Herschel Park. This vegetation would also screen the new development from the park and although some new trees are included in the proposals the natural screening would be greatly diminished. To mitigate the proposed loss of vegetation, we would ask that additional trees be planted in the park adjoining the development as we appreciate there is insufficient space on site. The increased mass of the proposed dwelling further impose on the park compared to the previous application and will greatly impact upon views to the east of the park.

2) Access & construction – as part of the HLF restoration project SBC was asked to produce an access plan for the park. The entrance to N/E corner of the park is already shared with Spring Cottage which potentially constituted a safety hazard. The previous occupants of Spring Cottage did not drive so they posed little risk to pedestrians using the park entrance. The applicant’s new proposals indicate that the entrance would be used by a greater number of vehicles to service the 10

dwellings which would greatly increase this risk to other users. The roads in Upton Park are privately owned and maintained by Upton Roads Ltd. who have expressed concern about the increased traffic and wear that would result from the proposed development. There appears to be insufficient space for refuse and delivery vehicles to turn around which would necessitate vehicles having to reverse up the narrow driveway. During any construction work SBC should insist that the stone entrances, lanterns, new fencing and park Kiosk building be protected from dust and damage and that the park hedge and tree root zones are protected and any construction carried out using No Dig methods. There are a set of engraved marker stones along the park/Spring cottage boundary that need to be protected/incorporated into the landscaping. These stones are thought to pre-date the Victorian park.

3) Wildlife impact – has an environmental impact assessment been submitted with the application? There have been reports from a number of users of the wildlife area of wildlife using the site including sightings of bats roosting.

4) SBC have replaced the fence shown along the park boundary with a new HLF funded ornamental steel railing fence along the boundary between the park and this would need protection and be in constant danger of being damaged if the development were to go ahead.

5) Drawings state that the SBC owned Laurel hedge is to be reduced in height by SBC. It does not say how much it is to be reduced by and who would fund any work. The hedge forms an evergreen screen between the park and the proposed development and we feel it needs to be retained to a height of at least 1.5m to function as a screen.

6) Lanterns – new lanterns are proposed along the driveway. English Heritage worked closely with SBC and Upton Roads Ltd. to ensure the design of the lanterns used in the park and surrounding estate were appropriate to the historic setting of the conservation area. Any new lanterns should also complement the existing lanterns especially where the proposed development adjoins the park and estate.

7) A 5m “drainage buffer” is shown on the LNR. Is this the existing ditch or is the applicant proposing to modify SBC land?

7.0 **External Consultees**

7.1 **Historic England**

No comment

7.2 **Thames Water**

7.2.1 They have identified an inability of the existing waste water infrastructure to accommodate the needs of this application. If the LPA are minded to grant

permission, then a Grampian condition is to be imposed as follows:

“Development shall not commence until a drainage strategy detailing any on and off site drainage works has been submitted to and approved by the LPA in consultation with the sewerage operator. 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 sewerage 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 “

7.3 Environment Agency

No reply

7.4 Local Police

No reply

7.5 Garden History Society

No reply – they have been involved in support of the Lottery Funded Historic Garden Restoration

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

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

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

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

Core Policy 1 – Spatial Strategy
Core Policy 2 – Green Belts and Open Spaces
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN13 – Conservation areas
Policy EN17 Locally Listed Buildings

Policy En18 – Historic Parks and Gardens
Policy EN21 – Protection of designated Nature Conservation sites
Policy EN22 – Protection of Sites with Nature Conservation Interest
Policy EN24 – Protection of Watercourses
Policy EN34 – Utility Infrastructure
Policy OSC8 – Green Spaces
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

Other Relevant Documents/Statements

Upton Conservation area character survey

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

Further consideration will also need to be given to the following constraints around the site :

The application site is within the "Upton Park Conservation Area".
Herschel Park – is a designated Open space , and is part of the Metropolitan Green Belt
Historic Herschel Park is identified as a "Historic park and Garden".
The Mere (immediately adjacent) is a listed building also part of the Upton Park Conservation area

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

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

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

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

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at

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

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

1) Whether the landscape and visual impact, and amenity of the Historic Park and Garden of Herschel Park, and on the Upton conservation area, are acceptable?

2) Is it acceptable to use the previous "enabling consents" , (which sought over many years, to help facilitate the restoration of an important historic building Spring Cottage), to justify the 125% intensification of residential use, in a sensitive conservation area and heritage location, which now provide no heritage or conservation area enhancement .

3) Whether the principle of the development accords with the Slough Development plan in relation to the type of housing proposed in this out of town centre location?

9.0 **Principle of the development**

9.1 *Whether the landscape and visual impact, and the impact on the amenity of the Historic Park and Garden of Herschel Park, and on the Upton conservation area, of the application proposals, are acceptable.*

The application site is fully enclosed within the Upton Conservation area. In addition it is immediately adjacent to the recently restored Registered Historic Park and Garden now known as Herchel Park. The neglected, then vandalised, then set on fire and finally demolished Spring Cottage, a recognised important historic building, (which was previously located on the application site) has also been central to decision making in relation to this site.

In the appraisal of this application, the key policy areas relate firstly to the planning objective to protect and enhance conservation areas (including Upton Conservation area) and historic parks and gardens (Historic Upton Park) – these objectives have had a significant effect on how the numerous planning applications submitted by the applicant since 1995, in relation to this site, have been responded to by the Council, leading up to the current application. The long planning history of the application site, is of vital importance in understanding the context of the decisions previously made, and the current position of the Planning Authority. .

National Planning Guidance, strongly supports the conservation of heritage assets and the designation of conservation areas.

The NPPF states para 125 :

" Local Planning Authorities should set out in their Local Plan a positive

strategy for the conservation and enjoyment of the historic environment , including heritage assets most at risk through neglect, decay or other threats. In doing so , they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance”

“In determining applications , Local Planning authorities should require an applicant to describe the significance of any heritage assets affected , including an contribution made by their setting”

In keeping with National Guidance, Slough Borough Council has adopted a range of Policies also firmly aimed at the protection of the historic environment of Slough.

Core Policy 9 of the Slough Local Development framework states that development will not be permitted unless it :

- “- enhances and protects the historic environment*
- Respects the character and distinctiveness of existing buildings , townscapes and landscapes and their local designations*
- Protects and enhances the water environment and its margins*
- enhances and preserves natural habitats and the biodiversity of the borough including corridors between biodiversity rich features. “*

Slough Borough Council Local Plan Policy EN13 states :

The character and appearance of conservation areas will be preserved or enhances by the following means:

- A) development will not be permitted unless it preserves or enhances the character or appearance of the area*
- B) new development will be permitted only if it :*
 - (1) harmonises with the character of the area in terms of scale , height, massing , alignment and appropriate materials*
 - (2) retains boundary walls , important trees , and other features , including watercourses , which make a positive contribution to the character and appearance of the conservation area*
 - (3) does not cause the loss of open spaces important to the character or historic value of the area as well as important views within , into and out of the area*

Slough Local Plan Policy EN18 Historic Parks and Gardens states :

“Planning permission will not be granted for development which would have an adverse effect on the historic character, appearance and setting of any part of an historic park or garden “

The importance and significance of Herschel Park in Slough has been fully documented in “ A Landscape survey and analysis “ Jan 2006 Vol 1

It states Para 2.2 :

“The Victorian Park is identified by English Heritage as a designated landscape of a special historic interest in the national context and included on the national register at Grade II, one of only 1560 registered sites. The prevailing historic character is of a pleasure ground .its national rarity and value are increased as there are few sites of its type. Its essential setting, Upton Park, is designated a conservation area, and has special architectural

historic interest in the local context which is worthy of preservation or enhancement. “

“The Victorian Park and the Upton Park estate form a unified and attractive urban landscape which retains much of the genteel character derived from the mid C19th origins. The considerable local landscape value of the estate has been damaged by the loss of many trees along the estate roads, and conversion of gardens to hard standing and development. The townscape significance is degraded by the deterioration of the estate roads, the loss of gateways, and lodges, parked cars and wheelie bins etc. Historically Upton Park was distinguished by its high quality townscape absent elsewhere in Slough .The relationship of the estate with the mere has largely been lost , which has damaged the landscape value.”

Under Historic significance of elements within the site para 2.2.8 :
“The landscape design forms the setting for the mid C19 Upton Park layout and the focus to its circulation and views. Spring Cottage is of high significance as the only detached villa built , its architectural value enhanced by its close relationship to the park its grounds are of significance as a section was detached from the park to form the present drive in the early C20th .The adjacent Mere , set in its own complex garden , was damaged by the construction of the late C20 associated buildings and car parking. “

As stated previously, the original Spring Cottage has been lost by a combination of neglect and vandalism. While the original Spring Cottage was not a listed building, it was regarded as a significant built asset within the Upton Park Conservation area, and within Herschel Park, part of which is a designated Historic Park and Garden. The Upton Conservation Character survey (page 7) states that while *“there are no Local list buildings within the Upton Conservation area but this survey suggests the addition of many buildings to the Slough Boroughs Local list. Local listing does not bring additional statutory protection in itself , but being within the conservation area , such buildings are already protected from substantial demolition .Certainly every effort will be made to safeguard their contribution to the conservation area and that of any other buildings within its boundaries that contribute to its character as an historic settlement.”*

The report then goes on to describe the various buildings within the conservation area which contribute to the character of the conservation area as a historic settlement. Under Upton Park and the Mere is listed “Spring Cottage”.

It is described as :

“Built as a lodge at the east entrance to Upton Park on the drive from Datchet Road, this is a picturesque cottage with timber framing to parts of its upper storey and to its jettied upper floor bay windows. It has decorative bargeboards and diagonal set chimney stacks .it probably dates from the 1850s but it is only glimpsed in its secluded, heavily treed location “.

The document also lists Spring Cottage as a proposed locally listed building at Page 20.

The application site itself, is an unallocated site in the development plan, and bearing in mind its position within a conservation area, immediately adjacent to a Registered historic park and garden, adjacent to a Designated nature conservation site, and to the Metropolitan green belt, so in usual circumstances this is NOT a location where the LPA would wish to see any development.

However, due to the fact that the important historic Spring Cottage was located on the site, and the fact that the Council wished to see its restoration due to its historic and conservation area importance, the LPA have been willing over the years, to provide the applicant with a number of consents which were fully intended to achieve this objective. The previous consents granted for the Spring Cottage restoration and then rebuilding, also allowed some limited additional development as part of ensuring the viability of the scheme.

In contrast, the current scheme proposes the replacement of 3no of the 4no family houses previously consented and their replacement with 9no flats and 1no family home. The proposed scheme creates a larger footprint on the application site, and proposes one large building where previously the buildings were split and much less dominant in the view. The proposed height is similar to the previous scheme, however the amount of the development at the maximum roof height is greatly increased, again increasing the visual impact and dominance of the building.

The application site is visible from the Registered park and garden to the west, and this proposed increased size of development, will in turn increase the degree of visibility from the Park, creating an unwelcome residential intrusion on the SE side of the Park. This side of the Park is adjacent to a nature conservation area, which will also experience visual impact from the development. The proposed development proposes the introduction of a large block of flats within a currently undeveloped, quite central part of the conservation area. The proposals do not preserve or enhance either Historic park or the Conservation area –and due to the greater visual intrusion, the larger footprint of development, the greater number of cars, residents, and associated noise and disturbance, it would create a significant dis-benefit to both the Registered Historic Park and the Conservation area. The proposed development is not considered to be acceptable in this heritage /conservation area location.

2) Is it acceptable to use the previous “ enabling consents” , (which sought over many years, to help facilitate the restoration of an important historic building Spring Cottage), to justify the 125% intensification of residential use, in a sensitive conservation area and heritage location, which now provide no heritage or conservation area enhancement .

The application site is an unallocated site in the Slough Development Plan, and bearing in mind its position in a conservation area, immediately adjacent

to a registered historic park and garden, adjacent to a nature conservation site, and to the Metropolitan green belt, in usual circumstances this is NOT a location where the LPA would wish to see ANY development.

However, due to the fact that the important historic Spring Cottage was located on the site, and the fact that the Council wished to see its restoration due to its historic and conservation area importance, the LPA have been willing over the years, to provide the applicant with a number of consents which were fully intended to achieve this objective. The previous consents granted for the Spring Cottage restoration and then rebuilding, also allowed some limited additional development as part of ensuring the viability of the scheme.

The owners / applicants, over some 29 years, since 1987, have submitted 10 planning applications for a range of proposals, for various changes to the use of Spring Cottage, and then the ever increasing expansion of development in and around the site, as listed in the History section of this report above.

It is noted that consent was originally given in June 2010 (ref P00475/004) for the conversion of Spring Cottage into 2no x1 bed flats, the erection of 2no x2 bed dwellings, and 1x 3 bed dwellings, and 1no x3 bed detached houses. The purpose of the consent which included some separate dwellings, and including 2no flats in Spring Cottage, was fully to facilitate the owner in the refurbishment of Spring Cottage. This consent if implemented, would have enabled the repair and refurbishment of Spring Cottage.

It is further noted that, at the time when application ref P/00475/006 was initially submitted on May 4th 2011, Spring Cottage was still intact. In their supporting statement the applicant stated *“Spring cottage, an ornate two storey Victorian lodge, much of which is derelict and overgrown by vines. Part of the lodge was until 2008 tenanted accommodation. In the last 2no years the building has been subject to vandalism and occupation by illegal immigrants”*.

During the course of the 006 application, Spring Cottage was burnt down in 2011. Consent was then granted in January 2012 for an amended scheme.

On 13th Sept 2013 a further application (P00475/007) was lodged for: *“Erection of 2no four bedroom semi-detached and 2no four bed detached dwellings with rooms in roof”* which was granted consent in May 2014, quickly followed by a discharge of conditions application.

The current application therefore, needs to be seen in the context of this long application history where the applicants have seen fit NOT to implement ANY of the various consents granted over the years, all of which had the objective of facilitating first the restoration of Spring Cottage, and then its rebuilding. Had they done so, it is likely that Spring Cottage would have been refurbished and still standing today. Instead the Cottage was allowed to become unoccupied, then derelict, then vandalised, burnt and finally demolished.

It is notable that the current application makes no mention of the rebuilding of

Spring Cottage, but is instead simply an application for the 125% intensification of the number of residential units that have been granted previously - but always specifically to enable the saving and then rebuilding of Spring Cottage. In contrast, this application now seeks to simply use the concessions that the LPA has previously granted on this site, (with the sole objective of supporting and enabling the applicant in the restoration/rebuilding of Spring Cottage) – to simply maximise the amount of development on the site, not only without ANY heritage benefit- but with considerable dis-benefit to both the Conservation area and the Historic Park and Garden, as described above. In view of the above, the application proposals are not considered acceptable

9.2 (iii) Compliance with LDF Core Policy 4

9.3 In addition to the extreme concern that the Council appears to have been misled as to the true intentions of the applicant for some considerable time, as there is now no mention of the rebuilding of Spring Cottage, the current proposal, entirely changes the basis of the scheme from a flatted development in the rebuilding of Spring Cottage, with the associated development a few family homes to assist in financing the scheme- has been fundamentally changed to an application for a large block of 9no flats, and one single dwelling on the site of the former Spring Cottage.

Aside with the detrimental impact of the proposals on the Historic Park and Garden and the Conservation area discussed above, these new proposals do not meet with Planning Policy in relation LDF Core Policy 4, which emphasises the need for family homes outside the town centre area, as the applicants have been advised on numerous occasions.

Core Policy 4 of the LPF Core Strategy states that:

“ In the urban areas outside the town centre, new residential development will predominately 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”

9.4 The application site lies considerably outside the defined Town Centre, and is in a location where family housing is both most appropriate and strongly required. Much of the new development within Slough in recent years has been of apartments, and there is a very substantial shortage of family homes and appropriate sites to build them in the town.

9.5 Access and Highways

The highways officer has expressed concern in relation to the intensification of the use of the site, and associate increase in vehicle numbers and usage of the access. There is concern also at the associated increase in safety concerns in relation to the access to the Herchel Park, where one of the main access to the park is immediately adjacent to the access for the application site. The proposed car parking has not been demonstrated to be technically sound, and there is considerable potential for overspill car parking from the site impacting on adjacent areas. The applicant has not demonstrated the

availability of turning space for a waste lorry and the highways officer has made a recommendation that the application be refused

10.0 **Ecology**

10.1 Legislation for the protection of wildlife and ecology in the United Kingdom includes:

- The Wildlife and Countryside Act, 1981 (as amended);
- The Countryside and Rights of Way Act, 2000 (as amended);
- Natural Environment and Rural Communities Act, 2006;
- The Conservation of Habitats and Species Regulations, 2010 and
- Wild Mammals (Protection) Act, 1996.

10.2 The NPPF states that the planning system should contribute to and enhance the natural and local environment by, among others, minimising impacts on biodiversity and providing net gains in biodiversity where possible.

10.3 Slough's Core Strategy Core Policy 3 includes a number of policies aimed at protecting nature conservation. Developments are required to demonstrate they appropriately mitigate impacts on ecology. The policy of the Spatial Strategy is to direct development into the most accessible locations in the Borough, while protecting other more environmentally sensitive areas from over-development and which is most likely to protect existing biodiversity. The applicants have not provided any update of earlier ecological and bird and bat surveys. Concern has been expressed by the Parks Department that there would be negative effects on local ecology, especially birds and bats, caused by the development. It is clear that the increase in site usage from the most recent consent of 5no properties to 10no. Further reports would be necessary to verify the detailed situation, however it is inevitable that the larger scale of development and the greater number of cars and residents using the, will cause greater disturbance to the local ecology than previous schemes.

11.0 **Land Contamination**

The officer notes there are a number of outstanding issues and recommends the following conditions:

1 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 previous intrusive investigations

2 Remediation – no development within or adjacent to any areas 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.

12.0 **Noise**

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

13.0 **Archaeological Potential**

The applicant has submitted an archaeological desk-based assessment Thames Valley Archaeological services (site code SCU12/199) dated 22nd January 2013. The current application was received 7/4/ 2016. This archaeological report was received as part of the discharge of conditions in relation to application P/00475/007, which granted permission for the "erection of 2no four bedroom semi-detached and 2no four bedroom dwellings with rooms in the roof space and associated parking".

14.0 **Other Issues**

14.1 Concern has been expressed that the applicants have not provided an updated ecology appraisal. Reports submitted earlier are now potentially out of date, as the site has been lying in a derelict unkept state for a long period of time. The Parks Department advise that there are signs of bat and bird roosts, which would be affected. This would require further investigation should the Council be minded to grant consent.

14.2 The applicant states that a Laurel hedge owned by Slough Borough Council should be reduced in height. This hedge forms an evergreen screen between the park and the proposed development, and SBC consider it needs to be maintained at its current height to function as a screen.

14.3 A 5m drainage buffer is shown on the LNR. It is unclear if this is the existing ditch, or if the applicant is proposing to modify SBC land.

14.4 It is clear from the comments of both Drainage officer and Thames Water that there are potentially major issues still to be resolved. It is not clear at this stage if they can be resolved on the site, or if these requirements would necessitate major works on and off site.

15.0 **Process**

15.1 In dealing with the application, the Local Planning Authority has worked with the Applicant over a long period of some 29no years, and have granted a consent in 2010 which if implemented, would have enabled the saving of Spring Cottage. Despite the loss of Spring Cottage to vandalism due to lying unoccupied, then damage by illegal occupants and finally fire and demolition, the Council has provided a further 2no consents for the redevelopment of the site, in 2012 and 2014, in keeping with Council residential policy,

15.2 However, despite all this, the current application represents an attempt by the applicant to fundamentally change the nature of the proposed redevelopment from a small number of family homes, to an intensified residential use, containing largely flatted development, thereby creating a large increase in the level of traffic using the site and attendant issues. The applicants have been advised on numerous occasions of the Local Plan Policy which strongly supports the development of family housing in locations (as with this one) well outside the town centre. While the Council have long been very supportive of the applicants, over the years agreeing to many compromises to assist the applicants in their wish to save Spring Cottage,. However, the amendments proposed in this current application, now make the proposal unacceptable and contrary to Policy.

16.0 **Summary and Conclusion**

16.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be refused on the following grounds.

17.0 **PART C: RECOMMENDATION**

The application should be refused for the following reasons:

1. Harm to the Upton conservation area and Registered Historic Park and Garden

The proposed development would cause significant harm to the Upton Conservation area, as it proposes a considerable intensification of residential use, with a more than doubling of residential units, and in turn all the associated increases in car movements, car parking, bin storage and waste lorry requirements, cycle parking, loss of trees, impact of wildlife and ecology, and general use of the site and its environs - in a location which is currently a quiet secluded area, immediately surrounded by the Herschel Park Historic designated Park and Garden, fully within the Conservation area. The proposed development will also cause more noise and visual intrusion in relation to Herschel Park and its wildlife, the Conservation area and the Mere Listed buildings.

The proposals are therefore contrary to NPPF in relation to conserving and enhancing the historic environment, and the need to secure a high standard of amenity for all existing and future occupants of land and buildings, and contrary to Slough Local Plan Policies Conservation areas EN13, Locally Listed buildings EN17, and Historic Parks and Gardens EN 18

2. Over-intensification of Residential Use

The application proposals are an over-intensification of previously consented residential use of this site. Unlike earlier enabling consents which had the objective of restoring and then rebuilding the historic Spring

Cottage, this application for the much intensified residential use of the site, provides no heritage benefit, and in addition would create a negative impact on the conservation area and historic park and garden.

The proposals are therefore contrary to NPPF in relation to conserving and enhancing the historic environment, and the need to secure a high standard of amenity for all existing and future occupants of land and buildings, and contrary to Slough Local Plan Policies Conservation areas EN13, Locally Listed buildings EN17, and Historic Parks and Gardens EN 18

3. Contrary to LDF Core Strategy Policy No4

Slough LDF Core Strategy 2006-2026, Core Policy 4 which states that “ *in the urban area outside the town centre, new residential development will predominately consist of family housing and be at a density related to the character of the surrounding area* “.

Some limited additional family homes were originally permitted as part of the Council’s support for the applicant, in attempts first to save, and then rebuild the former historic Spring Cottage. The current application proposes to change the limited number of family homes into a block of 9no flats, fully contrary to adopted policy .This is a locality which is suitable for family homes, of which there is a considerable shortage in the Borough. The application is therefore contrary to Core Policy 4 of the Slough LDF Core Strategy 2006-2026.

4. Access and Highways

The development, if permitted, would intensify the use of an existing access and access road which is substandard in width and would lead to the obstruction of a main pedestrian access to Herschel Park and would lead to an increase in reversing manoeuvres at the site access, which would the risk of collisions with pedestrians. Such an intensification is considered to be detrimental to road safety and therefore the development is contrary to Slough Borough Council’s Core Strategy 2006-2026 Core Policy 7.

5. Ecological Impact

The ecological impact of the development, which is immediately adjacent to a recently restored heritage park and a designated nature conservation site, has not been appraised. No up to date bird, bat or ecological survey has been provided .The application proposes not only removal of trees, reduction of hedges, but also a considerable intensification of usage with 125% increase in residential units, with the likely increased impact on wildlife and ecology that all this would create. The application is therefore contrary to LDF Core Policy 9 as it does not preserve or enhance the local habitat.

6. Drainage

Insufficient information has been provided to determine the suitability of this low lying application site for development. They have identified an inability of the existing waste water infrastructure to accommodate the needs of this application. The Drainage officer has also questioned the ability of the site to drain adequately and requires the approval of Thames Water . Development cannot be permitted until it has been demonstrated that the proposed development will not lead to the flooding of sewerage on the site and surroundings.

The application has not provided sufficient information to allow the Planning authority to be certain that water/sewerage and flooding concerns can be adequately resolved without substantial works in and around the site, further affecting the conservation area, the setting of the Historic Park and garden and the adjacent nature conservation area.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 3rd August 2016

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION

PROPOSED REPRESENTATIONS ON ADJOINING LOCAL PLANS

1 Purpose of Report

The purpose of the report is to update Members on the work that has been taking place with adjoining authorities under the Duty to Cooperate and to seek views on Local Plans that are currently out for public consultation.

It also provides an update on the joint working that has been taking place to agree a "Vision" for the Heathrow sub-region which would apply whether or not it is decided that the third runway should go ahead.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that

- Progress on ongoing Duty To Cooperate meetings with adjoining Boroughs be noted
- Comments set out in paragraph 5.23 can be forwarded as a response to the current consultation on the Vale of Aylesbury Local Plan.
- The work of the Heathrow Strategic Planning Group 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 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 continue to engage with adjoining local authorities (including through the Heathrow Strategic Planning Group) in accordance with the Duty to Cooperate for the preparation of Local Plans.	Failure to engage with adjoining authorities would mean that we would not be able to influence important planning decisions and could risk us failing to comply with the Duty to Cooperate in preparing the Review of the Local Plan for Slough.	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 We are continuing to make progress on the Review of the Local Plan and are on course to produce an Issues and Options report for public consultation by the end of the year. The subsequent detailed timetable for the next stages of the plan is partly dependent upon things which are outside of our control. This includes a decision about the future of Heathrow airport and whether we can get agreement with Chiltern and South Bucks Councils about whether there should be a northern expansion of Slough to meet the needs arising in the area.
- 5.2 At the same time other Councils, such as Windsor & Maidenhead are seeking to progress their Local Plans, which could have an impact upon Slough.
- 5.3 The key areas of work that Members need to be aware of are:
 - Windsor & Maidenhead Plan

- Chiltern/South Bucks, Wycombe and Vale of Aylesbury plans
- Heathrow Strategic Planning Group

Review of the Windsor & Maidenhead Local Plan

- 5.4 The Royal Borough is currently proposing to agree the Submission version of its Local Plan at a Meeting of its Full Council on 10th August. It had been expected that they would be producing a further consultation draft that would enable them to respond to issues others have with the Plan but they have decided to go straight to a submission version which, once published, cannot be changed prior to the public inquiry.
- 5.5 They have recently made significant progress with the plan by securing Maidenhead Golf course as the potential location for up 2,000 houses on what is currently Green Belt land. There are, however, a number of significant outstanding issues with the Local Plan which we may have to make formal representations about in due course when it is published.
- 5.6 At this stage the most important thing is whether or not Windsor & Maidenhead has met the requirements of the Duty to Cooperate (DtC) in preparing the plan. At recent meetings all of the surrounding local authorities have expressed concern that the Council has failed to comply with the Duty. If this is the case it will have serious consequences because it would mean that the Plan would be found to be unsound and could not proceed through the public inquiry process.
- 5.7 The Duty to Cooperate is set out in Section 110 of the Localism Act. Amongst other things it requires Councils to “engage constructively, actively and on an ongoing basis” in developing strategic policies. It is intended to be an iterative process that is applied throughout the plan preparation process from the evidence gathering stage through to the development of the final strategy.
- 5.8 The Royal Borough has been actively engaged with the joint commissioning of key evidence such as the Strategic Housing Market Assessment and the Economic Development Needs Assessment.
- 5.9 However there has not been any engagement with adjoining authorities in developing the key strategies in the plan, and although the Duty to Cooperate is not a ‘Duty to Agree’ it is unclear how some comments and concerns raised by the DtC bodies have been considered.
- 5.10 A Member level Duty to Cooperate Meeting was convened by Chiltern/South Bucks in January this year when a number of strategic issues were discussed. RBWM indicated that they would carry out another round of consultation in the Spring prior to producing the submission version of the plan. As a result it was assumed that there would be plenty of opportunity for ongoing discussions about key issues.
- 5.11 Unfortunately this did not happen at any level. The Royal Borough decided not to carry out any further consultations and a Member level Duty to Cooperate meeting was not called until July when the draft plan had already been written and put on the web site.

- 5.12 It is anticipated that some changes may be made to the plan at this late stage but these may not be able to overcome the problems that have been identified. At a recent meeting with all of the adjoining authorities Officers were requested to put in writing the concerns of their respective Councils so that serious consideration could be given to delaying the submission of the Local Plan.
- 5.13 The comments from this Council highlighted the following:
- The lack of any meaningful discussions about the contents of the plan or the development of the strategy;
 - The absence of any consideration as to how unmet housing needs in Windsor & Maidenhead and the Housing Market Area would be met elsewhere;
 - The lack of any consideration as to the impact upon Slough of the failure to meet the need for affordable housing in the plan;
 - The lack of any discussion about cross border issues such as how additional traffic generation should be dealt with; and
 - The general failure to consult on and produce some of the key evidence that is needed to inform the preparation of the plan.
- 5.14 Members are therefore requested to endorse Officers views that if the Plan is submitted ahead of addressing the issues above, that it is considered that Royal Borough of Windsor and Maidenhead will have failed to comply with the Duty to Cooperate in preparation of the Local Plan.

Consultation on the Draft Vale of Aylesbury Local Plan (VALP)

- 5.15 Aylesbury Vale District Council has produced a draft Local Plan for public consultation. We would not normally expect to be affected by this but current circumstances mean that it could have unforeseen consequences for Slough. This is because of the inter relationship between Aylesbury and South Bucks.
- 5.16 It had previously been agreed that South Bucks was in the same Housing market Area as Slough and Windsor & Maidenhead. The decision to prepare a joint plan with Chiltern meant that for administrative plan making purposes it had to be decided which Housing Market Area (HMA) the combined areas would be put into. As a result it was decided that using the “best fit” methodology, the combined districts should be part of the Buckinghamshire Housing Market Area.
- 5.17 This is significant because in theory South Bucks can now look northwards to meet any shortfall in housing in the District even though in practice there had been no change to the functional geography of the area.
- 5.18 The Aylesbury plan calculates that 21,300 new homes and 22 hectares of employment land would be required to meet its own needs up to 2033. Because it is not so constrained by Green Belt, Aylesbury has had requests from Wycombe and Chiltern and South Bucks Councils to meet their collective unmet needs by building an additional 12,000 houses.
- 5.19 As a result the draft plan has been prepared on the basis that under a “worst case scenario” 33,300 houses will have to be built. In order to do this the plan proposes that Aylesbury should be designated as a Garden Town, there should be a new settlement and consideration should be given to the release of some of the Green Belt land that it has for housing.

- 5.20 The Council has, however, made it clear that it will be robustly challenging the level of unmet need that it is being asked to accommodate by its neighbours to the south.
- 5.21 This has implications for Slough because we have suggested that South Bucks should consider meeting its needs where they arise by building a northern extension of Slough in the form of a new “garden suburb”. Under the new proposals the unmet need would be met in numerical terms in Aylesbury. As explained above, the justification for this is that South Bucks is now in the same Housing Market Area and planning guidance suggests that any unmet need should in the first instance be met within the same Housing Market Area.
- 5.22 It is therefore suggested that the Council make the following representations to the Aylesbury Vale draft Plan:
- 5.23 Slough welcomes the opportunity to comment on the Local Plan and makes the following representations:

Slough considers that Aylesbury Vale Council should robustly challenge the level of unmet housing need that it is being asked to accommodate from Chiltern/South Bucks.

Slough welcomes the fact that that both Aylesbury and Wycombe are proposing to make Green Belt releases in order to accommodate housing needs, and considers that serious consideration should also be given as to whether a similar Green Belt release should be made to the north of Slough.

The above should be looked at not just in terms of reducing the number of houses that need to be built in Aylesbury but also, in keeping with the NPPF’s (para. 84) need to promote sustainable patterns of development, how realistic it is to assume that housing needs arising in somewhere like Burnham can be met in Aylesbury which is around 25 miles away (by road).

Whilst building additional houses in Aylesbury may mean that that the right quantity of housing is being built in Buckinghamshire as a whole, it is not necessarily the most sustainable distribution and will not do anything to relieve the housing pressures in the southern part of the county.

It is recognised that any proposal for releasing Green Belt for housing will need to meet very special circumstances and be agreed through the Local Plan process.

Heathrow Strategic Planning Group

- 5.24 The Heathrow Strategic Planning Group has been set up and is being convened by Hounslow. The aim is to enable collaborative working towards capturing the benefits and addressing the negative impacts emerging from growth at LHR, whether this is as a two runway or three runway option.
- 5.25 Membership of the Group is open to all authorities and bodies with a key stake in the sub-regional planning of the area. Importantly membership does not require any particular position of support or opposition towards expansion. South Bucks, Bucks CC, Slough and the Bucks and Berks LEPs are active

members. Currently LB Hillingdon have declined to participate and RBWM are not attending due to lack of resources.

- 5.26 The output from the Group will be a Shared Vision for the sub region around the Airport which is supported by a series of Development Principles (Placemaking, Environment, Transport/Infrastructure and Socio/Economic) with a central cross-cutting theme of sustainability. There will also be the potential for future work and specific evidence gathering to assess impacts on the area from future growth options.
- 5.27 It will allow us to promote Slough as an area to benefit from growth at Heathrow such as promoting the Town Centre as an accessible place to stay for Stop-over passengers, delivering modal shift and providing jobs. It will also help to inform how to plan for the impacts on housing demand, air quality and noise, particularly in the east of the Borough.
- 5.28 It is proposed that the proposed Vision will be considered at a Conference for Members and participants of participating bodies in November.

6 Conclusion

- 6.1 This report highlights the important work that is going on to ensure that Slough's needs are given proper consideration in the plans and strategies being developed by adjoining authorities, including a joint non-statutory vision for Heathrow. The Report also gives a brief update of progress on the Slough Local Plan for context.

7 Background Papers

- '1'- Windsor & Maidenhead Borough Local Plan – Draft June 2016
- '2'- Vale of Aylesbury Local Plan - Draft for consultation 2016

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee

DATE: 3rd August, 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	Decision
2015/00016/ENF	<p>32 Amanda Court, Slough, SL3 7TE</p> <p>Without planning permission the unauthorised development to the roof of a hip to gable extension and dormer and part two storey, part single storey side extension and single storey rear extension</p> <p>Unauthorised development to the roof of a hip to gable extension and dormer shown cross-hatched green on the attached Plan and part two storey part single storey side extension and single storey rear extension.</p> <p>The Appeal is allowed in part and the enforcement notice is varied, 9 months as the period for compliance. The requirements of the notice are:</p> <p>(i) The alteration of the dwelling house to comply with the terms of the planning permission granted by appeal Ref. APP/J0350/D/14/2223132, including the conditions subject to which that permission was granted</p> <p>(ii) The complete removal of the unauthorised development to the roof of a hip to gable extension and dormer; and</p> <p>(iii) Remove from the Land all debris and materials arising from compliance with requirements (i) and (ii) above.</p> <p>Subject to these variations, the appeal is dismissed and the enforcement notice is upheld.</p> <p>For background planning permission was granted on Appeal (APP/J0350/D/14/2223132) in November 2014 for a two-storey side extension, a single-storey rear extension and a basement extension. The development was not built in accordance with the approved plans. Specifically, the ground floor of the side extension extends to the property boundary, whereas the approved plans show the</p>	<p>Appeal Allowed In Part</p> <p>23rd May 2016</p>

	extension set in from the side boundary.	
P/05508/002	<p>14 Cedar Way, Slough, SL3 7JX</p> <p>Construction of a first floor side extension.</p> <p>The Inspector permitted the first floor side extension as the visual gap had not been totally closed and due to the angle between No's: 12 and 14 there was still a view to a small number of trees in the park beyond. He concluded by saying that this would not be an unacceptable compromise and went on to approve the appeal.</p>	<p>Appeal Granted</p> <p>6th June 2016</p>
P/16219/000	<p>88 Trelawney Avenue, Slough, SL3 8RW</p> <p>Retrospective application for change of use of dwelling house into two no. one bedroom flats.</p>	<p>Appeal Dismissed</p> <p>20th June 2016</p>
P/14849/002	<p>69 Meadfield Road, Slough, SL3 8HR</p> <p>Construction of a three bedroom dwelling.</p> <p>The Inspector allowed the appeal but not on the proposal that was submitted to the Local Planning Authority, but to a scheme that was submitted as part of the appeal documentation, which was not previously submitted to the Local Planning Authority for consideration or allowed neighbouring properties to be consulted on. The Inspector stated that the revised scheme would be isolated, but not cause significant harm to the character and appearance of the neighbourhood. He suggested the conditions that should be attached to the scheme and should be released by the LPA 1) Approved Plans, 2) Samples of Materials, 3) Parking layout scheme confined to on-site and 4) Hours of Construction. The Inspector did think that Cycle Parking, Drainage, Bin Storage and Removal of PD Rights should not be added even though suggested.</p>	<p>Appeal Granted</p> <p>20th June 2016</p>
P/02353/003	<p>60 Talbot Avenue, Slough, SL3 8DE</p> <p>Erection of a two storey, three bedroom, detached dwelling.</p>	<p>Appeal Dismissed</p> <p>2nd June 2016</p>
P/05681/010	<p>306 Farnham Road, Slough, Berkshire, SL1 4XL</p> <p>Advertisement consent for a billboard.</p>	<p>Appeal Dismissed</p> <p>24th June 2016</p>

MEMBERS' ATTENDANCE RECORD 2016/17
PLANNING COMMITTEE

COUNCILLOR	16/06	29/06	06/07	03/08	07/09	05/10	02/11	07/12	18/01	22/02	22/3	26/4
Ajaib	P	P										
Bains	P	P										
Chaudhry	P	P										
Dar	P	P										
M. Holledge	P	P										
Plenty	P	P										
Rasib	Ap	Ap										
Smith	P	P										
Swindlehurst	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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