

Date of issue: Tuesday, 30 August 2016

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 7TH SEPTEMBER, 2016 AT 6.30 PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	APOLOGIES FOR ABSENCE		
	CONSTITUTIONAL MATTERS		
1.	Declarations of Interest		

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

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

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

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

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|----|---|-------|--|
| 2. | Guidance on Predetermination/Predisposition - To Note | 1 - 2 | |
| 3. | Minutes of the Last Meeting held on 3rd August, 2016 | 3 - 6 | |
| 4. | Human Rights Act Statement - To Note | 7 - 8 | |

PLANNING APPLICATIONS

- | | | | |
|----|--|--------|---------|
| 5. | P/02465/013 - 226 High Street, Slough, SL1 1JS | 9 - 30 | Central |
|----|--|--------|---------|

Officer Recommendation: Delegate to the Planning Manager for Approval

- | | | | |
|----|--|---------|---------|
| 6. | P/00475/009 - Spring Cottages, Upton Park, Slough, SL1 2DH | 31 - 52 | Central |
|----|--|---------|---------|

Officer Recommendation: Refuse

- | | | | |
|----|---|---------|---------|
| 7. | P/00943/008 - 72-74 Stoke Road, Slough, SL1 5AP | 53 - 86 | Central |
|----|---|---------|---------|

Officer Recommendation: Delegate to the Planning Manager for Approval

MISCELLANEOUS REPORTS

- | | | | |
|-----|--|-----------|-----|
| 8. | Update on Slough's Housing Land Supply | 87 - 92 | All |
| 9. | Review of the Local Plan for Slough-Update on Issues and Options | 93 - 106 | All |
| 10. | Duty to Co-operate-Consultation with Runnymede Borough Council | 107 - 110 | All |



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
11.	Proposed Member Engagement in Pre-Application Submissions and Amendments to the Public Participation Scheme	111 - 116	All

MATTERS FOR INFORMATION

12.	Planning Appeal Decisions	117 - 118	
13.	Members Attendance Record	119 - 120	
14.	Date of Next Meeting		

Wednesday 5th October, 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, 3rd August, 2016.

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

Apologies for Absence:- Councillor Bains

PART I

29. Declarations of Interest

All Members declared an interest in respect of Planning Application P/00475/009 – Spring Cottages, Upton Park, Slough, in that they had received a letter from the Applicant’s Agent relating to the application. Members confirmed that they had not responded to the letter and would approach the application with open minds.

Councillors Ajaib & Chaudhry declared interests in respect of Planning Applications P/00731/027:26-40 Stoke Road, Slough, P/02586/001:Land rear of 7 Windsor Road, Slough, S/00539/002: Car Park Alpha Street North, Slough, P/02418/036: 234-236 High Street, Slough, P/00475/009: Spring Cottages, Upton Park, Slough and P/03678/019: 76-78 Stoke Road, Slough in that the application sites were situated within their Ward (Central).

Councillor Rasib declared an interest in respect of Planning Application P/16611/000: 40 Liverpool Road, Slough in that the application site was situated in his ward (Farnham).

30. Guidance on Predetermination/Predisposition - To Note

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

31. Minutes of the Last Meeting held on 29th June, 2016

Resolved - That the minutes of the last meeting, held on 29th June 2016, be approved as a correct record, subject to Councillor Plenty’s Declaration of Interests being amended to state that the application sites were ‘in proximity’ to his ward.

32. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

33. P/16611/000 - 40 Liverpool Road, Slough

Application	Decision
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	Delegate to the Planning Manager for approval.

Planning Committee - 03.08.16

park, cycle parking facilities, drainage, landscaping and ancillary works.	
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34. P/00731/027 - 26-40 Stoke Road, Slough

Application	Decision
Demolition of garage building and redevelopment to provide 100 apartments with associated car parking and amenity space.	<p>Delegate to Planning Manager for approval with the addition of the following conditions:</p> <ul style="list-style-type: none">• A Viability Review Mechanism be included as part of the Section 106 Agreement• That a car park entry system be maintained by the developer. <p>Officers to also discuss/negotiate with the developer regarding improving the levels of light to flats.</p>

35. P/02586/001 - Land R/O 7 Windsor Road, Slough, SL1 1JL

Application	Decision
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.	Delegate to Planning Manager for approval, following resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

36. P/08040/018 - Alexandra Plaza, 33 Chalvey Road West, Slough, SL1 2NJ

Application	Decision
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).	Application withdrawn by the Applicant.

Planning Committee - 03.08.16

37. S/00539/002 - Car Park, Alpha Street North, Slough, SL1 1RA

Application	Decision
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.	Delegate to Planning Manager for approval.

38. P/02418/036 - 234-236, High Street, Slough, SL1 1JU

Application	Decision
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.	Delegate to Planning Manager for approval.

39. P/00475/009 - Spring Cottages, Upton Park, Slough, SL1 2DH

Application	Decision
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	Refuse.

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

Application	Decision
Demolition of existing buildings and construction of a part 5 storey building with undercroft car parking, ground floor retail unit (278sqm), 24 flats (12no. x 1 bed and 12no. x 2 bed) and cycle parking.	Delegate to Planning Manager for approval, subject to resolution of outstanding transport/highway issues, sustainable drainage matters, minor design changes, finalising conditions, completion of a Section 106 Agreement and final determination.

41. Proposed Representations on Adjoining Local Plans

Members were provided with an update on the progress on the Review of the Local Plan. It was anticipated that a consultation report on the Issues and Options would be available for public consultation by the end of the year. Work that was being undertaken with adjoining authorities under the Duty to Cooperate was outlined.

Planning Committee - 03.08.16

An update on the joint working that had taken place to agree a “Vision” for the Heathrow sub-region was provided. The aim was to enable collaborative working towards capturing the benefits and addressing the negative impacts emerging from the growth at London Heathrow, whether this was as a two runway or three runway option.

Resolved –

- a) That Progress on ongoing Duty To Cooperate meetings with adjoining Boroughs be noted.
- b) That comments set out in paragraph 5.23 of the report are forwarded as a response to the current consultation on the Vale of Aylesbury Local Plan.
- c) That the work of the Heathrow Strategic Planning Group be noted.

42. Planning Appeal Decisions

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

43. Members Attendance Record

The Members Attendance Record was noted.

44. Date of Next Meeting

Members were informed that the date of the next meeting was confirmed as Wednesday, 7th September 2016.

Chair

(Note: The Meeting opened at 6.30pm and closed at 8.48pm)

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

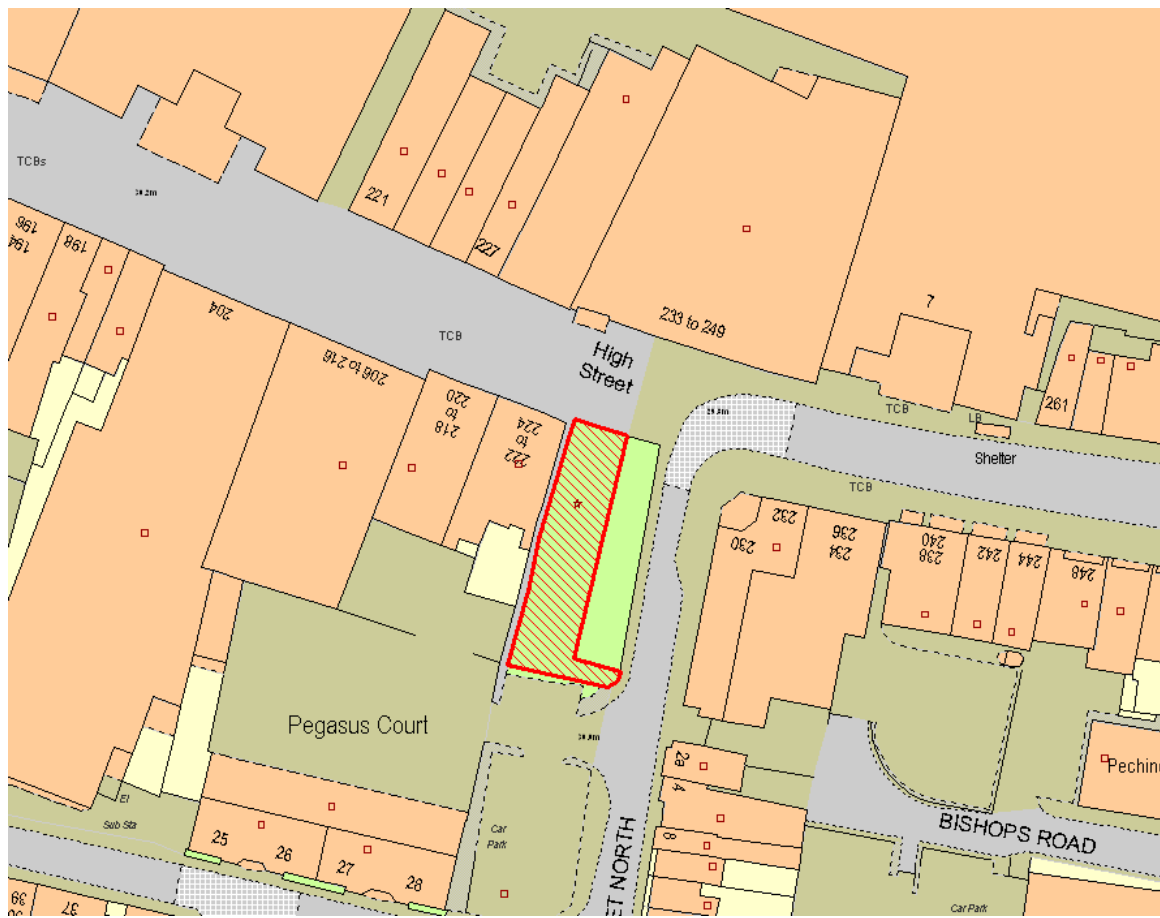
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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
CM	Christian Morrone
JD	Jonathan Dymond
HA	Howard Albertini
NR	Neetal Rajput
SB	Sharon Belcher
FS	Francis Saayeng
IK	Ismat Kausar
JG	James Guthrie
MU	Misbah Uddin
GL	Greg Lester

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Registration Date:	9 th June 2016	Applic. No:	P/02465/013
Officer:	Christian Morrone	Ward:	Central
Applicant:	Glebe Street Ltd	Applic type:	Major
Agent:	Carter Planning Ltd	13 week date:	8 th September 2016
Location:	226, High Street, Slough, SL1 1JS		
Proposal:	Construction of four storey detached building to accommodate retail (Class A1) to the front end at ground floor level, and residential flats/ studio apartments above, (1 No. 2 bed flat; 6 No. One bed flats; 7 No Studio apartments). Bin store and cycle parking within the rear end of the ground floor.		

Recommendation: Delegate to the Planning Manager for approval



P/02465/013

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any substantive objections or requirements from Transport and Highways, the Crime Prevention Design Advisor, 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:
- Four storey detached building to accommodate retail at ground floor level, and 14 residential units to all levels above (9 studios; 5 one bed flats).
 - Bin store and cycle parking within the rear end of the ground floor.

3.0 Application Site

- 3.1 The site is located one plot in from the junction of High Street and Alpha Street North, and is currently vacant, and only accommodates ground works relating to the previously permitted scheme across 226 and 228 High Street (ref. P/02465/009).
- 3.2 The neighbouring building at 219 - 224 High Street whilst not included on the Council's local list is nonetheless a building of historical and architectural interest similar in design and appearance to other blocks within the town centre. It is a three storey building with a pitched tiled roof set behind a front parapet wall. The ground floor retail unit has no particular architectural merit, but above ground floor the distinctive brickwork and fenestration create an interesting front perspective. Residential flats are provided at first and second floor levels.
- 3.3 West of the site on the opposite corner of High Street with Alpha Street North, there is a modern two storey retail unit which has a curved façade turning the corner. At the northern end of Alpha Street, the terrace of former residential properties has for the most part been converted to commercial use. To the south of the site is an access to an office car park with overspill car parking immediately abutting the application site's southern boundary. Beyond the access road is a pay and display public car park, which has recently been granted planning permission for flats (ref. S/00539/002). To the north of the site in High Street is a modern infilling two storey retail unit, constructed in brick, but with no particular architectural merit.

4.0 **Relevant Site History**

- 4.1 P/02465/009 Application for a new planning permission to replace extant planning permission reference P/02465/008 dated 16th december 2008 for: demolition of existing building and redevelopment to provide a four storey building plus basement comprising: 3 no. Retails units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no. Flats (6 no. X two bed and 6 no. X one bed flats) at second and third floor levels in order to extend the time for implementation

Approved with Conditions; Informatives 06-Jun-2012
(Implemented)

- P/02465/008 Demolition of existing building and redevelopment to provide a four storey building plus basement comprising: 3 retail units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no flats (6 no x 2 bed and 6 no x 1 bed flats) at second and third floor levels.

Approved with Conditions; Informatives 16-Dec-2008

- P/02465/007 Demolition of existing building and redevelopment to provide a four storey building plus basement comprising: 3 retail units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no flats (6 no x 2 bed and 6 no x 1 bed flats) at second and third floor levels.

Refused 09-Nov-2007

Planning application P/02465/009 has been implemented as the foundations have been installed at the site. As such, this approved scheme is extant and can be built-out at any time.

5.0 **Neighbour Notification**

- 5.1 UNIT 9A, THE OBSERVATORY, HIGH STREET, SLOUGH, STAR FM, THE OBSERVATORY, HIGH STREET SLOUGH, THE OBSERVATORY, HIGH STREET, SLOUGH, BERKSHIRE, SL1 1LN, UNIT 23 THE OBSERVATORY CENTRE, SLOUGH, BERKS, UNIT 9, THE OBSERVATORY SHOPPING CENTRE, HIGH STREET, SLOUGH, BERKS, SL11LH, UNIT, 13, THE OBSERVATORY, HIGH STREET, SLOUGH, UNIT, 17, THE OBSERVATORY, HIGH STREET, SLOUGH BERKS, UNIT, 5, THE OBSERVATORY, UNIT 15, THE OBSERVATORY SHOPPING CENTRE, HIGH STREET, SLOUGH, BERKS, DATABASE CONSULTANTS, UNIT 25, PEGASUS COURT, HERSCHEL STREET, SLOUGH, BERKS, Spectacle Express, 1, The Observatory, High Street, Slough, SL1 1LE, City Cobblers Of Slough, 3a, The Observatory, High Street, Slough, SL1 1LE, Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU, 222a, High Street, Slough, SL1 1JS, 224a, High Street, Slough, SL1 1JS, Observatory News, 11, The Observatory, High Street, Slough, SL1 1LE, Supercuts, 3, The Observatory, High Street, Slough, SL1 1LE, Discount Shoe Zone, 21, The

Observatory, High Street, Slough, SL1 1LE, Amicus, 28, Herschel Street, Slough, SL1 1PA, 4 -6, Alpha Street North, Slough, SL1 1RB, 2A, Alpha Street North, Slough, SL1 1RB, 2, Alpha Street North, Slough, Berks, SL1 1RB, Slough Community Transport, & Shopmobility, Alpha Street North, Slough, Berkshire, SL1 1RA, 218-220, High Street, Slough, SL1 1JS, Unit 7A, The Observatory Shopping Centre, High Street, Slough, Berkshire, Rymans Stationary, The Observatory, High Street, Slough, SL1 1LE, 27, Herschel Street, Slough, SL1 1PA, 222-224, High Street, Slough, SL1 1JS, Wilkinsons, 233-249, High Street, Slough, SL1 1BY, 233-249, High Street, Slough, SL1 1JS, 8, Alpha Street, Slough, Berkshire, SL1 1RB, Brighthouse, 229-231, High Street, Slough, Berkshire, SL1 1BY, Managers Accommodation, 230, High Street, Slough, Berkshire, SL1 1JU, Unit 7, The Observatory, Slough, Berkshire, SL1 1LE, Pegasus Court, 26, Herschel Street, Slough, Berkshire, SL1 1PA, First Floor, 9A, High Street, Slough, Berkshire, SL1 1LE, 6, Alpha Street North, Slough, Berkshire, SL1 1RB, Management Offices, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, First Floor, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, Ground and Part First Floor, Pegasus Court, 25-27, Herschel Street, Slough, Berkshire, SL1 1PA, Lovall Chohan, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, Thames Valley Police, The Observatory, High Street, Slough, Berkshire, SL1 1LE, Classy Touch, 222-224, High Street, Slough, Berkshire, SL1 1JS, Second Floor, Pegasus Court, 27, Herschel Street, Slough, Berkshire, SL1 1PA, New York Nail Fashions, 4-6, Alpha Street North, Slough, Berkshire, SL1 1RB

Neighbour letters were sent out on 27/06/2016. Further notification letters were sent out to the relevant individual commercial units around the site on 16/08/2016.

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 15/07/16 edition of The Slough Express (major application) and the 26/08/16 edition of The Slough Express (affects a public right of way).

The Consultation period closed on 06/09/2016, and no representations have been received.

6.0 **Consultation Responses**

6.1 **Contaminated Land Officer**

There are no contaminative uses associated with the site proposed for development. However, the site is located within 250m of several potentially contaminated sites; four of which have Disused Tank Registry entries, and a former Brickfields site.

Based on the above the prevalent potential pollutant linkage will be the migration and inhalation of ground gas/vapours. Thus, I recommend the following condition is placed on the Decision Notice:

1. Phase 1 Desk Study

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

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

2. Phase 2 Intrusive Investigation Method Statement

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

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

3. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

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

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

4. Remediation Validation

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

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

6.2 Transport and Highways Development

A planning application has been received for the construction of a four storey building consisting of ground floor retail A1 use (208 m²) and three floors of

residential use. 14 flats are to be provided, one of which will be 2 bed, six will be one bed and seven will be studios. A bin and cycle store will be provided behind the A1 use on the ground floor.

There is an extant / expired consent (case officer to confirm) for the retail use and for 12 flats, but this is for 226-228 High Street rather than solely for 226 High Street. In previous consent there was an agreement to:

- widen the footway along Alpha Street North to 2.5m in width and reconstruct the footway along its length using Art in the Centre materials;
- Street furniture, including the green utility cabinet on Alpha Street must be relocated to the back of the footway once widened.
- widen Public Footpath 35 to 1.8m wide and dedicate the land to the local highway authority;

Trip Generation

- No trip generation analysis has not been carried out as part of the planning application;
- The site will generate a large number of new person trips, due to the retail element, a proportion of these will be vehicular trips;
- The local highway authority has interrogated the TRICS database to determine trip generation for the site and this is set out in the table below;
- It should be taken into account that the retail element of the development did previously exist, and therefore it is considered that the proposed development will lead to an increase in 81 person trips per day some of which will be vehicular trips.

	Total Arrivals	Total Departures	Total
Retail	1327	1314	2641
Residential	41	40	81
Total	1369	1354	2678

Access

Pedestrian and cycle access for residents is from Alpha Street North where the applicant has right of way across the adjacent site. Access for those using the retail unit will be from the High Street. The access arrangements are accepted.

Vehicle Parking

Standards set out in the Slough Developer’s Guide part 3 state that the minimum parking requirement for residential and retail developments in town centre locations is nil. No spaces are provided which is acceptable. However this does not mean

that the development will not generate parking demand. It is recommended that a contribution is secured to the town centre car club scheme which is proposed by the Council;

There are a number of public car parks in the area which visitors to the retail element can use and it is expected that these will be linked trips.

To ensure residents do not park on the surrounding streets which would lead to a loss of amenity to existing town centre residents, a S106 obligation should be added making them ineligible to receive on-street parking permits in any existing or future scheme.

Cycle Parking

The pedestrian door into the development is considered to be narrow and awkward for access by cycles and it is requested that this is re-designed to make cycle access into the building easier;

Cycle parking is provided in the form of Sheffield stands. These will be located within a cycle store within the building itself which is considered secure;

16 spaces are provided, which is in line with the standards set out in the Developer's Guide Part 3 which require one cycle parking space for each apartment;

The Developer's Guide sets out the dimensions for Sheffield parking, the plans have been measured and are found to comply.

Refuse and Servicing

From the submitted plans it appears as though the refuse storage for the retail element and the residential element will be separated;

Three bins will be provided for each; which for the residential element is in line with the Developer's Guide part 4, each flat should be provided with 97 litres for residual waste and 53 litres for recycling waste contained within 1100 litre eurobins, for these 14 flats therefore two bins for residual waste and one for recycling will be acceptable;

The bins will be wheeled out of the refuse store to Alpha Street North where collection will take place as there is an existing on-street loading bay

The bin stores should not be located more than 10 metres from the collection point, in this case that is just exceeded with the retail bins being located 14 metres from Alpha Street North and the residential bins 11 metres. However, as this is just a small distance and it is considered that this is the only reasonable location for a bin store, there will be no amendments required.

There is a loading bay located opposite the site on Alpha Street North where the retail units will be able to service from.

Construction Management

It is unclear as to how the site will be constructed and from where construction access will be taken. Construction access can only be taken from the rear from the adjoining parking area.

A construction management plan should be secured as a condition.

Mitigation

The development will lead to an increase in vehicle trips and pedestrian movements to the site and therefore the impact of these will need to be mitigated.

Since the last application it has been decided, subject to the outcome of public consultation to close Public Footpath 35, and therefore there is no requirement to widen this footpath anymore;

However widening of the section of land adjacent the footway on Alpha Street North is required and should be secured through the S106/S278 process;

A financial contribution is also requested towards the town centre car club scheme, which should be secured through the S106.

Recommendation

Subject to the agreement of the below conditions and section 106, I can confirm that there will be no objection to this application on highways and transport grounds.

Section 106

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 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, if required for construction;
- Relay and widen the footway to 2.5m fronting Alpha Street North in the same construction materials as the Art@theCentre scheme. For avoidance of doubt that part of the widened footway must be dedicated as highway free of charge. This will cover the section of footway onto Alpha Street North as part of this application;
- Relocation of street furniture to back of widened footway fronting Alpha Street, which includes the telegraph pole;

Transport Schedule:

- Residents of the development ineligible to receive an on-street permit in any existing or future resident parking schemes;

- Financial contribution towards Town Centre Car Club;

Drainage

A full surface water drainage philosophy including a 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 surface water drainage detailing the use of SuDS systems, together with any proposed connection to a Thames Water sewer.

Surface water discharge from the site will be restricted to 5 litres per second. A Consent to Discharge Section 106 Agreement is to be entered with Thames Water who are to confirm their approval to the connection as well as the allowable discharge rate.

Flood Risk

No fluvial flood risk. No objection

6.3 Crime Prevention Design Advisor

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
- 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 for Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

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

- Core Policy 1 – Spatial Vision and Strategic Objectives for Slough
- Core Policy 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
- Contaminated Land
- Section 106 requirements

8.0 **Principle of development**

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.

8.1 **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.

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 principle 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.

8.2 The principle of this development has been established through the previous planning application P/02465/009 which is extant. As such the principle of development is acceptable.

In assessing the impacts of this proposed development, regard should be given to the previously approved and extant scheme (ref. P/02465/009) which can be built-out at anytime.

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 proposed building would be four storeys in height and would not exceed the height of the neighbouring building to the side. The building would accommodate most of the site, which is not unusual in the High Street. As such, the proposed building is acceptable in scale.

9.5 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 pattern of fenestration, parapets, and ground floor shopping frontage on the proposed frontage do not relate to the patterns on the neighbouring building at 219 - 224 High Street. However, the proposed building is of a style that would not

look out of place in the High Street, and subject to high quality materials, the frontage would not result in a wholly unacceptable relationship with 219 - 224 High Street. Furthermore, the simple traditional design would be easily adapted to any future proposal on the vacant neighbouring site at 228 High Street.

- 9.6 The rear elevation proposes an alternative design to the front of the building, with large semi-inverted cantered bay windows. Cantered bays are proposed as they would negate unacceptable overlooking into the residential dwellings to the south in Alpha Street North. The scale and style of the bays are well balanced and would be finished in white Silicon Render. The rear elevation is considered acceptable in appearance.
- 9.7 The proposed east elevation would be a solid flank wall with no architectural detail. Windows would not be permitted in this elevation as they would sterilise the neighbouring site at 228 High Street. The Council expect the neighbouring site to come forward for a development proposal in the future, and therefore it is accepted that this elevation would at some point form the future party wall. This elevation will still be widely visible from the public realm and therefore, and proposed materials of white silicon render would satisfactorily mitigate temporary visual harm the character and appearance of the surrounding area.
- 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 southern end of the east elevation, via a short strip to Alpha Street North which under ownership of the applicant. Although this area would be further enclosed by a future building on the neighbouring site at 228 High Street, it would be well surveyed by the residential properties to the south, including the recently approved flats within the existing southern car park (ref. S/00539/002).
- 10.3 Cycle parking is proposed within the building, positioned within a store at ground floor level towards the rear, which is acceptable subject to appropriate secure access. Owing to the Town Centre location, it would be appropriate to condition any approval to achieve Secured by Design accreditation.
- 10.4 There is an existing alleyway that runs to the west of the site that would be enclosed by the proposed building, resulting un-surveyed public area, liable to criminal activity. This ally is in the process of being stopped-up by the Council, and therefore the impact would be negated. The date of stopping up is yet to be confirmed by the Council's Rights of Way Officer; however, this can be included on the update sheet.

10.4 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.

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 The development would extend the full depth of the site and result in some impact on the neighbouring residential occupiers to the west at 222 – 224 High Street. However, the occupiers would retain unobstructed views to the rear. Further, to the upper floors, the central part of the proposed building is substantially set in from the boundary with the neighbouring property, which would satisfactorily reduce the sense of enclosure for the existing neighbouring occupiers.

11.3 Given the orientation of the development and the sun's tracking, there would be loss of sunlight during the morning period. The situation which would be created would be no different to the relationship which already exists between 218 and 206 - 216 High Street, where by the latter extends to the full depth of its site, thereby creating a similar sense of enclosure. These issues have to be considered in the context of the site's location, being within the town centre commercial core area, where such compromises are not uncommon, particularly where there is a mix of commercial and residential. On balance no objections are raised on grounds on overbearing or overshadowing for neighbouring occupiers.

11.4 There are a number of windows proposed to the western side elevation, which serve either non habitable rooms, or are secondary windows. In order to avoid any potential issues of overlooking or loss of privacy, it would be reasonable to impose a condition on any approval to ensure that the flank wall windows are obscurely glazed and high level opening.

11.5 The separation between the application site and the buildings directly opposite on the High Street is approximately 16 metres. There are no residential uses directly opposite above the Wilkinson Store, and the proposed windows would not result in any significant additional overlooking compared to what has already been approved.

11.6 There are a number of residential dwellings to the south in Alpha Street North that are within 21 metres of the windows in the proposed rear elevation, and the adjacent site to the south is expected to be redeveloped through the recently approved planning permission (ref. S/00539/002). In order to overcome a significant loss of privacy, the windows to upper floors in the southern rear elevation are cantered bays that provide views to the south-west, away from residential development. This is considered acceptable in mitigated overlooking issues.

11.7 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:

FF Flat 1 (studio):	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 57 sq m	31.57 sq m	Y
FF Flat 2: (studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 57 sq m	29.5 sq m	N (-1.07sqm)
FF Flat 3: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	11.45 sq m	Y
Living/ Kitchen	20. 43 sq m	20.7 sq m	Y
FF Flat 4: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	11.15 sq m	Y
Living/ Kitchen	20. 43 sq m	20.45 sq m	Y
FF Flat 5: (studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 57 sq m	32.26 sq m	Y
SF Flat 6: (studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 57 sq m	31.57 sq m	Y
SS Flat 7: (studio)	Minimum Area:	Proposed Area:	Complies?
Living/ Kitchen/Bed	31. 57 sq m	29.5 sq m	N (-1.07sqm)
SS Flat 8 (studio)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	11.45 sq m	Y
Living/ Kitchen	20. 43 sq m	20.7 sq m	Y
SS Flat 9: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	11.15 sq m	Y
Living/Kitchen/Bed	20.43 sq m	20.45 sq m	Y
SF Flat 10: (studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 57 sq m	32.26 sq m	Y

TF Flat 11: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	12.95 sq m	Y
Bedroom 2	6.5 sq m	7.5	Y
Living/ Kitchen	22. 29 sq m	28.89 sq m	Y
TF Flat 12: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	11.45 sq m	Y
Living/Kitchen/Bed	20.43 sq m	20.7 sq m	Y
TF Flat 13: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	11.15 sq m	Y
Living/Kitchen	20.43 sq m	20.45 sq m	Y
New Flat 14: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 57 sq m	32.26 sq m	Y

- 12.3 As can be seen from the above table, units 2 and 7 (Studios) fall below the Council's guidance by 1.07sqm each. All other areas 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 areas, and the fact the shortfall is relatively close to meeting the Council's guidelines, the undersized areas would not warrant a reason to refuse the development as a whole.
- 12.4 The window serving the main bedroom in flat 13 would provide a limited amount of daylight to serve the bedroom area. A sunlight and daylight study has not been submitted with this application, however, the layout of this flat is similar to the previously approved scheme (ref. P/02465/009), which can be built-out at anytime. As such, no objections are raised in this instance.
- 12.5 The windows serving the small bedroom area in flat 11 would be served by an obscure glazed window, and two high level roof lights. The Council consider obscure glazing and high level roof lights in main habitable rooms do not provide a reasonable aspect and outlook for the future occupants. However, the smaller room is for single occupancy, and the living room and main double bedroom would provide acceptable aspect and outlook. Furthermore, all other living areas within the proposed flats and studios would provide reasonable aspect and outlook for the future occupiers. Taking this into account, refusing the proposal on this basis alone would unlikely be sustained at appeal.
- 12.6 External noise could arise from the streets surrounding 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.

12.7 The proposal is considered to be in accordance with the living amenity 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 Subject to appropriate conditions relating to cycle parking, bin storage, and drainage, and the completion of a Section 106, no objections are raised in terms of highway impact.

14.0 **Section 106 agreement**

14.1 No affordable housing is sought as the number of units is below the threshold

14.2 Section 106 agreement to obligate the developer to enter into a section 278 agreement (Minor Highways 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, if required for construction;
- Relay and widen the footway to 2.5m fronting Alpha Street North in the same construction materials as the Art@theCentre scheme. For avoidance of doubt that part of the widened footway must be dedicated as highway free of charge. This will cover the section of footway onto Alpha Street North as part of this application;
- Relocation of street furniture to back of widened footway fronting Alpha Street, which includes the telegraph pole;

Transport Schedule:

- Residents of the development ineligible to receive an on-street permit in any existing or future resident parking schemes;
- Financial contribution towards Town Centre Car Club;

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, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any substantive objections or requirements from Transport and Highways, the Crime Prevention Design Advisor, completion of a Section 106 agreement, and finalising conditions.

16.0 **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.

16.1 **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) 16/10/10, Dated May16, Recd 09/06/2016
- (b) 14/10/20A, Dated May16, Recd 22/08/2016
- (c) 14/10/21A, Dated May16, Recd 22/08/2016
- (d) 14/10/23, Dated May16, Recd 22/08/2016
- (e) 14/10/24, Dated May16, Recd 22/08/2016
- (f) 14/10/25, Dated May16, Recd 22/08/2016

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 Materials - No Variation

No variation of the type and colour of the external materials to be used in the construction of the development as shown on the approved deposited plans shall (14/10/23, 14/10/24, 14/10/25 all dated May16 and received 22/08/2016)

be made without the express consent of the Local Planning Authority.

REASON In the interest of retaining the visual amenity of the building in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. No alterations to elevations

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 14/10/21A, dated May16 and received 22/08/2016, without the express permission of the Local Planning Authority.

REASON In the interest of retaining the visual amenity of the building in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

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

5. 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

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. No development shall take place until a full surface water drainage philosophy

including a 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 surface water drainage detailing the use of SuDS systems, together with any proposed connection to a Thames Water sewer.

REASON to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

8. Surface water discharge from the site will be restricted to 5 litres per second. A Consent to Discharge Section 106 Agreement is to be entered with Thames Water who are to confirm their approval to the connection as well as the allowable discharge rate.

REASON to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

9. Obscure glazed windows

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

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

10. Roof lights above 1.8m

The roof lights in western side roof slope of the development hereby approved shall be positioned above 1.8m internal finished floor level of the room they would be serving.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

11. No further windows

No window(s), other than those hereby approved, shall be formed in the side elevations or side facing roof slopes of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004

12. Cycle Parking

The cycle parking spaces shown on the approved plan (14/10/21A, dated May16 and received 22/08/2016,) shall be provided on site prior to occupation of the development and retained at all times in the future for cycle parking.

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.

13. The bin storage shall be provided in accordance with the approved plans (14/10/21A, dated May16 and received 22/08/2016), prior to the occupation of the development and shall be retained at all times in the future for this purpose.

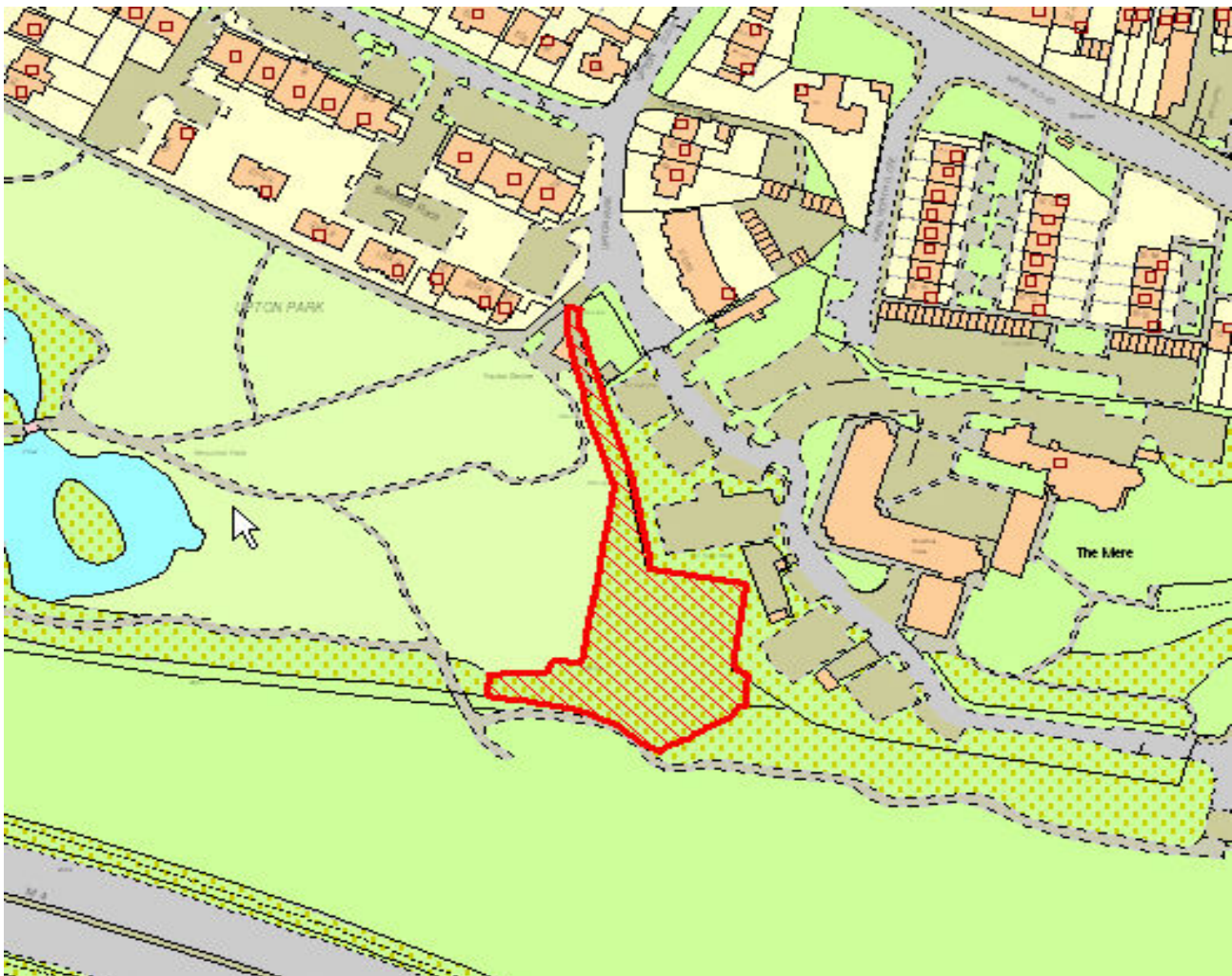
REASON To ensure that there is adequate refuse and recycling storage to serve the development.

INFORMATIVE

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 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.
4. 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.
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. 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.

Registration Date:	18 th April 2016	Applic. No:	P/00475/009
Officer:	Hilary Kernohan	Ward:	Central
Applicant:	Mr S Mann	Applic type:	Major
Agent:	TP Architects	13 week date:	18 th July 2016
Location:	Site of former Spring Cottage, access from Upton Park Rd , Slough		
Proposal:	Construction of one detached dwellinghouse (4 no. bedroom) and 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.		

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.
- 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

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 re-advertised in the 12th August 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 be 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 4.3m 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 – this could be secured via a condition.

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 “

7.4 Environment Agency

No comments have been received.

7.5 Local Police

No comments have been received.

7.6 Garden History Society

No comments have been received – 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 4 – Type of Housing
- 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 EN17 – Locally Listed Buildings
- 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".

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

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

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

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework.

The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

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

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

1) Whether the 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.”

The above policy applies to designated conservation areas such as Upton Park, Designated Historic Parks and Gardens such as Herschel Park.

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. 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 Local Planning Authority (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 3 no. of the 4no

family houses previously consented and their replacement with 9 no. flats and 1 no. 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 south east 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.

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: P/00475/004) for the conversion of Spring Cottage into 2 no x 1 bed flats, the erection of 2 no x 2 bed dwellings, and 1 x 3 bed dwellings, and 1 no x 3 bed detached houses. The purpose of the consent which included some separate dwellings, and including 2 no. 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 P/00475/006 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 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 9 no. 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 flatted development, 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 in total the intensification of use is considered to be detrimental to road safety and therefore contrary to Core Strategy Policy 7, 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 9 includes a number of polices 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 5 no. properties to 10 no. 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 site, 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 Slough Borough Council (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 29 no/ 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 2 no. 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 Core Policy 4 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 below.

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 and the Conservation area.

The proposals are therefore contrary to National Planning Policy Framework, 2012 as it does not conserve and enhance the historic environment. It is also contrary to the Slough Conservation Area designation of Upton Park, the Historic Park and Garden designation of Herschel Park, and Core Policy 9 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008), which requires that development enhances and protects the historic environment, and respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.

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 National Planning Policy Framework, 2012 in relation to conserving and enhancing the historic environment, and contrary to the Slough Conservation Area designation

of Upton Park, the Historic park and Garden designation of Herschel Park, and Core Policy 9 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

3. Contrary to LDF Core Strategy Policy No4

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 9 no 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 Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) and the National Planning Policy Framework, 2012.

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 Core Policy 7 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

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 Core Policy 9 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) as it does not preserve or enhance the local habitat.

6. Drainage

There is a holding objection regarding drainage as insufficient information has been provided to determine the suitability of this low lying application site for development. Thames Water have identified an inability of the existing waste water infrastructure to accommodate the needs of this application.

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Registration Date:	13 th April 2016	Applic. No:	P/00943/008
Officer:	Neetal Rajput	Ward:	Central
Applicant:	Gill Properties Limited	Applic type:	Major
Agent:	Christopher Wickham Assocs	13 week date:	13 th July 2016
Location:	72-74, Stoke Road, Slough, SL1 5AP		
Proposal:	Demolition of existing buildings and construction of Part 4/Part 5 storey building comprising 287sqm ground floor retail space and 24 no flats (18 no x 1bed and 6 no x 2 bed flats) together with parking provision for 17 no cars and 24 no cycles with access from an extended rear service road.		

Recommendation: Delegate to Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, air quality and sustainable drainage matters, minor design changes, finalising conditions, satisfactory completion of a S106 Agreement and final determination.
- 1.2 Having considered the relevant policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full detailed planning application for demolition of existing buildings and construction of part 4 / part 5 storey buildings, comprising of 287sqm ground floor retail space and 24 no flats (18 no. x 1bed and 6 no. x 2beds) together with parking provision for 17 no. car parking spaces, 24 no. cycle parking with access from an extended rear service road. The proposal includes two buildings to accommodate the proposed flats.
- 2.2 The application is accompanied by floor plans, elevations and sections. In addition the following documents have been provided:
- Planning Statement
 - Design & Access Statement
- 2.3 The scheme has been modelled on the basis of the approved scheme of development on the neighbouring sites at No's. 76-78 and 94-102 Stoke Road:

76 – 78 Stoke Road has been approved in principle, subject to completion of a Section 106 Agreement. For reference planning application P/03678/019 was considered by Members of this Planning Committee on 3rd August 2016 regarding the rear service road and land ownership issues. An amended red line plan was issued and the Section 106 Agreement is progressing.

94-102 Stoke Road was granted planning permission on 2nd June 2014, following protracted negotiations with minor amendments to the scheme subsequently approved on 21st January 2015. A further 3 no. planning applications for minor amendments to that scheme have been submitted and approved in principle subject to completion of Section 106 Agreements.

Although the proposal is submitted as a free standing scheme and is being assessed on that basis, in terms of its siting scale massing bulk layout form design and appearance, it is designed to read as an integral part of the approved schemes at No's. 76 – 78 and 94 – 102 Stoke Road or as extension to them.

- 2.4 The building is 5 storeys high, with the top floor being set back. Given the substantial level difference between Stoke Road and the rear of the site, the fourth floor on the Stoke Road frontage is set back from the Stoke Road frontage and substantially set back from the rear of the site, to reduce its impact. With respect to the building at the rear, this is 4 storeys high. This reflects the pattern of development as was approved on the neighbouring site to the north. Also as per that scheme, vehicular access to the site is at lower ground floor level, via a proposed rear service road providing car parking undercroft of the building for 17 no. cars (including 1 no. disabled spaces) together with servicing and bin store and cycle storage provision. The car park is designed to operate in isolation with the proposed neighbouring development scheme to the north and will be utilising a two way internal circulation.
- 2.5 At upper ground floor level, a retail unit of 278 sqm is proposed on the Stoke Road frontage.

2.6 The schedule of accommodation for both blocks is given as follows:

Floor	No. of Units	Unit Mix
Upper Ground	2	1no. X 1 bed 1no. X 2 bed
First	6	4no. X 1 bed, 2 X 2 bed
Second	6	4no. X 1 bed, 2 X 2 bed
Third	6	5no. X 1 bed, 1no. X 2 bed
Fourth	4	4no. X bed
Total	24	18 no. X 1 bed, 6 no. X 2 bed

3.0 **Application Site**

- 3.1 The application site is situated on the east side of Stoke Road and is a roughly triangular site which dimensions 15 metres in width and 56.25 metres in depth.
- 3.2 Vehicular access to the site is available from the rear. Currently the site is occupied by a two buildings with pitched roofs. The buildings scale two storeys on the Stoke Road frontage, there is a substantial fall in the land from west to east across the depth of the site. At ground floor on the Stoke Road frontage there is one retail unit (A1 use class) and an estate agent (A2 use class) with residential units on the first floor.
- 3.3 Immediately to the north of the site is a vacant site which has planning permission for a mixed residential and retail development and is enclosed by hoardings. To the south of the site is Lady Haig which was granted planning permission (P/00106/012) in principle for redevelopment of site to provide 39no. flats in a part 4 / part 5 / part 6 storey building.
- 3.4 To the west on the opposite side of Stoke Road are two storey Victorian

cottages. To the east of the site is a rear service track separating the site from a car repair and body workshop with the rear gardens of residential properties in Fleetwood Road beyond.

3.5 The site lies outside but on the fringe of the town centre area. The immediate surroundings are characterised by a mix of residential and quasi commercial uses. The overall impression is one of gradual decline.

4.0 **Relevant Site History & Background**

4.1 72 Stoke Road:

P/00943/007 Change of use from class A1 to class A2 solicitors shop

Approved with Conditions 14-Nov-2002

P/00943/006 Change of use from A1 (retail) to A2 (estate agents) on ground floor only

Withdrawn (Treated As) 16-Oct-2002

72-78 Stoke Road:

P/08753/002 Demolition of existing buildings (including ground floor retail and first floor residential) and redevelopment to provide a mixed use scheme within a five storey building comprising; semi-basement car park, ground floor retail mall (fourteen no. retail units), four no. floors of residential accommodation above ground floor to provide fifty five no. flats comprising twelve no. x two bedroom and forty three no. one bedroom flats. parking for thirty eight no. cars and 55 no. bicycles and provision of access via a rear service road onto st. pauls avenue (outline planning application with all matters reserved)

Refused 18-Nov-2008

P/08753/001 Demolition of existing buildings erection of part 3 storey part 4 storey retail and office building with semi-basement parking and rear vehicular access to st. pauls avenue.(outline).

Deemed Refusal 01-Mar-1993

4.2 Of particular relevance is planning application reference P/03678/019, which is a full planning application for demolition of existing buildings and construction of a part 5 storey building with undercroft car parking, ground floor retail unit (278sqm), 24 flats (12no. x 1 bed and 12no. x 2 bed) and cycle parking. The proposed development bears many similarities to the current planning application in terms of its scale, massing, bulk, design and appearance, together with the type of development being proposed, including the number of flats, the siting and scale of the retail element. That application was considered by this Committee at its Meeting on 3rd August 2016,

following a revised red line plan and approved in principle subject to subject to resolution of outstanding transport/highway issues, sustainable drainage matters, minor design changes, finalising conditions, completion of a S106 Agreement and final determination.

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

P/01295/009 - Approved 04-Jun-2014

Erection of a part 5/part 4/ part 2 storey building comprising 55 no. apartments (46 no. one bedroom, 5 no. two bedroom and 4 no. three bedroom), 2 no. ground floor retail units providing 420 sq m of a1 retail floorspace, together with underground undercroft parking for 38 no. cars / cycle parking, amenity space / landscaping and construction of rear service road.

Subsequently, there have been three applications submitted for variations to the approved drawings.

- 4.4 To the south of the site is Lady Haig, the following application was approved in principle by this Planning Committee on 27th April 2016 and this application now subject to satisfactory completion of a Section 106 Agreement:

P/00106/012 - Demolition of existing building and redevelopment of site to provide 39no. flats in a part 4 / part 5 / part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.

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

5.0 **Neighbour Notification**

- 5.1 2, Fleetwood Road, Slough, SL2 5ET, 15, Queens Court, Queens Road, Slough, SL1 3QR, 17, Queens Court, Queens Road, Slough, SL1 3QR, 11, Queens Court, Queens Road, Slough, SL1 3QR, 19, Queens Court, Queens Road, Slough, SL1 3QR, 21, Queens Court, Queens Road, Slough, SL1 3QR, 13, Queens Court, Queens Road, Slough, SL1 3QR, 77a, Stoke Road, Slough, SL2 5BJ, 77, Stoke Road, Slough, SL2 5BJ, 110, Stoke Road, Slough, SL2 5AP, 70a, Stoke Road, Slough, SL2 5AP, 12, Fleetwood Road, Slough, SL2 5ET, 79a, Stoke Road, Slough, SL2 5BJ, 79, Stoke Road, Slough, SL2 5BJ, 112, Stoke Road, Slough, SL2 5AP, 67a, Stoke Road, Slough, SL2 5BJ, 67b, Stoke Road, Slough, SL2 5BJ, 10a, Fleetwood Road, Slough, SL2 5ET, 10b, Fleetwood Road, Slough, SL2 5ET, 10,

Fleetwood Road, Slough, SL2 5ET, 81a, Stoke Road, Slough, SL2 5BJ, 81, Stoke Road, Slough, SL2 5BJ, 69b, Stoke Road, Slough, SL2 5BJ, 83, Stoke Road, Slough, SL2 5BJ, 85, Stoke Road, Slough, SL2 5BJ, 8, Fleetwood Road, Slough, SL2 5ET, Motorcare, 2a, St. Pauls Avenue, Slough, SL2 5ES, 20, Fleetwood Road, Slough, SL2 5ET, 71, Stoke Road, Slough, SL2 5BJ, 6a, Fleetwood Road, Slough, SL2 5ET, 6b, Fleetwood Road, Slough, SL2 5ET, 6, Fleetwood Road, Slough, SL2 5ET, Dobsons Timber & Builders Merchant, 104-106, Stoke Road, Slough, SL2 5AP, 18, Fleetwood Road, Slough, SL2 5ET, 87a, Stoke Road, Slough, SL2 5BJ, 87, Stoke Road, Slough, SL2 5BJ, 73a, Stoke Road, Slough, SL2 5BJ, 73, Stoke Road, Slough, SL2 5BJ, 76, Stoke Road, Slough, SL2 5AP, 78a, Stoke Road, Slough, SL2 5AP, 78b, Stoke Road, Slough, SL2 5AP, 106, Stoke Road, Slough, SL2 5AP, 89b, Stoke Road, Slough, SL2 5BJ, 89, Stoke Road, Slough, SL2 5BJ, The Property Bank, 78, Stoke Road, Slough, SL2 5AP, 16a, Fleetwood Road, Slough, SL2 5ET, 16b, Fleetwood Road, Slough, SL2 5ET, 108, Stoke Road, Slough, SL2 5AP, 75a, Stoke Road, Slough, SL2 5BJ, 75, Stoke Road, Slough, SL2 5BJ, 4, St. Pauls Avenue, Slough, SL2 5ES, 14a, Fleetwood Road, Slough, SL2 5ET, 14, Fleetwood Road, Slough, SL2 5ET, 4a, Fleetwood Road, Slough, SL2 5ET, 4, Fleetwood Road, Slough, SL2 5ET, Lady Haig R B L (slough) Club Ltd, 70, Stoke Road, Slough, SL2 5AP, 69a, Stoke Road, Slough, SL2 5BJ, Slough Foyer, 52, Stoke Road, Slough, SL2 5AW, 110a, Stoke Road, Slough, SL2 5AP, 70b, Stoke Road, Slough, SL2 5AP, 12a, Fleetwood Road, Slough, SL2 5ET, 83a, Stoke Road, Slough, SL2 5BJ, 85a, Stoke Road, Slough, SL2 5BJ

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 6th May 2016. The application was advertised in the 20th May 2016 edition of The Slough Express.

5.2

There has been one objection received, this is below:

A plan LH/16/L20 illustrating some of the issues of concern we have regarding the proposed application scheme shown for the site 72-74 Stoke Road, ref P/00943/008.

5.3

This application site directly adjoins our clients' site, which has a consented scheme, at 70 Stoke Road. The proposed development is directly on the boundary of our client's site and any shortfall in standards of provision on 72-74 Stoke Road will directly influence the successful comprehensive development overall. Consistency in the appropriation of planning requirements by the applicants is therefore expected across the developments.

We are not objecting to the comprehensive redevelopment of this part of Stoke Road and we are not too concerned with the proposals being put forward on the front section of the site however, having very recently negotiated our own consent, we are fully aware of potential problems on the rear section if the development goes ahead in the form shown.

To highlight some of these areas of concern..... we consider the inclusion of the Rear Block causes a lot of these problems:

Service Road: The service road proposed is shown at 6m, plus 1.8m footpath either side which is below the size considered acceptable. We were advised by Slough Highways Dept. that the 6m carriageway width, plus 2m footpaths either side, was the minimum acceptable to them.

Impact on Amenity: The development is directly on the boundary. The

proposed boundary wall with a height level of 35.4+ will completely overshadow our amenity area at level 29+, It will be over 6.5 m higher than the ground and could be 7.8m higher if a privacy screen is added as it would need to be. The first floor balcony looks down from a level 35+. Has a Daylight/Sunlight study been prepared? Given the development is directly on the boundary would it be possible for the building to be moved say 300mm in order that the building can be constructed/allow for rainwater pipes etc?

The 15m Separation Distance between the two proposed blocks has precedent, nevertheless we consider the blocks are too close. This separation distance extends to 20m when looking across into our clients units but will still result in issues of overlooking, loss of privacy and negative impact.

Parking: Minimum parking standards on 70 Stoke Road were agreed with Slough Highways at 1 space per unit. The proposed application shows a scheme which appears to provide no parking at all for the commercial units and circa 0.7 of a space for each of the flats.

Very concerned about the nature of the scheme, the lack of detail and, I have to say looking at the site plan attached see Rev B location plan, the extent and accuracy of the material supplied as part of the application. Within our own application on Lady Haig we provided a great deal of information on the design, the impact on the street scene and in particular the Highway. We know our scheme works and we are not reliant on others to implement it. We need sight of comparable information on 72-74, if such details exist. I anticipate that both you and the Highways officers will also be looking at this carefully but my clients are committed to developing this site with a high quality scheme and the nature this application concerns us.

6.0 **Consultation**

6.1 **Highways & Transport**

Application Proposals

The application is for ground floor retail space (287m² A1 commercial) and 24 flats at 72-74 Stoke Road. The 24 flats would consist of 18 one-bed flats and 6 two-bed flats. In addition lower ground floor parking is proposed served by an extension to the approved rear service road.

The existing site includes 340m² of A1 floor space and 7 flats, 5 of which are bedsits and 2 one bedroom flats.

Vehicle Access

- The vehicle access is proposed at the rear from St Paul's Avenue via an extension to the rear service road;
- Vehicle visibility splays are not shown on the drawing and they need to be provided at 2.4m x 43m. The submitted drawings needs to include the development to the south, the plans of which are publicly available and could be incorporated into the submitted drawings so that full splays can be shown;
- It would appear that vehicle visibility splays can be achieved to the north, but not the south and therefore the application should be refused until such a time that the plans are amended to demonstrate that the visibility splay can be achieved.
- Pedestrian visibility splays of 2.4m x 2.4m taken from the back edge of

footway should also be provided on both sides of the access. Currently the access does not provide for these and therefore the scheme needs to be amended to take account of these. This will mean that parking space 1 would need to be deleted and the pedestrian entrance and lift core set further into the building so that these splays can be provided. Until such a time that these changes are made the application should be refused;

- A vehicle access gate or shutter should be provided and this should be set a minimum of 5m into the site, but preferably 6m. I suggest 5m as this would allow the provision of the shutter between spaces 2 and 3, working on the basis that spaces 1 and 2 will be deleted and replaced by the bin store, this will allow for the bin stores to be external to the secure barrier which would improve security of the site; and
- The access should be in the form of a vehicle crossover.

Service Road

- The service road was that approved in respect of the sites to the north (P/01295/010 and P/03678/018) and a continuation to this will be required;
- It would appear that the width of the access road varies from 9.6-10.0m wide. It is important to achieve a consistent width of 6m carriageway and 2m footways and both sides as per the Lady Haig site to the south;
- The service road should be constructed as part of a S278 agreement and the land dedicated free of charge for maintenance at the public expense. The highway works should be secured as part of the S106 agreement;
- Whilst the Design and Access Statement states the service road could be constructed under a Grampian condition, I would expect to be secured through the S106 agreement instead and therefore I would expect to receive confirmation that the applicant owns all of the land required to deliver the access road.

Widening of Stoke Road

- The site frontage is affected by a highway widening line and therefore land at the front of the site will need to be constructed as highway verge/footway and dedicated free of charge for maintenance at the public expense. The land will need to be transferred on first occupation of the development.

Car Parking

- Parking is proposed at the lower ground floor level to accommodate 17 car parking spaces, including one disabled space. The spaces include a 6m manoeuvre space if including the hatched walking area. The disabled space does not meet the standard dimensions for these spaces as it abuts the footway rather than a hatched area. A correctly dimensioned disabled bay should be provided within the plans and therefore this should be amended;
- Taking account of the pedestrian visibility splay and the need to relocate the bin store I would suggest that the maximum number of achievable parking spaces is 15 spaces;
- Whilst Slough's parking standards state that for residential development in a shopping area, nil parking is required, it is appreciated the area is on the edge of a residential area, and the parking provision is in line with that provided and approved for the developments immediately north (76-78 Stoke Road and 94 -102 Stoke Road). Therefore the proposed provision is accepted, although one space will need to be lost to provide the pedestrian visibility splays;
- For the A1/A2 use parking provision should be 1 space per 30m² if there is a shortfall of spaces within the shopping area. It is considered that there is a shortfall of spaces within the Stoke Road area therefore it would not be

- acceptable to provide zero spaces for the retail use;
- The floor to ceiling height of the lower ground floor car park does have a height of 3m if I am reading the Elevation drawing correctly, but this will need to be confirmed as the car park will need to be able to accommodate long wheel base vans to service the retail unit;
- Tracking for a long wheel base van will need to be provided;
- Electric vehicle charging spaces in accordance with IAQM guidance (1 per 10 spaces). 2 spaces should be provided.

Refuse and Servicing

- All servicing will take place from the rear service road.
- There should be a planning condition that prevents servicing of the development from Stoke Road;
- No residential bins store is shown on the plans, but I suspect that this a typing error. There are two retail bins stores so I have assumed the western store is for residential waste and therefore this is sited 20m from the highway when it should be a maximum distance of 10m; and
- Therefore the bin store will need to be relocated and I would suggest that it is sited in spaces 1 and 2 once the pedestrian visibility splay has been taken into account. Revised drawing to be submitted.

Cycle Parking

- The lower ground parking area also includes space for 20 bicycles. The quality of the cycle rack provision is not of sufficient quality and therefore I would request that individual stores are implemented measuring 1m in width x 2m in height x 2m in length;
- By re-siting the bin store I would envisage that at least 18 individual stores could be provided, which would be slightly below full provision, but would be acceptable on the basis that high quality provision is better than low quality provision.

Recommendation

The application should be refused for the following reasons:

- The proposed access is at a point where vehicle 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.
- 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.

However it is considered that the reasons for refusal could be overcome if changes are made to the application as described above. The applicant would then 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 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.

6.2 Neighbourhood Protection

Issue 1 – Noise

Occupiers of the development may be adversely affected by road traffic noise from the activities from the retail units, plant noise and noise from the car park.

As such, I would suggest a planning condition to protect the occupants from external noise. Measures to minimise effects of external noise on new dwellings:

The development shall not begin until a scheme for protecting the proposed dwellings from external noise has been submitted to and approved by the Local Planning Authority. Any works, that form part of the scheme approved by the Local Planning Authority, shall be completed before any permitted dwelling is occupied, unless an alternative period is agreed in writing by the Local Planning Authority.

REASON: To ensure that the amenities of the future residents is not adversely affected by noise. Occupiers may also be adversely affected by noise associated with the retail units such as customers. As such, consideration must be given to the hours of operation of the units. I would recommend that hours of operation mirror those to similar premises in the area so as not to increase the noise levels in the area.

Issue 2 - Refuse storage and collection

Where there is a combination of residential dwellings and commercial units, problems often arise relating to the separation of domestic and commercial waste. It would therefore be necessary for the developer to ensure that there is a clear distinction between the storage of both types of waste.

I would recommend attaching a condition requiring the developer to provide details of the refuse storage (including putrescible materials) and access of vehicle collection within the curtilage of the premises.

6.3 Environmental Quality

Would recommend that as a minimum that the developer as part of their S106 travel plan agreement incorporates a car parking management plan and provides at least 2 Mode 3 EV charging points within the car park bays (preference would be post mounted EV chargers but wall mounted units would be acceptable if there are space limitations).

The management plan should focus on how the developer intends to encourage use of EV charge points and also ensure access by any resident or visitor to the development. It is recommended that the EV charging is a token operated EV charging point.

Please see Rolec Payment and Management Solutions as example (Autocharge pedestal).

<http://www.rolec.com/ev-charging/product/pay-to-charge-solutions>

The alternative option, if the developer does not want to go down a token operation, is to hard wire the unit into the Lighting Circuit for the building (as I suspect there will be communal lighting) and then issues each flat an RFID card to use the points at any time. I can't see it being practical to allocate the EV parking bays to a specific flats.

6.4 Land Contamination

The proposed development is partially located on a former Brickworks site. This site has been identified as a high ranking priority site as part of the Council's inspection prioritisation and it is considered a priority for further site investigation. The proposed development is also located within 150m of at least seven other potentially contaminated land sites, three of which have entries in the Disused Tank Registry.

Based on the above, the previously recommend conditions should be placed on the Decision Notice.

6.5 Housing Development

An update will be provided on the Amendment Sheet.

6.6 Drainage Engineer

Drainage Strategy prepared by WSP Parsons Brinckerhoff has been submitted on 28th July 2016, the Council's Drainage Officer has reviewed this and further information is required:

1. Evidence of the existing drainage connection to Thames Water's sewer in Stoke Road serving the site is required.
2. Confirmation of Thames Water's approval to the 20% reduction in surface water flow leaving the site is to be provided.
3. Although it has been stated that Thames Water have agreed to accommodating a 12.2 litres per second discharge from site, Slough Borough Council's philosophy is that a maximum 5 l/sec flow rate per development is to be applied.
4. Coincidentally, the flow restriction specified above can also be calculated using the Rational Method where $Flow = 0.035Ha \times 50mm/hr \times 2.78$ which equates to just under 5 l/sec, and is also approximately the flow generated in the Win-Des Storm Sewer Design calculations.

Any update will be included on the Amendment Sheet.

Thames Water

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

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.

Water Comments - 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.

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

Supplementary Comments:

WASTE: The applicant is requested to provide a drainage strategy outlining the proposals for foul water and surface water. Thames Water will require the point/s of connection to the public sewer system as well as the anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system. In addition please indicate the overall reduction in surface water flows. i.e. existing surface water discharges (pre-development) into the public sewers for the 1 in 30 storm event versus the new proposed volumes to be discharged.

Crime Prevention Design Advisor, Local Policing

Private Residential Underground Car Park: A condition be imposed on this

6.8 application to ensure that the car park be secured and access controlled through the inclusion of self closing electronic gates or shutters. These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. Audio link between gates/shutters and retail units should be provided to allow for goods delivery and refuse collection access. I ask that this matter be dealt with prior to planning permission being granted.

Communal Access Control: A condition is imposed on this application to ensure that a communal entrance door is installed within the lower ground Stoke Rd core and that all Communal entrance door access control systems will include electronic remote release with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel. Details should be provided prior to planning approval being considered.

Cycle Store: A condition is imposed on the applicant to secure all cycle storage facilities through the inclusion of self closing secure doorsets compliant with the physical requirements of PAS24:2012 with electronic remote release locking systems, preventing unauthorised access to cycle stored within. I ask that this matter be dealt with prior to planning permission being granted.

Postal deliveries: 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. 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.

7.0 **PART B: PLANNING APPRAISAL**

7.1 **Policy Background**

7.2 The application will be assessed against the following policies:

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

7.4 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 and 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.

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

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

7.6 Adopted Local Plan for Slough 2004

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)

7.7 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.

Other Relevant Documents/Statements

- 7.8
- 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

7.9 The main planning considerations are considered to be:

- Principle of Development
- Design and Street Scene Impact
- Impact on neighbouring Uses/Occupiers
- Housing Quality
- Housing Mix and Affordable Housing
- Flood Risk & Sustainable Drainage System
- Land Contamination
- Archaeology
- Transport, Highways and Parking
- 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.

8.2 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.

- 8.3 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.
- 8.4 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.
- 8.5 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.
- 8.6 The site in question falls within the Stoke Road neighbourhood shopping area, and is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported.
- 8.7 It is further considered that in terms of viability that for any scheme of development to support infrastructure requirements including the provision of affordable housing, if the scheme is able to sustain such provision, land for road widening across the Stoke Road frontage and the provision of a rear service road, that a high density scheme would be necessary.
- 9.0 **Design and appearance on the character of the area**
- 9.1 The National Planning Policy Guidance, in its overarching Core Planning

principles state that planning should: *Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.*

- 9.2 Core Policy 8 states that *all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:*
- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
 - b) Respect its location and surroundings;*
 - c) 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 scale, bulk height massing and appearance is the same as the adjacent site and shows this application as an extension to/integral part of the neighbouring developments at No's. 76 – 78 and 94 -102 Stoke Road, for which planning permission has been granted, but is not yet implemented. The proposed development maintains a similar appearance, including heights set backs, external finishing and fenestration. However, the current application shows the development as a freestanding proposal, capable of development in its own right.

- 9.5 Under normal circumstances the scale bulk and massing of the development would need to address its surroundings, particularly given the existence of two/three storey buildings immediately abutting the site to the south, against which a development of the scale being proposed would look at odds in terms of the general street scene. However, this principle was accepted in relation to the neighbouring sites to the north at No's. 76 – 78 and 94 – 102 Stoke Road, whereby a similar scale of development has been approved and which

sits between existing developments which are only 2/3 storeys in height. Furthermore, in this instance the redevelopment of the site in terms of its siting design height scale bulk and massing needs to be considered having regard to the bigger picture vis a vis the scheme approved on the neighbouring sites and the need to support the regeneration of this part of Stoke Road. The applicants have adopted a design solution for the site which has been tried and tested in relation to the neighbouring site to the north.

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.*

10.2 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.

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

10.4 The following potential impacts are identified:

a) Potentially overbearing and overly dominant outlook for the occupiers of the residential units in Fleetwood Road to the rear of the site on the eastern side of the development site. However, at its closest point the development is approximately 28.7 metres from the rear garden boundaries of the properties in question and approximately 54 metres from the rear elevations of the properties in question.

b) Potentially overbearing development for the proposed residential occupiers at Lady Haig. An objection has been received from the agent's of the Lady Haig development and they have submitted a drawing showing that there will be a 20m separation distance from the rear habitable room windows proposed at the Lady Haig and the proposed rear block at the application site. It should be noted that this distance is considered to be acceptable as the minimum separation distance required is 21m and as development is not directly opposite the site but adjacent to, the shortfall of 1m is acceptable. There is also a concern regarding the impact of the proposed flank wall of this development on the amenity area proposed at Lady Haig. With respect to the parking standards and service road concerns raised, amendments have been requested from the Highways Department.

Given, the redevelopment of the neighbouring sites and the pattern of development, it would be difficult to resist this development and warrant a sufficient reason for refusal. It should be taken into consideration that Lady Haig was designed to prevent sterilisation of this site, in terms of the non aspect windows in the northern elevation, ensuring no direct overlooking or loss of privacy.

It should also be noted that no flank wall windows, are being proposed within the flank of this development. With this condition in place there would be no direct overlooking or loss of privacy.

11.0 Quality of Housing

11.1 All flats have a reasonable aspect and the layout is similar to that of the neighbouring sites at No's. 76 – 78 and 94 – 102 Stoke Road. At upper ground floor level there is a separation distance of 11 metres between the rear elevations of the 2 no. ground floor flats and the blank rear wall of the retail unit. Whilst this falls below the Council's normal requirement for a minimum distance of 15 metres, the intervening area is shown as private terraces to serve the flats in question and which provides a quality usable private space for the occupiers. At first to third floor levels the separation distance between primary elevations of opposing flats is 15 metres, which falls short of the 18 m which is normally required in such situations. However, the balcony screens serving each of the opposing flats in question can be suitably treated to ensure no loss of privacy. Further, this relaxation follows the pattern of development which was achieved in relation to the neighbouring schemes at No's. 76 – 78 and 94 – 102 Stoke Road and for which planning permission has been granted or approved in principle.

11.2 With respect to internal room sizes these have been assessed against the Council's Flat Conversion Guidelines. It is confirmed that all flats generally comply.

11.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. All of the flats with balconies would require the installation of privacy screens to protect privacy.

12.0 Housing Mix and Affordable Housing

12.1 The National Planning Policy Framework requires that Local Planning Authorities ensure the provision of a wide range of good quality homes.

12.2 The site being located within a neighbouring shopping centre is not considered appropriate for the provision of family housing as retail is to be re-provided on the ground floor. It is considered that an appropriate mix is not being provided, however given the site specifics in terms of the width of the plot, this prevents the inclusion of more 2 bed flats being provided.

12.3 Core Policy 4 of the Slough Local Development Framework Core Strategy

states that for *All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.* By reference to the Developers Guide being a development of 24 no. units requires payment of a financial contribution to fund the provision of affordable housing off site. The Housing Development Section are yet to provide comments, however the Design and Access Statement confirms that the applicant will enter into a s106 Agreement to contribute towards affordable housing.

An update will be provided on the Amendment Sheet.

13.0 **Sustainable Drainage System**

13.1 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. Please refer Section 6.6 of this report regarding drainage.

14.0 **Land Contamination**

14.1 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.

14.2 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.

Conditions are required including the submission of a desk top study and mitigation if appropriate.

15.0 **Archaeology**

15.1 Berkshire Archaeology's Historic Environment Record (HER) records no known archaeological sites or monuments within or immediately adjacent to Nos 72-74 Stoke Road.

15.2 The site at No's. 72-74 Stoke Road lies adjacent to a number of sites on the east frontage of Stoke Road that have been subject to recent planning applications. Research associated with some of these applications has demonstrated that in the late 19th century and early 20th century, a large area to the east of Stoke Road, south of the Grand Union Canal and north of the railway line lay within a 'Brick Works' including large areas subject to clay (brickearth) extraction. This included the area currently occupied by Nos 72-

74 Stoke Road.

15.3 On this basis, the site at Nos 72-74 Stoke Road has been subject to previous, significant ground disturbance and there are no grounds to consider that any buried archaeological remains, if present, might survive within this site. Therefore content that there are no implications for the buried archaeological heritage with this application and no further action is therefore required in this regard.

16.0 **Transport, highways and Parking**

16.1 *Trip Generation*

Trip generation has not been assessed by the applicant, but given there is a small reduction (53m² of A1 floor space) and an increase in residential units of at least 17 then there is likely to be a small intensification of use compared to the existing development.

16.2 *Pedestrian Access*

The pedestrian access from the front is proposed directly from street level from Stoke Road.

Pedestrian access from the rear is via the service road and lifts and stairs take residents up to the flats.

16.3 *Car Parking*

Parking is proposed at the lower ground floor level to accommodate 17 car parking spaces, including one disabled space.

Detailed Highways and Transport comments can be found in Section 6.1 of this report. Amendments to the development will be required and any update will be provided on the Amendment Sheet.

17.0 **S106 Agreement**

17.1 Given the scale of the development it is not proposed to pursue either education or open space financial contribution.

17.2 The Section 106 Agreement will need to include an obligation that the application site including the rear service road, is built out as part of a larger development including the neighbouring site at No's. 76 – 78 and 94 – 102 Stoke Road, Lady Haig for which detailed planning permission is already granted or approved in principle.

17.3 A financial contribution will be payable in lieu of the provision of affordable housing on site. The trigger points for payment are to be negotiated, although it is likely to be on the basis of 50% payable prior to first occupation and the remained payable prior to the occupation/sale of the 12th dwelling.

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

The highways schedule includes:

- Temporary access point for construction (as necessary);
- Installation of crossover / junction;
- Reconstruct the footway fronting the application site on Stoke Road;
- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Gully cleaning (nearest gullies around the site and site access);
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas;
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road associated infrastructure and turning area(s);
- Construction and dedication of the verge/footway on Stoke Road that forms part of the highway widening line, dedication free of charge, for maintenance at the public expense;
- Construction and dedication of the section of rear service road that runs along the rear of the site to include 6m carriageway and 2m footways on each side of the carriageway. The new service road to be dedicated to the local highway authority for maintenance at the public expense; and
- Marking and signing of double yellow line restrictions on rear service road section within site.

The transport schedule includes:

- £3,000 contribution towards traffic regulation order for the implementation of waiting restrictions on the rear service road;
- Residents of the development ineligible to receive on-street parking permits in any existing or future on-street parking scheme;
- Provision of welcome packs to residents produced in accordance with the template to be provided by Slough Borough Council.

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.

17.5 The above requirements may be subject to change and any such changes will be reported on the Amendment Sheet.

18.0 **PART C: RECOMMENDATION**

18.1 **Recommendation**

18.2 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, air quality and sustainable drainage matters, minor design changes, finalising conditions, satisfactory completion of a S106 Agreement and final determination.

19.0 **PART D: CONDITIONS AND INFORMATIVES**

List of draft conditions are provided below:

19.1 **CONDITIONS:**

1. Time Limit

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

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

2. Approved Plans

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

TO BE ON AMENDMENT SHEET

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

3. Sample of external materials - Development

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

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

4. Sample of external materials - Access

Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby

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

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

5. External Lighting

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

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

6. Boundary Treatment

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

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

7. 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, a strategy for the management of construction traffic to and from the site together with details of parking/waiting for demolition/construction site staff and for delivery vehicles.

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.

8. Bin storage

No part of the development shall be occupied commence until bin storage has been provided on the lower ground floor car parking deck and suitable storage area to be provided in accordance with the standards set out in the Slough Developers Guide.

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

9. No flank windows

No windows shall be provided within the flank wall elevations of the development facing due north and due south without first obtaining in writing the approval of the Local Planning Authority.

REASON To prevent overlooking or loss of privacy of neighbouring land in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

10. Sustainable Drainage – Wording TBC

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

REASON To ensure the long term retention of landscaping within the

development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

12. Car Parking Provision

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

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

13. Rear Service Road

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

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

14. New Means of Access

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

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

15. Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in

writing from the Local Planning Authority.

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

16. Vehicle Visibility Splay

No part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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

17. Pedestrian Visibility Splay

No part of the development shall 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 forward visibility to enable drivers to see a potential hazard in time to be able to slow down or stop before reaching it, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

18. Loading and unloading

No part of the development shall commence until details of a scheme for car parking, garaging and manoeuvring in accordance with the Local Planning Authority's "Car Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and that area shall not 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 accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document,

December 2008.

19. Cycle Parking

No part of the development shall be occupied until 18 in number covered and lockable cycle parking stores measuring 2m in length x 2m in height and 1m in width are provided. 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.

20. Secure By Design

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

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

21. Balconies – Obscure Glass

Prior to the commencement of development details as to the siting and appearance of privacy screens to all proposed balconies and terraces within the development shall be submitted to and approved in writing by the Local Planning Authority and the privacy screens shall be installed fully in accordance with the approved details prior to first occupation.

REASON To ensure privacy and amenity for existing neighbouring and future residential occupiers in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

22. Electric Vehicle Charging Points – TBC / S106

No dwelling shall be occupied until 12 of the undercover car parking spaces have been provided with 7 kW rapid charge electric vehicle charging points

and all of the undercover car parking spaces have been provided with electric cabling that is connected to the developments power supply and is suitable for supplying power to 7 kW rapid chargers (that can be installed and connected to the cable at a later date).

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

23. No servicing

There shall be no servicing of the development from Stoke Road.

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

24. Phase 1 Desk Study (LPA)

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

REASON To ensure that the site is adequately risk assessed for the proposed development, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

25. Phase 2 Intrusive Investigation Method Statement (LPA)

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

details of the methodologies, sampling and monitoring proposed.

REASON To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

26. Phase 3 Quantitative Risk Assessment and Site Specific Remediation

Strategy (LPA)

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

REASON To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

27. Remediation Validation (LPA)

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

include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

28. Ventilation - lower ground floor car park

No development shall commence on site until details of ventilation to the lower ground floor car park have been submitted to and approved in writing by the Local Planning Authority. The ventilation system shall be implemented fully in accordance with the details approved prior to the first occupation.

REASON To prevent air pollution and to protect the amenities of the local residents and to comply with the National Planning Policy Framework

29. Air conditioning or other ventilation plant

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

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with the National Planning Policy Framework.

30. Retail – Use Class Order

The retail units hereby approved shall be used for Classes A1, A2 and A3 of the Town and Country Use Classes Order 2005 and for no other purpose unless otherwise approved in writing by the Local Planning Authority.

REASON To protect the amenities of existing and future residential occupiers and to comply the National Planning Policy Framework.

31. A3 Use

In the event that the retail unit comprises of an A3 use then prior to commencement of the use, details of fume extraction and ventilation equipment to be installed at the site shall be submitted to and approved in writing by the Local Planning Authority. This equipment shall be installed prior to commencement of the retail use and retained in a working condition at all times to the full satisfaction of the Local Planning Authority.

REASON To protect the amenities of existing neighbouring and future residential occupiers and to comply with the National Planning Policy Framework and Core Policy 8 of the Slough Local Development Framework

32. Noise

No development shall commence until details of sound insulation of the flats hereby granted permission have been submitted to and approved by the Council and these approved details shall be implemented on site prior to first occupation of the development.

REASON To protect the occupiers of the flats from the external noise environment in the interests of residential amenity and in accordance with the National Planning Policy Framework.

33. Thames Water

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

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

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

Thames Water recommends the 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 Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.

The applicant is requested to provide a drainage strategy outlining the proposals for foul water and surface water. Thames Water will require the point/s of connection to the public sewer system as well as the

anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system. In addition please indicate the overall reduction in surface water flows. i.e. existing surface water discharges (pre-development) into the public sewers for the 1 in 30 storm event versus the new proposed volumes to be discharged.

4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
5. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
7. The applicant 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.
8. 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.
9. 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.
10. 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.
11. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
12. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 7th September 2016

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR INFORMATION

UPDATE ON SLOUGH'S HOUSING LAND SUPPLY

1 Purpose of Report

The purpose of the report is to provide Members with an update on the supply of housing in Slough and that we continue to have a 5 Year Land supply when measured against current housing targets. The report also contains the results of housing monitoring such as the amount of affordable housing built and the number of flats and houses completed in the period 2015/16.

2 Recommendation(s)/Proposed Action

The Committee is requested to note the report.

3 The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

3a. Slough Joint Wellbeing Strategy Priorities

Monitoring of housing land supply could impact upon the following SJWS priorities:

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

3b. Five Year Plan Outcomes

Ensuring that Slough has a five year housing land supply contributes to the following Outcome:

- 2 *There will be more homes in the borough with the quality improving across all tenures to support our ambition for Slough.*

4 Other Implications

(a) Financial

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

(b) Risk Management

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

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That we carry out an updated housing trajectory and five year land supply on annual basis.	Not carrying out an updated housing trajectory and five year land supply on annual basis would not meet the requirements of the National Planning Policy Framework (NPPF) and the Council could be subject to appeals and costs.	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 Assessing 5 year housing land supply on an annual basis through an updated housing trajectory is a requirement of the National Planning Policy Framework (NPPF). If a five year supply plus a 5 % buffer of deliverable sites cannot be identified the Council is open to planning by appeal. As a result it is important that we regularly publicise what our Housing land supply is and include this in the Annual Monitoring Report for Slough. The housing supply figures are also important information for the work that is taking place for the Review of the Local Plan for Slough.
- 5.2 In addition the report sets out some other key housing statistics for 2015/16.

Housing Supply

- 5.3 The Slough housing target as set out in the Core Strategy (2008) is 315 per annum. In January 2016 this target was increased to 550 per annum to be in line with the Slough Five Year Plan. This reflects the Council's aspiration to meet its housing needs.

Housing Trajectory (August 2016)

- 5.4 The current housing trajectory (see Appendix A) includes updated information on completions, new housing permissions and estimated building rates on each site. In 2015/16 789 net additional dwellings were completed. This is the highest level of housing building reported since the peak of 849 completions in 2008/09. Lower levels of completions in the past have been the result of the slump in the housing market rather than a shortage in the supply of sites.
- 5.5 It is projected that there will be an average of around 800 completions a year over the next five years which is much higher than our target of 550 a year and our residual requirement of 461 a year including our 5% buffer. This means that we should be able to build the equivalent of 8.3 years supply over the next five years and will have built all of the houses we need for the plan period (2006 – 2026) by 2022.
- 5.6 The calculations for Slough's Five Year Land Supply, including the requirement for a 5% buffer are set out in Figure 1 below.

Figure 1: 5 year Land Supply Calculations

Total 5 year supply	
Total housing requirement for plan period	8,885
Total net completions from 2006-2016	4497
Average Annual Net completions (2006-16)	450
5 year residual requirement	2195
5 year residual requirement plus 5%	2305
Residual annual average requirement including 5%	461
5 year identified supply	3840
Number of years supply inclusive of 5% buffer	8.3 years supply

- 5.7 There are a number of reasons why we have had such a high level of completions and a large supply of housing. One of these has been the introduction of the system of Prior Approvals for the conversion of flats to residential without the need for planning permission. In 2015/16, prior approvals for residential conversions accounted for 236 units. There are a further 468 prior approvals in the pipeline.
- 5.8 Secondly we have had some big green field sites being developed such as Castleview, Kennedy Park and land rear of St Bernard School. Thirdly we have had a number of other initiatives to promote housing such as the Garage Court schemes brought forward by the Council.
- 5.9 Whilst Slough can sustain this high level of housebuilding in the short term, in the long term we are unlikely to be able to achieve this due to the shortage of land. This can be seen from the graph in Appendix 1.
- 5.10 We are, however, currently carrying out a Housing Capacity Study which takes account of the results of our Call for Sites Exercise and the Options for the Review of the Local Plan for Slough which are set out in a separate report on this agenda. This will have to deal with the housing supply issues beyond the current plan period.

Key Housing Statistics

- 5.11 The results of monitoring for 2015/16 show that 52% of housing completions were on previously developed land (known as brownfield) and 48% on greenfield land. This is result of the some of the last large green field sites such as Castleview being developed .This figure tends to fluctuate annually as it is dependent on which sites come forward.
- 5.12 52% of housing completions were flats. This is not surprising as it is a result of the high number of prior approvals for conversions from offices to flats as well as planning permissions. This trend is likely to continue in the future.
- 5.13 There were 190 affordable housing completions in 2015/16. This figure is provided by the Housing Section. 127 of these were built by housebuilders on private development sites via Section 106 Planning Obligation. The 127 figure excludes the 54 units built at Britwell where the Council as the land owner is also required to provide affordable housing.

6 Conclusion

- 6.1 The report demonstrates that Slough continues to have a Five Year Housing Land Supply and is currently providing a range of new housing. It also shows that a shortage of land could reduce the supply of housing in the longer term.

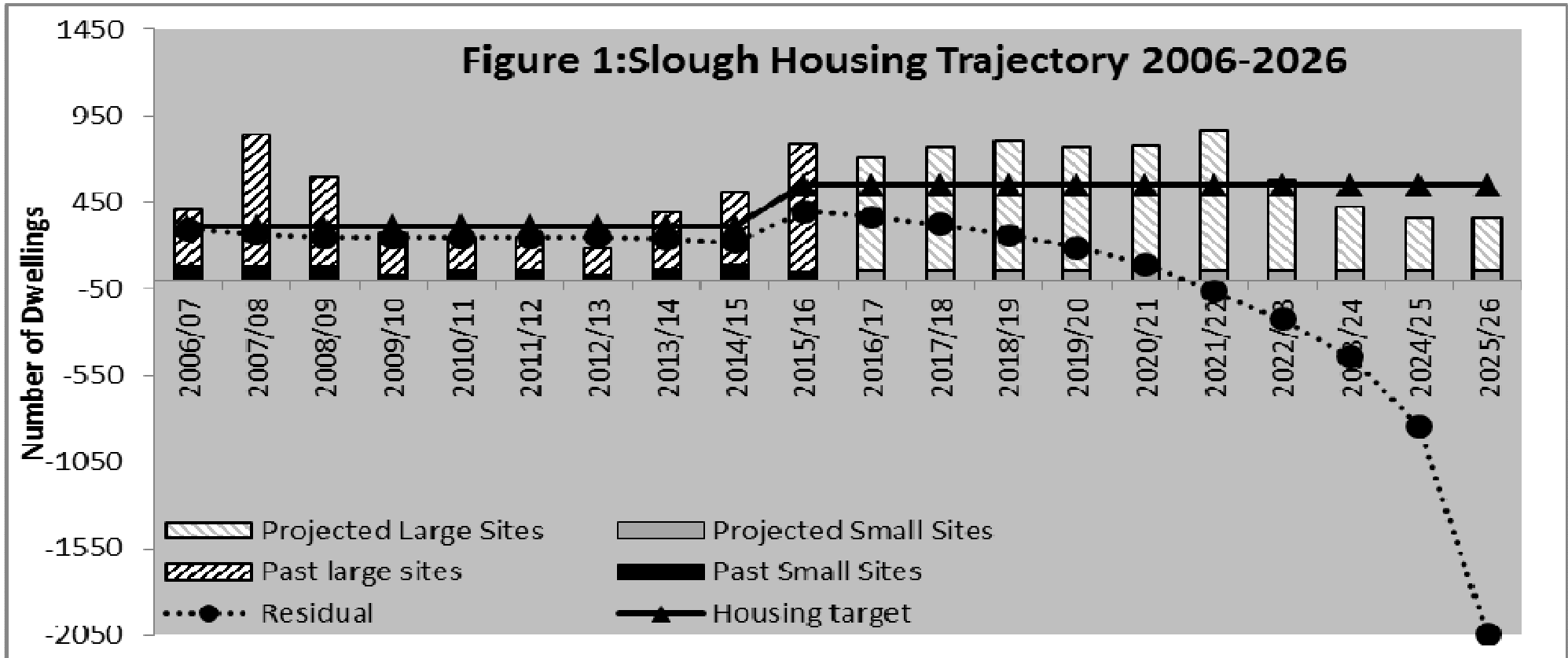
7 Appendices

- A- Housing Trajectory Graph
- B- Map of trajectory housing sites

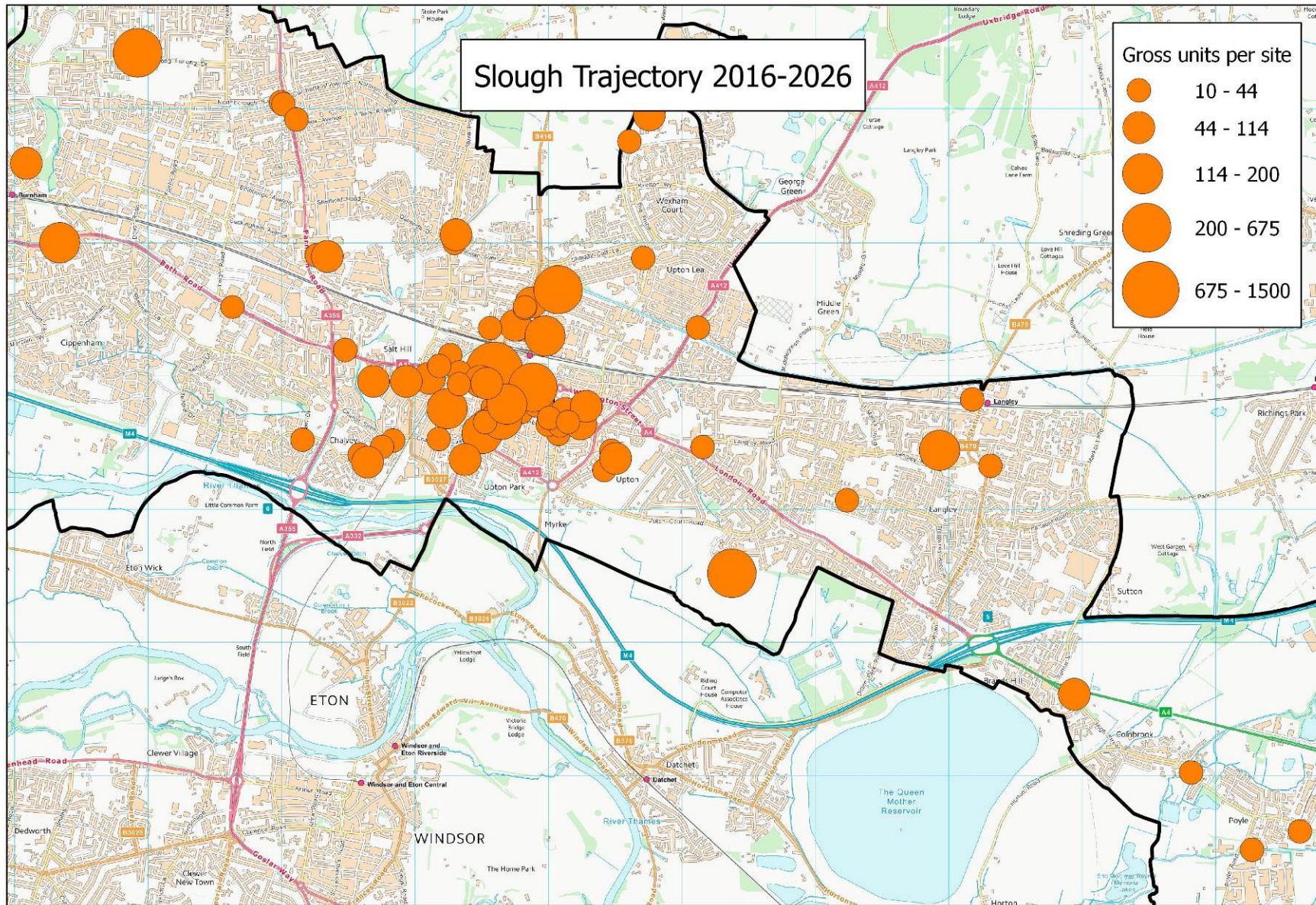
8 Background Papers

- '1'- Supporting tables for Housing Trajectory for AMR 2015/16

Appendix A- Housing Trajectory Graph



Appendix B- Map of housing sites in the Housing Trajectory



SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 7th September 2016

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR INFORMATION/ COMMENT

REVIEW OF THE LOCAL PLAN FOR SLOUGH – UPDATE ON ISSUES AND OPTIONS

1 Purpose of Report

The purpose of the report is to provide an update on the work that has been taking place to develop the “Issues and Options” report for the Review of the Local Plan and seek Member’s views on the emerging ideas.

2 Recommendation(s)/Proposed Action

The Committee is requested to note the report.

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 in Slough will contribute to the following Outcomes:

- 4 *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 the Committee remain aware of work on the preparation of Issues and Options for the Local Plan.	Failure to be aware of the Issues and Options could affect progress on 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 Previous reports to this Committee have explained how we have been making progress in reviewing the Local Plan for Slough and in engaging with other Local Authorities about the content of their plans under the Duty to Cooperate.
- 5.2 It should be noted that the approval of the Slough Local Plan is the responsibility of the Cabinet but it is important that the views of the Planning Committee are fed into the plan making process; this report is intended to be the first of three about the Review of the Local Plan before it goes to Cabinet.

Progress on the Review of the Local Plan

- 5.3 We carried out a “Call for Sites” exercise which was the subject of public consultation from 3rd June to 15th July this year. This has identified around 130 proposals for development or the alternative use of sites. We have carried out some technical work on these sites, such as assessing whether they are affected by flooding, and will be undertaking further work in due course. Information from the “Call for Sites” has been helpful in developing the Issues and Options work. Any assessment of the suitability of sites for development or protection will have to take into account the emerging strategy for the Local Plan and so a report on the Call for Sites exercise will be made to Committee at a later date.
- 5.4 We held a Member Workshop on 21st July which helped to identify the some of the key issues facing the Local Plan and enabled us to produce a

draft Vision which is set out in Appendix 1. This will be the subject of further discussions as the plan progresses but is being used at this stage to help develop the Issues and Options work.

- 5.5 It is proposed to hold another Member Workshop which will focus upon how we can plan for growth without adding to congestion, which is emerging as a key issue for the Review of the Local Plan.
- 5.6 Alongside this a small Member “task and finish” group has been set up to act as a sounding board and provide guidance on producing the Issues and Options.

Issues and Options

- 5.7 It is intended to seek approval of the “Issues and Options” at the Cabinet meeting on 21st November with a view to going out public consultation for a six week period starting in January 2017. It is important that the views of the Planning Committee are fed into the plan making process and so this will be reported to the Planning Committee before it goes to Cabinet.

ISSUES

- 5.8 The main focus of the work at this stage is to agree which strategic issues should be addressed in the Review of the Local Plan and which spatial options should be put forward for public consultation. It is important to note that the publication of the options for consultation does not imply that the Council is promoting them at this stage. We will not have to decide what our “Preferred” option is until we have considered the results of public consultation and carried out further technical work to test the options.
- 5.9 The Local Plan provides an opportunity to plan constructively for the future but it is important to remember that any proposals must be realistic, supported by evidence and capable of being justified at a Public Inquiry.

Growth

- 5.10 The first question that has to be addressed in the Review of the Local Plan is how much growth we should plan for. Slough has continued to grow at a significant rate over the last twenty years and all of the evidence shows that it will continue to grow over the plan period.
- 5.11 Some things, such as the growth of the existing population, are likely to happen regardless of what the Plan’s policies are. Other growth, such as the forecast increase in employment, is less certain and may require some intervention to make sure that it happens in the right way.
- 5.12 There are some potentially serious constraints to the amount of growth that can take place in Slough which include the shortage of land for development, the problem of congestion, and the impact upon the quality of the environment.
- 5.13 As a result the Local Plan will have to find the right balance between social, economic and environmental needs to ensure that it is truly sustainable.

5.14 Our overall objective should be to aim to plan for housing needs within Slough or as close as possible to where these needs arise. We should also aim to plan for continued economic growth in a way which provides jobs, creates wealth and builds on the strengths of our existing successful business areas and potential in the town centre. In doing so we should aim to enhance the built and green environment and mitigate against any environmental impacts.

Housing

5.15 The evidence from the Strategic Housing Market Assessment (SHMA, Feb 2016) suggests that we need to build 927 houses a year to meet our “Objectively Assessed Housing Needs”. It also identifies the need for a significant amount of affordable housing to meet local needs.

5.16 The Housing Trajectory, which is included in a separate report on this agenda, shows that we have never been able to build as many as 927 houses a year. We may be able to build around 800 a year over the next five years, but after this the rate of house completions is likely to reduce. This is because the supply of greenfield sites is likely to dry up and the supply of office accommodation that can be converted into flats is likely to have been used up. The need to get high quality design standards and a wide range of house types may also reduce the number of dwellings that can be accommodated upon high density sites.

5.17 Failure to provide sufficient housing to meet overall needs will result in a combination of more overcrowding, homelessness, and forced outward migration.

5.18 As a result it is suggested that we should aim to meet our housing need in full as close as possible to where it arises. The proposed “spatial options” set out below show how we could begin to do this but it has to be recognised that we may not be able to meet all of our needs within our tight boundaries.

5.19 The needs of local people will only be met if they can afford to live in the housing available, and it is of a size, type and standard that meets their requirements.

5.20 It is very unlikely that we will be able to meet all of the requirements for affordable housing but it is suggested that we should aim to provide a full range of accommodation which includes affordable housing for rent.

5.21 It is important that the quality of the existing housing is maintained and where necessary improved. It is suggested that we should make it a requirement that all new housing is of a high standard of design in terms of its appearance, layout, levels of amenity and environmental quality. In addition we need to specify the mix of house types to ensure that they are suitable for a wide range of households.

5.22 The Government places the highest priority to providing housing, and has introduced some measures that will affect the ability of the Plan to deliver affordable housing. The Local Plan will have to work with the emerging Housing Strategy to ensure an appropriate mix of housing is provided.

Economy

- 5.23 The forecasts suggest that the number of jobs in Slough will increase by 14,680 during the 23 years to 2036. Since market forces and economic circumstances can change quite quickly it is by no means certain that this will happen without the necessary economic development measures being put in place.
- 5.24 The forecasts for types of jobs show the largest increases in office jobs and in distribution, with a decline in manufacturing. Many of these new jobs will be needed to support the increase in population.
- 5.25 It is also important that Slough continues to be an economic powerhouse and create the wealth that is needed if the town is to thrive. Employers choose to locate in Slough because of the access it provides to a large and suitably skilled workforce. It is therefore important our strategy continues to provide for this.
- 5.26 The findings of the Economic Development Needs Assessment (EDNA) suggest that up to 180 hectares of new employment land will be needed to provide for these jobs. A lot of the proposed increase in jobs can be met without the need for any new land through the redevelopment or re-use of existing sites. Whilst there are sufficient sites within the town centre to meet the need for new offices in the short to medium term, it will be important that provision is made for an on-going supply of the right type of premises to meet employment needs.
- 5.27 It is, however, likely that we won't be able to find enough land to meet all of the demands for large scale uses such as warehousing.
- 5.28 It is likely that the pressure for existing employment land to change to other uses will continue and so we will have to try to address this to ensure that it doesn't impact upon the way in which the local economy can continue to operate and the range of jobs that are available for local people.

Town Centre

- 5.29 The future of the town centre is of particular significance for the way that Slough develops in the plan period. Not only will it become an increasingly important transport hub, it will also have to continue to provide a full range of facilities including new offices and it will have an influence upon the perceived image of Slough as a whole.
- 5.30 The evidence shows that it has been declining as a shopping and commercial centre because of structural changes in the economy and it does not have the attractions of competing centres. It can also be subject to high levels of traffic congestion.
- 5.31 There are, however, high quality offices being built near the station which are starting to deliver the Corporate Five Year Plan strategy to promote the centre of the town as a new business, transport and employment hub. It is important that it becomes a major sub regional office centre in order to boost economic activity and create jobs. This will complement the town

centre's role as a major new residential area which attracts a range of new residents.

5.32 There are also indications that major investment can be encouraged to revitalise Slough as a retail and leisure centre.

5.33 All of this will require the plan to provide businesses with a clear, consistent and positive strategy to support the investment that is needed to regenerate the town centre as a major commercial centre. Failure to do so could undermine the strategy for the Review of the Local Plan as a whole.

Heathrow Airport

5.34 The Council supports the construction of a third runway at Heathrow because of the benefits that this will bring to the economy.

5.35 We are still waiting for the Government to make a decision about this and it is likely to take some years before any planning permission could be granted. As a result the Local Plan will have to try to find a way in which we can deal with the uncertainty and make sure that we get the best form of development which can also mitigate the adverse environmental effects.

5.36 Even if the third runway does not go ahead Heathrow will continue to grow and have an important relationship with the Borough. This could result in an increase in the need for airport related warehousing and other services in the Colnbrook and Poyle area.

5.37 We will also have to ensure that places like Slough town centre are able to capitalise upon improved transport links and the inward investment opportunities that the continued growth of the airport will bring.

Neighbourhoods

5.38 The vast majority of Slough's residents live in the various neighbourhoods that make up the Borough. It is important that with all of the growth that is being proposed we continue to protect and enhance the distinctive character of these areas so our residents can meet their needs locally and live healthy lives.

5.39 Slough's suburbs have historically absorbed an increase in population through organic growth and the Local Plan will have to make sure that any new development within the suburban areas can be successfully accommodated.

5.40 This may mean adopting London style higher density living where appropriate. This does not mean having high rise blocks. There may be scope in some areas to have street based development such as terraced housing, small mansion blocks for flats and more town houses.

Transport

5.41 One of the reasons for Slough's success as an employment centre is its location in the Sub-region and excellent transport links to the rail, airport and road network. Whilst it is well connected to the outside world, travelling

even short journeys within the Borough can be difficult as a result of high levels of congestion in the morning and evening peaks. Apart from making it difficult for local people to travel to work or school, increasing congestion could threaten our ability to deliver economic growth and revitalise the town centre.

5.42 The geography of Slough means that there is only a finite capacity on the road system. We are investing in a number of improvement schemes but there is a limit to how much traffic management can achieve. As a result the Local Plan will have to develop new solutions for how people can get around, particularly for short trips, and make journey times much more reliable. This may involve adopting radical measures that reduce the reliance upon the private car. Failure to do this will make it difficult to accommodate the scale of new growth that we are planning for.

SPATIAL OPTIONS

5.43 Having established what the strategic issues are for the Local Plan it is necessary to consider how these can be addressed and how development could be distributed around the Borough.

5.44 There are a number of ways in which this can be done but we have tried to produce a number of realistic meaningful spatial options for the Local Plan which can be described as follows:

- Expand the centre of Slough
- Develop major new hub or hubs
- Comprehensive regeneration of selected areas (Major Sites, Area wide, Estate Renewal)
- Intensification of the suburbs
- Redevelop existing Business Areas
- Release land from the Green Belt (Housing around Slough and/or Heathrow related development in Colnbrook and Poyle)
- Northern expansion of Slough

5.45 There is an overlap between some of the options and others may be mutually exclusive but it is considered that they could form the basis for discussion and consultation.

Expand the Centre of Slough

5.46 The current spatial strategy as set out in the Core Strategy is to “concentrate development” within a tightly drawn “town centre”. This includes promoting residential development near the railway station particularly to the north.

5.47 Planning permissions for higher density housing and major housing development have already begun to spread outside of the traditional town centre. This can be seen in the plan in Appendix 2 of the report on Housing Supply in Slough elsewhere in this Planning Committee agenda. There is the opportunity to continue this trend provided it is done on a selective basis which takes account of the amenities of existing and new residents.

- 5.48 There could also be more high density development within the existing centre not just to accommodate more housing but also provide more employment and facilitate the regeneration of the shopping centre. In order to maintain vitality and ensure quality of development we may have to seek more of a mix of uses within buildings. This could include having start-up business space on the ground floor, flats above and a 'penthouse' on top.
- 5.49 Enlarging the centre would have the advantage of increasing its immediate catchment and enable more people to benefit from its facilities and transport links and support businesses in the town centre.

Major New Hubs

- 5.50 The latest Government consultation on changes to the NPPF proposes increasing residential densities around commuter hubs. This helps reduce use of the car.
- 5.51 The most obvious place where we could do this is around Langley railway station. We have already promoted some redevelopment in the vicinity but there would be the opportunity to create a new residential and commercial centre with enhanced facilities which would complement the nearby Harrow Market shopping centre.
- 5.52 It is not considered that there is the same scope to do the same around Burnham station but this could still be enhanced in a different way. Options to further exploit the town centre as a commuter hub, including the area north of the station, are considered above.

Comprehensive Regeneration of Selected Areas

- 5.53 The strategy in the Core Strategy is to spread the benefits that regeneration can bring by identifying selected key locations for redevelopment. Details of how this should be carried out have been set out in the 2010 Site Allocation Plan. Some of these schemes have been implemented, others such as the Canal Basin, are in the process of coming forward but there has been no progress on some such as the Trade Sales Site on the Bath Road in Cippenham. A number of new sites have come forward through the Call for Sites exercise such as the Akzo Nobel site east of Wexham Road. The Council is also promoting major residential development upon sites such as the Montem Sports Centre.
- 5.54 The important thing is that all of these sites should be planned comprehensively with the right mix of uses to ensure that maximum benefits can be obtained for the community. Sites will also be required to improve their connectivity by providing new links into the footpath and cycleway network. Plans need to take account of viability to ensure that proposals are attractive to developers and include affordable housing, high quality design and infrastructure to support the new housing.
- 5.55 There are also some areas which may not have very large sites which are available for development but there are a collection of smaller sites which could be brought forward in a way which enhances the area as a whole. Chalvey is an example of where a combination of private and public

investment can be channelled into an area in a way which can improve the area as a whole and in this case could involve the opening of a new railway station on the Windsor Brach line.

- 5.56 Some of the Council's housing stock may need to be refurbished or replaced during the plan period. The Britwell regeneration scheme is a good example of a successful estate renewal project and it may be possible to carry out similar schemes in other areas where the quality of the housing stock and the environment needs to be improved.

Release of Land from the Green Belt

- 5.57 We have already released land for housing in previous Local Plans which means that there is not very much land left that would be suitable for development. The option of building upon the remaining parcels of land around the built up area within the Borough of Slough will have to be considered. Some of these may, however, have specific constraints which may not make this possible.
- 5.58 A number of sites in the Green Belt were promoted in the Colnbrook and Poyle area through the Call for Sites exercise but these may be even more constrained than elsewhere. It is not considered appropriate to promote these for housing at this stage given the uncertainty about the future of Heathrow. Some commercial development may, however, have to be considered at Poyle to meet airport needs.

Northern Expansion of Slough

- 5.59 Initial assessments show that even if all of the options discussed above were promoted through the Local Plan there would still be a significant shortfall of housing compared to the Objectively Assessed Need of 927 dwellings a year.
- 5.60 As a result it would be necessary to consider the northern expansion of Slough into Green Belt land within South Bucks District. We have already made representations to South Bucks & Chiltern Councils that they should consider this in their joint Local Plan.
- 5.61 It is considered that the development of a new "garden suburb" could be a very sustainable option for providing the housing we require. Failure to achieve this could have serious impact upon our ability to meet local housing needs. We will, however, have to work with South Bucks and Chiltern Councils in order to progress this option.
- 5.62 It should be noted that there may be scope for the development of a small site east of Ditton Park which is in Windsor & Maidenhead.
- 5.63 The Government gives great importance to Green Belt protection so any development proposed would need to demonstrate very special circumstances to justify its release.

6 Conclusion

- 6.1 This report sets out the initial the ideas as to what the “Issues and Options” could be for the Review of the Local Plan. It shows that there are a number of possible ways in which the growth of the town could be planned over the next twenty years but also identifies the potential constraints that would have to be overcome.
- 6.2 Consideration needs to be given as to how these “Issues and Options” can be developed so that they can be put out for public consultation in January 2017.

7 Background Papers

Core Strategy DPD

Site Allocations DPD

Call for Sites Consultation (3 June- 15 July 2016)

Report on Housing Trajectory –also in the Agenda for this Planning Committee

8 Appendices

1. Note on Member Workshop of 21st July and draft Vision

Appendix 1

A VISION FOR SLOUGH FOR MEMBER CONSIDERATION

OUTCOMES FROM MEMBER WORKSHOP ON 21 JULY

In preparing Local Plans Local Authorities have to set out a “positive vision for the future of their area”. The Briefing Paper for the Workshop identified how Slough has changed, what factors will drive future change, and the key choices facing Slough in the next 20 years. The main conclusions that can be drawn from the Workshop are that Members:

- **Are positive about** promoting economic growth, planning for the needs of the existing population and **reducing inequalities** across the Borough;
- **Agree** that some of this growth could be accommodated through (‘Smart’) technology that makes more efficient use of existing resources, the **redevelopment** of the **town centre** at higher densities, **comprehensive renewal** of other areas across the Borough, and on a relatively small number of vacant sites within the urban area;
- **Value** the **distinctive character** of Slough’s “more suburban” neighbourhoods and appreciate the ways they successfully absorb growth;
- **Recognise** that due to the small size and urban nature of the Borough **there are very few vacant sites** within the existing urban areas of Slough available to meet the development needs of the Borough
- **Agree** therefore, some of this growth must be accommodated by **promoting** the **northern expansion** of Slough, on Green Belt sites in the Borough, but also on land in South Buckinghamshire, primarily in the Green Belt adjoining Slough
- **Support** the expansion of **Heathrow** both from altered use of two runways or the construction of a new runway
- **Accept** the **need to resolve traffic congestion** directly by investing in measures to encourage journeys to work and to learn by public transport, walking and cycling; investing in more facilities throughout the Borough to enable people to “live locally” and reducing the use of private cars, especially for short distances
- **Prioritise high quality design** in all major new developments in order to change Slough’s image and make Slough a preferred location to work, to live, visit and stay – a true **destination of choice**.

Thus, Members see Slough continuing to become more like **an Outer London Borough**.

Members believe that policies in the new Local Plan should be focused on achieving these aspirations. This means, that to protect the character of Slough’s

neighbourhoods, the new Local Plan will have to be more fine grained than the approved Core Strategy. This also means that the Plan will have to promote the release of a few sites in Slough currently designated as Green Belt and that the Council will need to actively engage with the South Bucks and Chiltern Local Plan process to ensure South Bucks also allocate Green Belt sites for new housing.

FORMULATING THE VISION

The vision for Slough should encapsulate all of these ideas into a short statement which can be easily understood by the public. This Vision should set out a clear indication of the Council's priorities and pointers towards the Council's planning strategy for achieving this Vision.

It is helpful if the vision contains key phrases which can be expanded into more detailed meaningful policies. For example, the inclusion of the word "metropolitan" reflects the similarities between Slough and Outer London Boroughs; it signifies that the Local Plan will promote modern urban living.

If possible, the vision in the new Local Plan should reflect, or be aligned with other visioning work for Slough. This means that it can take forward the relevant elements in the current Core Strategy vision and the planning related parts of the Five Year Plan as well as a variety of other sources such as the Council's "Digital Vision".

A DRAFT VISION FOR SLOUGH FOR MEMBERS TO CONSIDER

In 2036 Slough is an attractive, prosperous, confident, metropolitan place where people choose to work, rest, play and stay.

We have a positive image which reflects Slough's role in the region, and are proud of our diversity and community cohesion.

We all live in a decent and affordable home in a safe neighbourhood. Slough is a place of opportunities where we can work in a good job and get an excellent education.

We have easy access to a full range of facilities and open spaces. We have an environment that motivates people to have a healthy active lifestyle.

The town centre, Trading Estate and all of our commercial areas are thriving.

Since 2016 we have achieved this vision by promoting significant economic and population growth and sustaining the regeneration of many areas across the Borough. We have enlarged the town centre, developed a new "garden suburb" to the north of the town and successfully accommodated the expansion of Heathrow airport.

We have exploited the Crossrail connection to Greater London, the new rail link to Heathrow Airport on our doorstep, and accessibility to the motorway network which makes Slough one of the best connected locations in Europe. We have retained our excellent reputation as a place to do business location so that established and new companies want to invest in Slough.

We have established a reputation for high standards of design for all new development in Slough which creates a sense of place and protects the

environment. We have enabled Slough's neighbourhoods to adapt and grow in a way which enhances their distinctive characteristics.

We have a Council that is inclusive but 'digital by default' enabling us to embrace new and SMART technologies, optimise the use of our spaces, places and transport network, and help our people help themselves to a better quality of life.

We have improved accessibility within the town by making it easier for people to cycle, walk or take public transport to work, school or shop.

As a result, although Slough thinks globally, we have ensured that it has everything that people need to live in the locally.

---End---

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 7th September 2016

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION

DUTY TO COOPERATE CONSULTATION WITH RUNNYMEDE BOROUGH COUNCIL

1 Purpose of Report

The purpose of the report is to respond to the Duty to Co-operate request made by Runnymede Borough Council that Slough sign a Memorandum of Understanding about future engagement on cross-boundary strategic planning issues.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that:

- a) Runnymede Borough Council be thanked for consulting the Council under the Duty to Cooperate;
- b) the Council agrees that neither party is able to assist the other meeting unmet needs for housing, traveller pitches or B8 distribution needs;
- c) Delegated powers be granted to officers to sign a Memorandum of Understanding in accordance with paragraphs 5.6 to 5.7 below.

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.

(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 the committee agree the recommendations in the Report	Not commenting risks losing the ability to influence both the way that development takes place in adjoining areas; and obligations under the Duty to Co-operate.	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

Background

- 5.1 Local Planning Authorities are required in carrying out their functions to produce Local Plans both to
 - engage constructively and actively on an on-going basis on planning matters that impact on more than one local planning area (the 'Duty to Cooperate'); and
 - consider entering into agreements on joint approaches.
- 5.2 Runnymede Borough Council does not adjoin Slough but are neighbours with the Royal Borough of Windsor and Maidenhead and Spelthorne Borough Councils which do. Like Slough they have employment links with Heathrow. In the interests of the Duty to Cooperate they have kept Slough informed of progress on their Local Plan.
- 5.3 The Runnymede Issues and Options Consultation concludes that that Runnymede cannot meet its own identified needs for housing, traveller pitches and B8 storage and distribution.
- 5.4 As a result, in line with the Duty to Cooperate, Runnymede is taking measures to

see if other authorities can meet their shortfall. They have therefore contacted Slough in order that both parties address this through a request to sign a Memorandum of Understanding about future co-operation on Cross Boundary Issues.

5.5 The Memorandum of Understanding is designed for bodies that need to retain contact because they have cross–boundary issues that need resolving. While Slough does not fall into that category, it is considered that a short Memorandum of Understanding can be signed as this would still be helpful.

5.6 That would state the following

“That Both parties agree that whilst at the current time, neither authority is able to assist the other in meeting its unmet needs for housing, traveller pitches or B8 storage and distribution needs, in the future this position could change as a result of a material change in circumstances or as a result of each Council’s monitoring function.”

5.7 It will also confirm that the Council welcomes Runnymede’s engagement in the Heathrow Strategic Planning Group and that it will work with them in that group on issues that may affect both Boroughs.

5.8 Officers will continue to be informed about progress on Runnymede’s Local Plan.

6 Conclusion

6.1 It is considered that the proposed signing of the Memorandum of Understanding with Runnymede will ensure that both Authorities have met the Duty to Cooperate in the preparation of their Local plans.

7 Background Papers

Draft Memorandum of Understanding from Runnymede (August 2016).

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 7th September 2016

CONTACT OFFICER: Wesley McCarthy
Planning Manager

(For all Enquiries) (01753) 875832

WARD(S): All

PART I
FOR DECISION

PROPOSED MEMBER ENGAGEMENT IN PRE-APPLICATION SUBMISSIONS AND AMENDMENTS TO THE PUBLIC PARTICIPATION SCHEME

1 Purpose of Report

The purpose of the report is for Members approval to amend the Council's Ethical Framework of the Council's Constitution in order to enable Planning Committee/ relevant Ward Members to participate in pre-application submissions.

It also recommends a change to the Ethical Framework in terms of involvement of applicants during Planning Committee meetings.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that:

- (a) The Member Panel on the Constitution be recommended to endorse the amendment of the Council's Constitution to enable Member involvement during formal pre-application submissions to the Local Planning Authority (LPA).
- (b) The Member Panel on the Constitution be recommended to endorse the amendment of the Council's Constitution to enable applicants to address the Planning Committee, regardless of whether or not an objector has registered to address the Planning Committee.

3 The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

3a. Slough Joint Wellbeing Strategy Priorities

Ensuring that the planning application process is operating more efficient will have an impact upon the following SJWS priorities:

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

3b. **Five Year Plan Outcomes**

Ensuring that planning applications are properly assessed 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 a pre-application engagement protocol is prepared in order to bring Slough in line with the Government Guidance.	Improved pre-application involvement by Members would reduce uncertainty for applicants and potential delays during the planning application process.	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications

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

(d) Equalities Impact Assessment

There are no equality impact issues.

5 **Supporting Information**

Introduction

- 5.1 The Planning Service has undertaken a review of the planning application process, by engaging a wide spectrum of customers of the planning service during extensive workshops, facilitated by an external company that specialises in customer engagement. It was clear from the subsequent report that customer needs have changed and that we have to react positively in order to ensure that Slough remains a destination of choice for developers, but also that the needs of residents are met.
- 5.2 Member involvement in the planning application was specifically raised as a matter of concern by applicants and developers. There have been changes in legislation and policy documents in recent years, which encourage early member involvement in the planning process and it can therefore be considered that the current approach in the Council's Ethical Framework of the Constitution to exclude members, is dated.

- 5.3 A further matter of concern that was raised by applicants during the consultation process is the fact that they are only allowed to address the Planning Committee, if an objector has registered to speak against the proposal. It is also worth noting that a Ward Councillor can speak under Rule 30, without any time restriction and the applicant is not permitted to respond. This approach is also out of line with the procedures of most other Planning Authorities.

Member involvement in the pre-application process

- 5.4 The National Planning Policy Framework (NPPF) states that: *“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”* It also states that: *“The more issues that can be resolved at pre-application stage, the greater the benefits.”*

The 2006 Audit Commission study ‘The Planning System – Matching Expectations and Capacity’ found that lack of councillor involvement in the pre-application stage of dealing with planning proposals was a drawback in the system. It was found to lead to frustration when elected members took a different approach to officers.

- 5.5 The study ‘Rules of Engagement: Working Together Effectively’ undertaken by South East Excellence in 2009 acknowledged the risk of planning committee members pre-determining their views. However, the question was raised how could members act as community champions if not engaged in pre-application discussions for major proposals affecting their communities? In a more recent study by the Planning Advisory Service, the same issue was raised in that early discussion during the pre-application process will help to bring about better understanding of the issues through open exchange of information, discussion and constructive questioning. Members should therefore not be insulated from early discussions. The introduction of Section 25 of the Localism Bill, has assisted by making it clear that views expressed prior to a decision making meeting, should not be regarded as predetermination. It is therefore important that Members should be confident enough to give a preliminary view on a proposal, without undermining their ability to determine the application when presented to them for a decision. Members should therefore see this as a positive opportunity to understand issues relating to the proposal for instance viability and to explore potential contributions to local infrastructure and affordable housing. Members will also be able to provide a clear steer on what is likely to be acceptable to the community and can allow problems and opportunities to be identified and addressed, as the proposals for the development are put together. Members should also not fear that the planning application is pre-determined by this process, but rather that the issues are better understood and the likelihood of deferrals and delays much reduced.

- 5.6 In light of the above and the clear steer from applicants and developers that Slough Borough Council should bring the pre-application process in line with national guidance, it is suggested that members should be enabled to participate in this process. The current ‘Code of Conduct for Councillors and Officers in relation to Planning and Licensing matters’ (Part 5.2, paragraph 5.4) states that: *“To ensure professional advice and maintain impartiality it is highly desirable that Committee members do not take part in pre-application discussions other than in cases of minor development. If there are other occasions when Committee members are involved they must be accompanied and advised by professional officers of the Council including a Senior Planning/Licensing Officer.”* Due to the lack of clarity in this section, it is believed that it would be beneficial to provide clear guidance of the

Council's protocol for the pre-application process and the involvement of the Members of the Planning Committee.

- 5.7 The Planning Advisory Service has proposed several options in their 'Pre-application Suite' document. Officers have also looked at models adopted by other LPA's and based on this research can recommend that the Council adopt a process of formal pre-application presentation and interaction with applicants, as an item during the monthly Planning Committee meetings. In this manner, the Council would ensure that the meeting takes a formal structure, which ensures good governance and public confidence are achieved and avoids any accusations of bias towards developers. In brief, the process could involve the following:
- Introduction by officer
 - Presentation by applicant / developer
 - Response by Ward Councillor as a registered speaker
 - Questions and answer session (Ward Councillor and residents to observe)
- 5.8 The above process is a suggested protocol, which will have to be finalised by the 'Member Panel for the Constitution' as part of the process of amending the Constitution. It is also worth noting that some pre-application submissions are treated as confidential and on those occasions the above procedure will be presented as a Part 2 report to the Planning Committee. The LPA receives between 40 to 50 major applications per year and not all are preceded by pre-application submission. It is not necessary that all pre-application submissions for major developments will need to be presented to the Planning Committee and therefore a threshold for the scale of development will have to be set. Another matter that needs to be addressed is the fact that Ward Councillors can speak at any Council Meeting under Rule 30, for any length of time. In order to ensure that the above process does not become too time consuming and remains a focussed discussion, it might be necessary to investigate the possibility of restricting the time that Ward Councillors have to address the Committee. It is however recognised by all the previously mentioned studies that Ward Members undertake an important role in representing the views of local constituents and therefore should therefore not be excluded from this process.

Applicant addressing Planning Committee

- 5.9 The Council Constitution presently includes a 'Public Participation Scheme' (Appendix B, Part 5.2) which sets out the right of objectors and other individuals to address the Planning Committee. In the section 'What is the order of speaking for each application', it is stated that the Chair will invite the applicant or agent to respond after an objector has spoken. It is further clarified under 'Rules, Procedures and Guidelines for Public Speaking at Planning Committee' that "*an objector, a representative or the Parish Council and the applicant (where an objector has registered to speak) may each speak on a planning application*". As Members are aware some very large developments do sometimes not attract any opposition from residents and therefore the applicant does not have the opportunity to address the Planning Committee. This approach is outdated and not consistent with current Government guidance and with procedures of other planning authorities. This, in combination with the lack of Member involvement in the pre-application process, means that the Planning Committee is not fully engaged in the application process.

5.10 It is therefore recommended that applicants should be given the opportunity to address the Planning Committee, even where no objectors have registered to speak against the proposed development. This would require very minor amendments to Ethical Framework - Part 5.2 of the Constitution.

6 Conclusion

- 6.1 In order to respond positively to the changes in Government Guidance and also the needs of our customers, which clearly has changed, it is considered appropriate to amend the Constitution accordingly as outlined above. It is believed that early Member involvement would avoid any possible miss-alignment of opinions between officers and members, which would mean that there is less likelihood of applications being deferred by the Planning Committee. This will also demonstrate the Slough is truly 'open for business' by positively engaging with applicants and developers.
- 6.2 Officers will prepare detailed amendments to the constitution for consideration by the Member Panel on the Constitution at its next meeting.

7 Background Papers

- '1' Part 5 Ethical Framework, Slough Borough Council, Constitution 2016
- '2' Planning Officers Society: Development Management Practice Project Guidance Note 3, Councillor Involvement in pre application discussions, Revised January 2014
- '3' South East Excellence: Rules of engagement working together for effective delivery
- '4' The Audit Commission: The Planning System: Matching expectations and capacity

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SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 7th September 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
P/16181/000	40, Northborough Road, Slough, SL2 1PS Construction of a proposed single storey extension to the front of the property.	Appal Granted 27 th May 2016
P/16197/001	1, Francis Way, Slough, SL1 5PJ Construction of a part single part two storey side extension and single storey front extension.	Appeal Granted 5 th July 2016
P/10726/010	24, Bell Close, Slough, SL2 5UQ Application for removal of planning condition 17 of planning permission reference P/10726/006 dated 27th November 2014.	Appeal Granted 5 th July 2016
P/14961/000	SIFE, Land North of A4 Colnbrook By Pass, And West Of Lakeside Road, Colnbrook By Pass, Slough, Berkshire, SL3 0FE (OUTLINE APPLICATION) CONSTRUCTION OF A RAIL / ROAD FREIGHT INTERCHANGE COMPRISING AN INTERMODAL TERMINAL AND CLASS B8 DISTRIBUTION UNITS, TO INCLUDE: INFRASTRUCTURE TO ENABLE THE EXCHANGE OF FREIGHT BETWEEN ROAD AND RAIL, INCLUDING RAILWAY SIDINGS WITH A CONNECTION TO THE COLNBROOK BRANCH LINE AND AN INTERMODAL TERMINAL INCORPORATING TWO OVERHEAD GANTRY CRANES AND EXTERNAL CONTAINER STORAGE; CLASS B8 DISTRIBUTION UNITS (UP TO 194,836 S.Q.M. FLOORSPACE), TO INCLUDE ASSOCIATED LANDSCAPING, ACCESS, PARKING AND SERVICING AREAS; LORRY PARKING AREA INCLUDING FACILITIES FOR DRIVERS; TWO VEHICULAR ACCESSES ON THE A4 COLNBROOK BY PASS AND OFF SITE JUNCTION IMPROVEMENTS (AT M4 JUNCTION 5, A4 JUNCTION WITH SUTTON LANE, A4 JUNCTION WITH STANWELL MOOR ROAD, A3044 JUNCTION WITH AIRPORT WAY AND M25 JUNCTION 14); CREATION OF NEW PUBLIC RIGHTS OF WAY, IMPROVEMENT WORKS TO EXISTING PUBLIC RIGHTS OF WAY AND DIVERSIONS TO EXISTING PUBLIC RIGHTS OF WAY;	Appeal Dismissed 12 th July 2016

	ENGINEERING OPERATIONS TO REMODEL GROUND LEVELS; NEW LANDSCAPING INCLUDING WOODLAND AND SHRUB PLANTING, GRASSLAND AREAS AND WETLAND CREATION AND NEW BOARDWALK ADJACENT TO OLD SLADE LAKE.	
P/16378/001	41, New Road, Slough, SL3 8JJ Construction of a single storey rear extension.	Appeal Dismissed 2 nd August 2016
P/16359/000	4, Bouverie Way, Slough, SL3 7JZ Demolition of detached garage and construction of two storey side and rear extension with single storey front and rear projections. Raise roof to accommodate rear flat roof dormer.	Appeal Dismissed 2 nd August 2016
P/08848/008	2, Hawtrey Close, Slough, SL1 1TB Construction of two storey side extension with loft conversion and rear dormer with roof modifications.	Appeal Dismissed 4 th August 2016
P/16304/001	5, Hinton Road, Slough, SL1 5JA Construction of a first floor rear extension. Construction of a first floor rear extension. of 1.5 Meters in depth. Inspectorate allowed appeal subject to conditions (3 years, Drawings, Materials) The inspector concluded that the development would be acceptable as a result of modest depth of 1.5 meters and as it would be set in from the boundary, as such the bulk, scale and mass would not be excessive, despite its width. Furthermore, the inspector concluded that the extension will be set back and not breach the 45 degree code thus complying with the guideline in the SPD concerning this. Given this relationship and the fairly modest additional depth, there would be no unacceptable reduction in daylight or sunlight and the addition would not appear overbearing. It is therefore concluded that the living conditions of the adjacent occupiers would not be harmed. As a result, there would be no conflict with the intentions of CS Core Policy 8 and LP Policies EN1, EN2 and H15, to prevent such adverse effects.	Appeal Granted 10 th August 2016

MEMBERS' ATTENDANCE RECORD 2016/17
PLANNING COMMITTEE

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

P = Present for whole meeting
 Ap = Apologies given

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

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