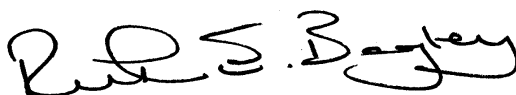


Date of issue: 27th September, 2016

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY 5 TH OCTOBER, 2016 AT 6.30PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA</u> <u>ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
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APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

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,



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
<p><i>leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.</i></p> <p><i>The Chair will ask Members to confirm that they do not have a declarable interest.</i></p> <p><i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i></p>			
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	
3.	Minutes of the Last Meeting held on 7th September, 2016	3 - 10	
4.	Human Rights Act Statement - To Note	11 - 12	
PLANNING APPLICATIONS			
5.	P/04915/014 - BP Langley Connect, Parlaunt Road, Slough, SL3 8BB	13 - 22	Foxborough
Officer Recommendation: Approve			
6.	P/01919/003 - 77 Burnham Lane, Slough, SL1 6JY	23 - 28	Haymill and Lynch Hill
Officer Recommendation: Approve			
7.	P/01766/023 - 172-184, Bath Road, Slough	29 - 44	Cippenham Meadows
Officer Recommendation: Delegate to the Planning Manager for Approval			
8.	P/13519/005 - Land at rear of, 11, 15 and 17, Yew Tree Road, Slough, SL1 2AA	45 - 58	Upton
Officer Recommendation: Refuse			
9.	S/00727/000 - Montem Leisure Centre, Montem Lane, Slough	59 - 64	Chalvey
Officer Recommendation: Delegate to the Planning Manager for Approval			
MISCELLANEOUS REPORTS			
10.	Review of The Local Plan For Slough - Proposed Spatial Options	65 - 100	

MATTERS FOR INFORMATION

- | | | |
|-----|--|-----------|
| 11. | Members Attendance Record | 101 - 102 |
| 12. | Date of Next Meeting

2 nd November, 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, 7th September, 2016.

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

Also present under Rule 30:- None.

Apologies for Absence:- Councillor Smith

PART I

45. 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 an interest in respect of Planning Applications P/02465/013 - 226 High Street, Slough: P/00475/009 - Spring Cottages, Upton Park, Slough: and P/00943/008: 72-74 Stoke Road, Slough in that the application sites were situated within their Ward (Central).

46. Guidance on Predetermination/Predisposition - To Note

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

47. Minutes of the Last Meeting held on 3rd August, 2016

Resolved - That the minutes of the last meeting, held on 3rd August, 2016, be approved as a correct record.

48. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

49. Planning Applications

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

Resolved –That the decisions be taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the reports and the amendment sheet tabled at the meeting.

Planning Committee - 07.09.16

50. P/02465/013 - 226 High Street, Slough, SL1 1JS

Application	Decision
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.	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.

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

Application	Decision
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.	Refused.

52. P/00943/008 - 72-74 Stoke Road, Slough, SL1 5AP

Application	Decision
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.	<p>Delegated to Planning Manager for approval, subject to resolution of outstanding transport/highway, air quality matters, minor design changes, resolve land ownership issues (amended red line plan), finalising conditions, satisfactory completion of a S106 Agreement and final determination. If the agent is unable to satisfactorily resolve landownership issues and transport/highway matters, the application should be refused on the following grounds:</p> <ol style="list-style-type: none"><i>The development fails to provide adequate access to the site and this would compromise the scheme as a whole, whereby there would be no of access to the site, no provision of car parking spaces, no servicing of the retail and residential units. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.</i><i>The proposed development does not provided</i>

	<i>adequate servicing arrangements for the retails units, this would to a conflict and unsafe environment within the car park area which would have a detrimental impact in conjunction with the residential development proposed and is therefore contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.</i>
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53. Update on Slough's Housing Land Supply

The Planning Policy Lead Officer outlined a report to provide Members with an update on the supply of housing in Slough and the results of housing monitoring, including the amount of affordable housing built and the number of flats and houses completed during the period 2015/16.

The Committee was reminded that the National Planning Policy Framework required an assessment of the Council's 5 year housing land supply on an annual basis through an updated housing trajectory. Should a five year supply (plus a 5 % buffer) of deliverable sites not be identified then the Council would be open to planning by appeal.

In terms of housing supply, the housing target as set out in the Core Strategy (2008) was 315 per annum, increased in January 2016 to 550 per annum in line with the Slough Five Year Plan and reflecting the Council's aspiration to meet its housing needs. Members also noted details of the current housing trajectory which included updated information on completions, new housing permissions and estimated building rates on each site. In 2015/16, 789 net additional dwellings were completed, being the highest level of housing building reported since the peak of 849 completions in 2008/09. Lower levels of completions in the past were the result of the slump in the housing market rather than a shortage in the supply of sites.

The Officer advised that approximately 800 completions a year were projected over the next five years which was higher than the target of 550 a year and it was anticipated that the Council would be able to build the equivalent of 8.3 years supply over the next five years and all of the houses needed for the period of the plan (2006 – 2026) by 2022. Members were referred to the appendix which detailed the sites identified for the next 5 years. The Committee was advised that the high level of completions and large supply of housing resulted from a Prior Approvals system for the conversion of flats to residential without the need for planning permission. In addition, some large green field sites had been developed such as Castlevue, and Kennedy Park and other initiatives had promoted housing such as the Garage Court schemes introduced by the Council. It was noted that in the long term the Council would be unlikely to achieve continued housing supply due to the shortage of land and a Housing Capacity Study would be undertaken to address housing supply issues beyond the current plan period.

Resolved- That the report be noted.

54. Review of the Local Plan for Slough-Update on Issues and Options

The Planning Policy Lead Officer outlined a report to provide the Committee with an update on the work that had been undertaken to develop the 'Issues and Options' report for the review of the Local Plan. Previous reports to the Committee had detailed how progress had been made 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.

The Officer highlighted that Cabinet was responsible for the approval of the Slough Local Plan but it was important that the views of the Planning Committee were sought and a further two reports would also be submitted to the Committee for consideration. Members noted the outcome of the 'Call for Sites' exercise which was the subject of public consultation earlier in the year. Some technical work had been carried out on the 130 proposed sites, such as assessing whether they were affected by flooding and a further report would be submitted to the Committee in due course.

A Member Workshop held on 21st July had helped to identify some of the key issues facing the Local Plan and a draft Vision was created. A further Member Workshop would be held at a later date and a Member Task and Finish Group had also been appointed. Cabinet would consider approval of the "Issues and Options" at its meeting on 21st November and a public consultation would then be held. The views of the Planning Committee would be fed into the plan making process.

The Officer discussed future growth, around population and employment and it was noted that the shortage of development land could impact on this. It was emphasised that the Local Plan would need to find the right balance between social, economic and environmental needs to ensure that it was sustainable. In terms of housing, the Strategic Housing Market Assessment in February 2016, had identified that 927 houses a year were needed to meet objectively assessed housing needs, together with a significant amount of affordable housing to meet local needs. Clearly the failure to provide sufficient housing to meet overall needs would result in a combination of more overcrowding, homelessness, and forced outward migration. The Local Plan would have to work with the emerging Housing Strategy to ensure an appropriate mix of housing was provided.

The Committee also noted that the number of jobs in Slough would likely increase by 14,680 during the 23 years to 2036 and necessary economic development measures would need to be put in place. An Economic Development Needs Assessment had indicated that up to 180 hectares of new employment land would be needed to provide for these jobs, mainly through the redevelopment or re-use of existing sites.

The Officer outlined future improvements and developments in the town centre which would become an increasingly important transport hub. It was acknowledged that the town centre had declined as a shopping and

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commercial centre because of structural changes in the economy and it did not have the attractions of competing centres.

High quality offices were being built near the station which would promote the centre of the town as a new business, transport and employment hub. Members noted the current position regarding Heathrow Airport and that a decision on the third runway which Slough supported was awaited. Since it would likely take some years before any planning permission could be granted, the Local Plan will have to try to find a way in which the uncertainty could be dealt with to ensure the best form of development which could also mitigate the adverse environmental effects. Should the third runway not go ahead then Heathrow would continue to grow and have an important relationship with the Borough.

The Officer discussed Neighbourhoods of the Borough and Transport. It was highlighted that one of the reasons for Slough's success as an employment centre was due its location and excellent transport links however local congestion would need to be addressed and options were set out. Major New Hubs were discussed and it was suggested that there was an opportunity to promote such a hub in the vicinity of Langley Railway Station.

In terms of the release of land from the Green Belt it was noted that a number of sites in the Green Belt were promoted in the Colnbrook and Poyle area through the Call for Sites exercise but these were constrained. The officer also discussed the Northern Expansion of Slough within South Bucks and representations had been made around the development of a new garden suburb.

Resolved- That the report be noted.

55. Duty to Co-operate-Consultation with Runnymede Borough Council

The Planning Policy Lead Officer outlined a report regarding a Duty to Co-operate request made by Runnymede Borough Council, that Slough Borough Council sign a Memorandum of Understanding relating to future engagement on cross-boundary strategic planning issues.

The Committee was reminded that Local Planning Authorities are required to produce Local Plans both to engage constructively and actively on planning matters that impact on more than one local planning area (the 'Duty to Cooperate') and to consider entering into agreements on joint approaches. It was noted that Runnymede BC did not adjoin Slough but had employment links with Heathrow and had kept Slough informed of the progress on their Local Plan.

The Runnymede Issues and Options Consultation concluded that Runnymede BC could not meet its own identified needs for housing, traveller pitches and B8 storage and distribution and would take measures to see if other authorities could meet their shortfall. They had therefore contacted Slough in order that both parties address this through a request to sign a

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Memorandum of Understanding about future co-operation on Cross Boundary Issues. Although Slough did not have cross boundary issues with Runnymede it was considered that a short Memorandum of Understanding would still be helpful. This would record that whilst at the current time, neither authority was 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. It would further confirm that Slough BC welcomed Runnymede's engagement in the Heathrow Strategic Planning Group and that it would work with the Authority on issues that may affect both Boroughs.

The Officer concluded that the proposed signing of the Memorandum of Understanding with Runnymede will ensure that both Authorities had met the Duty to Cooperate in the preparation of their Local plans.

Resolved-

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

56. Proposed Member Engagement in Pre-Application Submissions and Amendments to the Public Participation Scheme

The Planning Manager, outlined a report regarding proposed member engagement in pre-application submissions and amendments to the planning public participation scheme (PPS).

The Committee was advised that the Planning Service had undertaken a review of the planning application process, by engaging with customers of the planning service during extensive workshops. It was clear that customer needs had changed and a Consultee had expressed the view that there was a lack of early member involvement with Applicants in the planning process, in that an Applicant was only allowed to address the Planning Committee, if an objector had registered to speak against the proposal. It was highlighted that a Ward Councillor could speak under Rule 30, without any time restriction and the applicant was not permitted to respond. This approach appeared to be out of line with the procedures of most other Local Planning Authorities (LPA's).

The National Planning Policy Framework recommended that early engagement had significant potential to improve the efficiency and effectiveness of the planning application system for all parties and considered

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that the more issues that could be resolved at pre-application stage, the greater the benefits.

The Officer therefore recommended that the Council should bring the pre-application process in line with national guidance. The current Code of Conduct for Councillors and Officers in relation to Planning and Licensing matters advised that Committee members should not take part in pre-application discussions other than in cases of minor development. Officers had looked at models adopted by other LPA's and suggested that the Council adopt a process of formal pre-application presentation and interaction with Applicants, scheduled as an agenda item during monthly Planning Committee meetings. This would allow for a formal structure, which ensured good governance and public confidence whilst avoiding any accusations of bias towards developers.

The Committee noted the suggested pre-application discussion format which would require consideration and endorsement by the Member Panel on the Constitution. This would also allow for the presentation of confidential Part II items. Members were advised that the Authority received 40 to 50 major applications per year and it would not be necessary for all to be presented to the Planning Committee. It was acknowledged that Ward Members undertook an important role in representing the views of local constituents but in order to ensure that the meeting process did not become too lengthy it was suggested that Ward Councillors be time limited in their address.

The Council's PPS stated that the Chair would invite the Applicant or Agent to respond after an objector had spoken. It was often the case that some very large developments did not attract any objections from residents and the Applicant did not therefore have the opportunity to address the Planning Committee. It was felt that this approach was outdated and not consistent with current Government guidance. It was therefore recommended that Applicants should be given the opportunity to address the Planning Committee, even where no objectors had registered to speak against the proposed development, and this would require very minor amendments to the Ethical Framework - Part 5.2 of the Constitution.

The Committee was requested to endorse the necessary amendments to the current process prior to its consideration by the Member Panel on the Constitution.

In the ensuing debate, Members discussed a number of issues around the proposed changes including the length of time that a Ward Member would be allowed to speak. It was agreed that a draft version would be circulated to Members by email for comment/ consideration.

Resolved-

- (a) That a report detailing the draft amendments to the Council's PPS and Constitution be emailed to Planning Committee Members for comment.

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- (b) That 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).
- (c) The Member Panel on the Constitution be recommended to endorse the amendment of the Council's Constitution and PPS to enable applicants to address the Planning Committee, regardless of whether or not an objector has registered to address the Planning Committee.

57. Planning Appeal Decisions

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

58. Members Attendance Record

The Members Attendance Record was noted.

59. Date of Next Meeting

The date of the next meeting was confirmed as 5th October, 2016.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.50 pm)

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

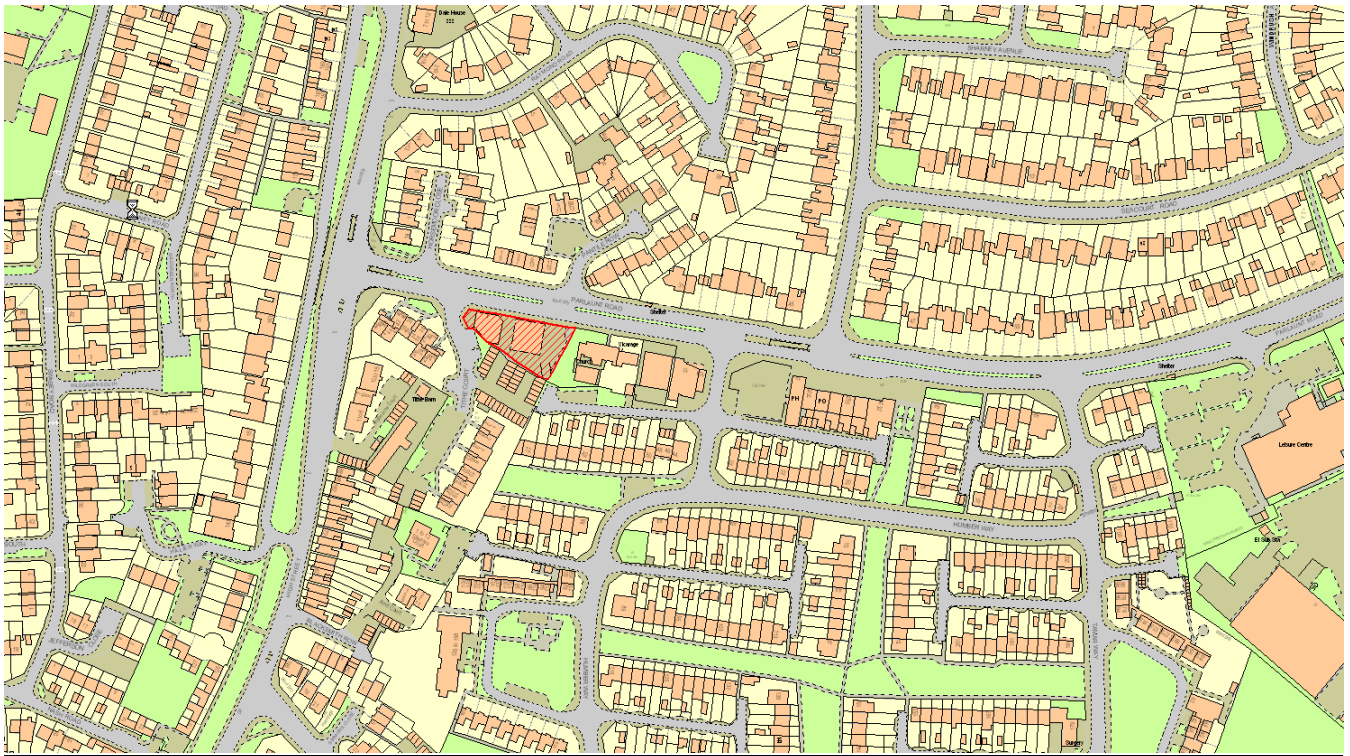
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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:	25-Jul-2016	Applic. No:	P/04915/014
Officer:	Christian Morrone	Ward:	Foxborough
Applicant:	Rupert Ainsworth, Rontec Watford Ltd		
Agent:	Sian Butt, Pegasus Group, Suite 4b, 113 Portland Street, Manchester, Greater Manchester, M1 6DW		
Location:	BP Langley Connect, Parlaunt Road, Slough, SL3 8BB		
Proposal:	Application for variation of condition 1 of planning permission P/04915/013 dated 04/04/2016 to allow for 24 hour opening		

Recommendation: Approve



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and third parties, and all other relevant material considerations, it is recommended that planning permission be granted, subject to the conditions set out at the end of this report.
- 1.2 When determining the previous planning permission (ref. P/04915/013) for a temporary period of six months at Planning Committee on 31st March 2016, Members requested that any future application for 24 hour opening be referred to Planning Committee. The previous permission (ref. P/04915/013) was granted for a limited period of six months to allow the operation to be monitored in terms of impact on neighbouring amenity.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application to vary Condition 7 to planning permission P/04915/008 dated 22nd October 1997 to allow 24 hour opening. There would be no external changes to the site under this application. Condition 7 to planning permission P/04915/008 reads:

CONDITION:

The premises shall only be open for customers or for the receipt and delivery of goods between the hours of 0700 and 2300 hours and not at any other time.

REASON:

To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwelling(s) by reason of noise or general disturbance

- 2.2 The application is accompanied with the following:

- Planning Application Form
- Site Location Plan
- Planning Statement
- Site Management Plan

3.0 **Application Site**

- 3.1 The site is a triangular site to the south of Parlaunt Road adjacent to the junction with Tithe Court. The site is currently occupied by a petrol filling station comprising a single storey flat roofed shop building, fuel pump islands, a jet wash and associated parking spaces.
- 3.2 The site is surrounded by residential properties to the north (beyond Parlaunt Road), west and south (beyond car park immediately to the south) and a church building to the east with a shopping parade and other commercial properties beyond this.

4.0 **Relevant Site History**

- P/04915/013 Application for variation of condition 7 of planning permission P/04915/008 dated 22nd October 1997 to allow for 24 hour opening.
Approved for six months (LPP); Informatives; 10-Sep-2015
- P/04915/012 Application for variation of condition 7 of planning permission P/04915/008 dated 22nd October 1997 to allow for 24 hour opening.
Approved for six months (LPP); Informatives; 10-Sep-2015
- P/04915/011 Application for advertisement consent for the display of 8 no. non illuminated signs on totem sign, canopy stanchions and flags on the eastern boundary of the site for a period until 31st october 2012
Approved with Conditions; Informatives; 01-Jun-2012
- P/04915/010 Installation of internally illuminated fascia sign, and two wall mounted internally illuminated logo signs.
Approved with Conditions; Informatives; 08-Mar-2004
- P/04915/009 Installation of fascia sign, poster signs, canopy fascia, atm signage, service signs and free standing signs (amended plans received 18/05/98 & 22/05/98 and as amended by facsimile 11/06/98)
Approved with Conditions; 25-Jun-1998
- P/04915/008 New shop, jet wash and services, remove canopy (amended plans received 14.10.97)
Approved with Conditions; 22-Oct-1997
- P/04915/007 Installation of illuminated fascia, free-standing and 5.5m gantry advertisement
Approved with Conditions; 20-Jan-1997
- P/04915/006 Retention of new tanker floodlights pump islands shopfront.
Approved with Conditions; 15-Feb-1993
- P/04915/005 Installation of 4no. island message unit and double sided car wash sign. plus illuminated fascia under canopy and car wash fascia mobil mart fascia neon lettering.
Approved with Conditions; 08-Jan-1993
- P/04915/004 Continued use of filling station with 24 hrs operation
Refused; 19-Feb-1992
- P/04915/003 Erection of a new petrol filling station
Approved with Conditions; 11-Aug-1986
- P/04915/002 Erection of a ten foot high fence and change of use to vehicle storage. (amended forms dated 26th september 1985).

- 4.1 Planning permission was granted for the erection of the petrol filling station in August 1986 (P/04915/003). Permission was refused in February 1992 to use the site on a 24 hour basis for the following reason (P/04915/004):

The proposal would adversely affect the amenities of local residents by reason of the increased noise, glare and general disturbance during normal sleeping hours.

- 4.2 Planning permission was then granted for a new shop, jet wash and services was approved in October 1997, to which the following condition was attached (P/04915/008):

The premises shall only be open for customers or for the receipt and delivery of goods between the hours of 0700 and 2300 hours and not at any other time.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwelling(s) by reason of noise or general disturbance.

- 4.3 Planning application P/04915/012 and P/04915/013 granted a temporary variation of condition 7 of planning permission P/04915/008 dated 22nd October 1997 to allow for 24 hour opening, this expired on 31/09/2016,

5.0 **Neighbour Notification**

- 5.1 15, Parlaunt Road, Slough, SL3 8BD, 11, Parlaunt Road, Slough, SL3 8BD, 28, Tithe Court, Slough, SL3 8AS, 25, Tithe Court, Slough, SL3 8AS, 31, Tithe Court, Slough, SL3 8AS, 19, Pantile Row, Slough, SL3 8LJ, 3, Tithe Court, Slough, SL3 8AS, 5, Tithe Court, Slough, SL3 8AS, 1, Tithe Court, Slough, SL3 8AS, 7, Horsemoor Close, Slough, SL3 8LH, 2, Pantile Row, Slough, SL3 8LJ, 5, Parlaunt Road, Slough, SL3 8BD, 1, Parlaunt Road, Slough, SL3 8BD, 2, Horsemoor Close, Slough, SL3 8LH, 36, Tithe Court, Slough, SL3 8AS, 38, Tithe Court, Slough, SL3 8AS, 34, Tithe Court, Slough, SL3 8AS, 13, Parlaunt Road, Slough, SL3 8BD, 9, Parlaunt Road, Slough, SL3 8BD, 8, Horsemoor Close, Slough, SL3 8LH, 10, Pantile Row, Slough, SL3 8LJ, 33, Tithe Court, Slough, SL3 8AS, 7, Parlaunt Road, Slough, SL3 8BD, 3, Parlaunt Road, Slough, SL3 8BD, 8, Pantile Row, Parlaunt Road, Langley, Slough, SL3 8LJ, 10, Horsemoor Close, Langley, Slough, SL3 8LH, 37, Parlaunt Road, Slough, SL3 8BD, 5, Parlaunt Road, Slough, Berkshire, SL3 8BD

Four letter of representation have been received from occipiers of the neighbouring properties objecting to the proposal with comments based on the following:

- The garage has recently been granted to a 24 hour alcohol licence. This was granted as we did not object. Had we known we would have objected
- Cars beeping horns/revving engines to alert staff to switch pump on
- Traffic noise
- Loud music from car stereos
- Shouting
- Late night use of tannoy
- Unable to open windows in summer nights due to noise

- Fear of crime
- Increase in anti social behaviour
- The wall by the garage should be adapted so people can't sit on it and make noise

RESPONSE: These are material planning considerations and are considered in the report below.

6.0 **Consultation Responses**

6.1 **Environmental Protection**

We have not received any complaints about the noise from the 24 hour opening at the BP Station during their 6 month trial. Therefore I have no comments to make

6.2 **Parking and Highways**

No highway objection

6.3 **Contaminated Land**

No objections

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 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

Adopted Local Plan for Slough

- T2 (Parking Restraint)

7.2 The main planning considerations are therefore considered to be:

- Impact on adjoining sites
- Traffic and Highways Implications

8.0 **Impact on adjoining sites**

8.1 Policy EMP2 of the Local Plan requires that: *"there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building"*.

8.2 Core Policy 8 states *"Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise"*.

8.3 With there being no changes to the buildings upon the site and therefore no issues with regards to loss of privacy or additional mass and bulk on the site. Therefore the main remaining issues to be considered with regards to impact on neighbouring amenity relates to noise and other disturbance.

8.4 Prior to the first temporary six month approval (ref. P/04915/012), Environmental Protection Officers confirmed that while no complaints were received with regards to noise from the petrol filling station itself, complaints were received regarding the nearby Shamrock's public house and public car park with regards to noise and general rowdiness.

8.5 The applicant asserts that unpredictable noise events can be difficult to predict and manage but they have experience of managing 180 24 hour sites, some of which are within residential areas without causing detrimental impact upon local amenity. In acknowledging the possible disturbances, the applicant's have proposed the use of a Site Management Plan, which can be secured via condition, to mitigate any disturbances from the site. The Site Management Plan as proposed confirms the following controls would be in place:

- Tannoy not to be used between 2300 – 0700 except for purposes of health, safety and security.
- Jet wash, vac and airline shall be disabled and not used between the hours of 2300 – 0700
- No fuel, shop goods (excluding newspapers) or waste collections to take place between 2300 – 0700 and engines to be switched off during delivery.
- Signage to be erected in prominent positions to tell customers to turn off engines, stereos etc.
- Persistent nuisance customers shall not be served and details passed to the Police.
- Store management to work with Community Police Officers to develop a nuisance prevention strategy, if required.
- Regular litter collection.
- No commercial waste disposed of off site and all waste to be disposed of in compliance with environmental guidelines.
- Site operator and complaints procedure displayed on site and management details provided so they can be contacted in case of incidents.
- Staff to be briefed on planning issues and site restrictions as part of the induction process and Site Management Plan to be displayed at all times.

- 8.6 The Site Management Plan has been in place for the two previous temporary planning approvals (ref. P/04915/012 and P/04915/013) where Environmental Protection Officers received one noise complaint which relates to music that was accidentally played over the tannoy system during the course of P/04915/012.
- 8.7 The Site Management Plan has been in place for P/04915/013 and no complaints were received within the last six months under the more recent temporary permission (ref. P/04915/013).
- 8.7 The previous temporary planning permission (ref. P/04915/013) was extended for a further six months to give Council Officers the opportunity to assess the noise and disturbance impact on neighbouring occupiers during the summer months, while windows may be open for ventilation.
- 8.8 Since approving the previous temporary planning permission, the garage shop has been granted a 24 hour alcohol licence. Objectors assert this was granted as they did not know the licence had been applied for and therefore did not object.
- 8.9 Concerns are raised that people leaving Shamrock's would be attracted to the petrol filling station, which would be the only place in the local facility when the public house closes and this would have the potential to cause additional noise nuisance that would be difficult to control. This could not robustly be predicted or controlled and may attract a number of individuals, either by foot or car, due to the fact that it would be the only vendor in the area selling refreshments through the night.
- 8.8 Through the temporary period, it has become apparent that the low level wall at the front of the filling station is facilitating a seating area for late night customers, resulting noise disturbances. In this case, the applicant has proposed to adapt the low level wall in manner

to prevent people sitting down and prolonging their visit. These details will be provided within the amendment sheet. It is considered that in the normal course of business and in accordance with the imposed planning conditions, the use of the petrol filling station would not result in unacceptable noise or disturbances.

- 8.9 Noise and disturbance being caused by people leaving licensed premises can be controlled more robustly via licensing legislation rather than planning. Noise and disturbance being caused by people using the petrol station can be satisfactorily controlled by the Council through a statutory nuisance under Environmental Protection Act 1990. Furthermore, the submitted site management plan proposes a number of procedures to mitigate noise and disturbance from customers, and the planning department can take enforcement action where these are not being complied with.

9.0 **Traffic and Highways Implications**

- 9.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), requires that: *“All new development should reinforce the principles of the transport strategy as set out in the Council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.*

Development proposals will, either individually or collectively, have to make appropriate provisions for:

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

There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.”

- 9.3 The proposed change is not considered to have any impact upon parking as the extended opening hours between 2300 and 0700 would not put any additional parking on the surrounding area as off site parking would be minimal during this period.
- 9.4 While these proposals would see an increase in the number of cars using this would be between the hours of 1100 and 0700 and during this time would not have a detrimental impact upon the local highway.
- 9.5 It is therefore considered that these proposals would not have a detrimental impact upon parking or result in any highway issues.

10.0 **Summary**

- 10.1 On the basis of the information provided it is considered that a planning permission should

be granted to ensure that the extended opening hours will not have a detrimental impact upon neighbouring amenity subject to the conditions as outlined below.

PART C: RECOMMENDATION

11.0 Recommendation

Having considered the relevant policies set out above, the representations received from consultees and third parties, and all other relevant material considerations, it is recommended that planning permission be granted subject to the conditions set out at the end of this report

12.0 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.

12.1 CONDITIONS

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

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

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

- a) Drawing number BK188168, Recd 20/06/2015
- b)Rontec Service Stations - Management Plan (Management Plan - 9437 Langley) Recd 16/09/2016

REASON To enable the Local Planning Authority to review the position in the light of the prevailing circumstances and the impact of the use during the limited period in accordance with Policy EN1 of The Local Plan for Slough 2004.

3. The jet wash, vac and airline shall not be open to members of the public / customers outside the hours of 2300 hours to 0700 hours on Mondays-Sundays.

REASON To protect the amenity of residents within the vicinity of the site.

4. There shall be no commercial deliveries visiting the site outside the hours of 2300 hours to 0700 hours on Mondays – Sundays.

REASON To protect the amenity of residents within the vicinity of the site.

5. The use hereby approved shall be undertaken in accordance with the Rontec Service Stations Management Plan received on 16/09/2016 at all times.

REASON To protect the amenity of residents within the vicinity of the site.

6. The adaptation to the low level wall to the front of the site shown on drawing No. (TBC) shall be installed prior to the commencement of the 24 hour use hereby permitted and shall be retained in position throughout the 24 hour use hereby permitted

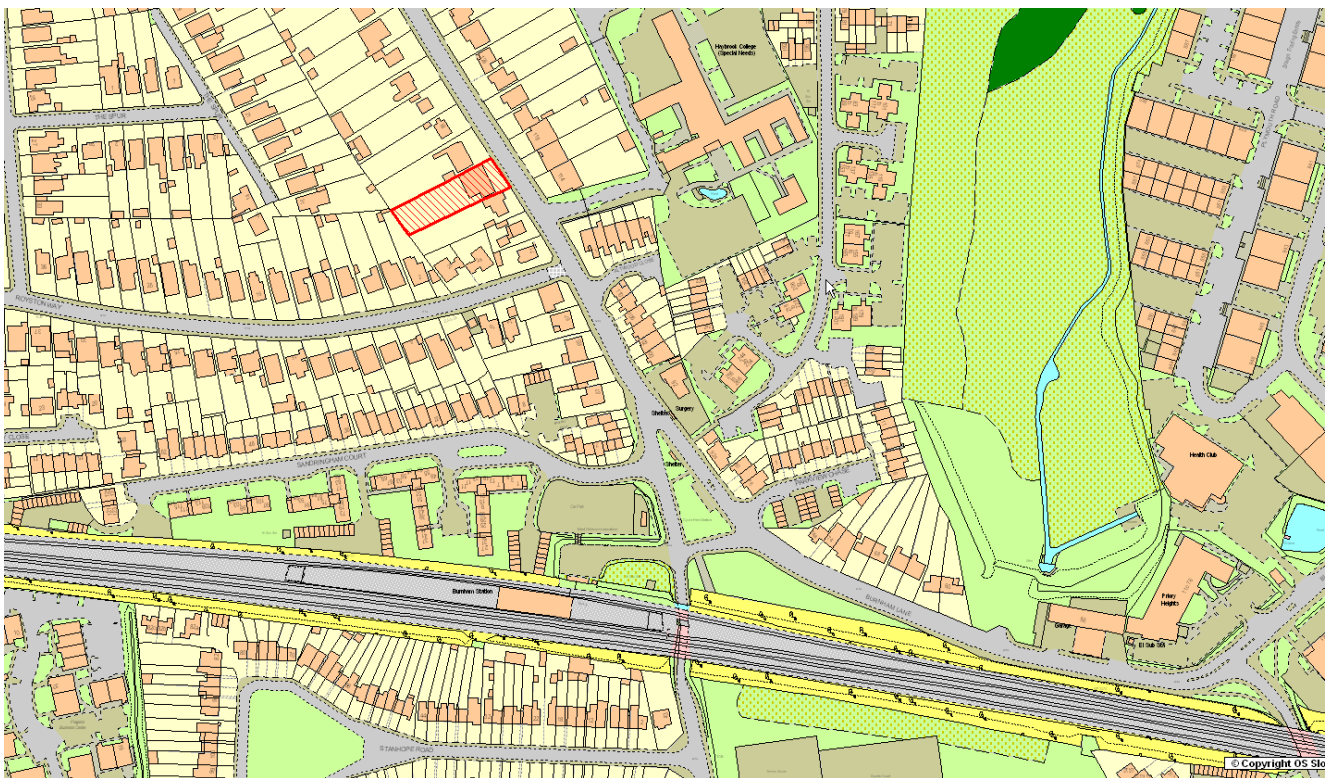
REASON To protect the amenity of residents within the vicinity of the site.

INFORMATIVE

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. Your attention is drawn to conditions attached to permission P/04915/008, which are still applicable to the current use and therefore carried forward to this permission.

Registration Date:	05-Sep-2016	Applic. No:	P/01919/003
Officer:	Sharon Belcher	Ward:	Haymill and Lynch Hill
		Applic type:	13 week date:
Applicant:	Mrs Diana Coad		
Agent:	Mr Peter Creffield, 38 Iona Crescent, Slough, SL1 6JH		
Location:	77 Burnham Lane, Slough, SL1 6JY		
Proposal:	Construction of a first floor rear extension.		

Recommendation: Approve



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application is a householder application of a type which would normally be determined under powers of officer delegation. However, as the applicant is Councillor Diana Coad, the application is being brought before Members for determination.
- 1.2 The proposal complies with the Council adopted planning policies and guidelines and therefore is considered acceptable and is recommended for approval.

PART A: BACKGROUND

2.0 **Proposal**

Planning permission is sought for construction of a part first floor rear extension 5.5m wide by 3.5m deep with a pitched roof.

3.0 **Application Site**

- 3.1 The proposal site is occupied by a two storey detached dwelling located on the western side of Burnham Lane.
- 3.2 The dwelling has been extended by a two storey side extension, single storey rear extension and part first floor rear extension.

The site falls within a Residential Area of Exceptional Character.

4.0 **Site History**

P/01919/001 ERECTION OF SINGLE ATTACHED GARAGE AT SIDE AND TWO-STOREY SIDE EXTENSION COMPRISING DOUBLE GARAGE AND LOUNGE WITH 2 BEDROOMS OVER.

Approved with Conditions 07-Apr-1982

P/01919/002 ERECTION OF PITCHED ROOF FIRST FLOOR REAR EXTENSION AND INSTALLATION OF TWO WINDOWS IN SOUTH (FLANK) ELEVATION (AMENDED PLANS RECEIVED 17.04.97)

Approved with Conditions; Informatives 22-Apr-1997

5.0 **Neighbour Notification**

- 5.1 75 & 79 Burnham Lane, 2 Royston Way and 31 The Spur.

6.0 **Consultation Responses**

- 6.1 The consultation period expires on 28th September 2016. Any objections will be reported on the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1

The application is considered in relation to:

- National Planning Policy Framework 2012
- Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December
- Policies EN1, EN2, H14, H12 and H15 of the Adopted Local Plan for Slough, 2004;
- Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, 2010

7.2

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

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

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

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

8.0 Design and Street Scene

8.1

The proposed first floor rear extension would sit in line with the existing first floor rear extension. The roof of the proposed rear extension would match the roof design of the existing first floor extension although the pitch would be set slightly lower. The proposal would extend the existing bedroom. The rear elevation would incorporate a Juliet balcony. The design and appearance of the proposed rear extension are considered to be in keeping with the design and appearance of the original dwelling and therefore is considered to be acceptable. There is no negative impact on the street scene as a result of the extension.

8.2 The rear extension is also considered to be of a scale that would not have a detrimental impact upon the character and nature of the property within the Residential Area of Exceptional Character.

8.3 Given the reasons above the proposal would comply with Policies H12, H15, EN1 and EN2 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010

9.0 **Impact on Neighbours**

9.1 The neighbouring dwelling at No. 79 has a balcony with side screening. In addition there is an existing established evergreen hedge that sits along the boundary and provides screening between both properties. The proposed infill rear extension would have no flank windows so there would be no loss of privacy to the neighbouring dwelling with regards to the balcony area. The existing boundary treatment and outbuilding directly adjacent to the hedge, located within the neighbouring property should prevent any overlooking into the neighbouring garden, therefore it is considered to be acceptable in terms of impact on the amenities of the neighbouring dwellings.

9.2 A plan has been requested showing the 45 degree line of sight, an update will be provided in the Amendment Sheet.

9.3 Given the reasons above the proposal would comply with Policies H12, H15, EN1 and EN2 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010

10.0 **PART C: RECOMMENDATION**

10.1 On the basis of above assessment it is considered that planning permission should be granted as the proposed infill rear extension is not considered to have detrimental impact upon neighbouring amenity subject to the conditions as outlined below.

11.0 **PART D: LIST OF CONDITIONS**

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

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

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

- (a) Location Plan, Recd On. 02/09/2016
- (b) Drawing No. 77 BL/2, Recd On. 02/09/2016

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. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

4. No window, other than hereby approved, shall be formed in the flank elevation 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.

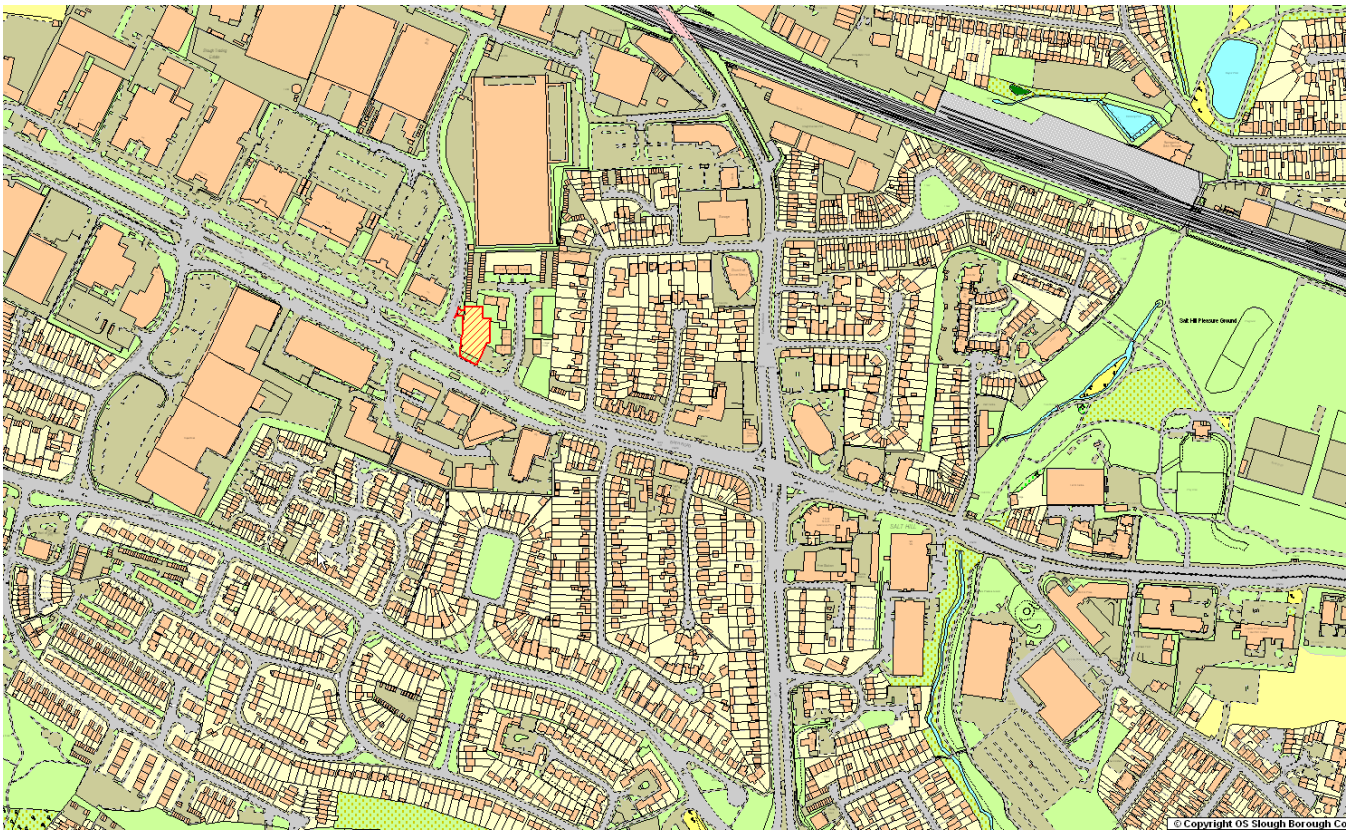
INFORMATIVE

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

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Registration Date:	18-Mar-2016	Applic. No:	P/01766/023
Officer:	Mr Albertini	Ward:	Cippenham Meadows
		Applic type:	Major
		13 week date:	
Applicant:	Millhouse (Slough) Limited		
Agent:	Dyar Lally, 77K Limited, 151 Askew Road, London, W12 9AU		
Location:	172-184 Bath Road, Slough, Berkshire, SL1 3XE		
Proposal:	Demolition of existing buildings (3 storey) & construction of a 7 storey hotel with 99 rooms, restaurant/cafe, and basement car parking (access from Galvin Road)		

Recommendation: Delegate to Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for approval subject to Section 106 planning obligation.

2.0 **Background**

2.1 At the 29th June Planning Committee a decision on the application was deferred for the following reason :

Deferred to a later meeting of the Committee to allow planning officers to address parking issues, and seek agreement with the applicants for amendments to the design of the development and public use of the facility.

3.0 **Revised Proposal**

- 3.1
- a) The revised proposal increases parking by 10 spaces to 75 in total.
 - b) The Café/restaurant location has been bought forward to the front of the building to face Galvin Road. It will be available for public use.
 - c) The access has been moved south and basement reconfigured to avoid third party land.
 - d) The conference room and gym have been removed to provide space for the above changes and reduce parking demand.
 - f) The height of the building will rise 0.5 metres to accommodate, at ground level, sufficient headroom for service vehicles to enter the site. (compared to the submitted scheme this will result the first floor overhanging the service area on the north side).The height to the top of the building will be 22.1 m.
 - g) Cycle and bin store relocated.
 - h) The white/pale render and cladding above the dark grey brick base is to be replaced with light grey cladding of two types.

4.0 **Assessment**

- 4.1 With the removal of the conference room and gym demand for car parking will be less. However the 75 spaces proposed is likely to go down to 70 spaces once Transport/Highway comments have been addressed. 70 spaces for a 99 room hotel (ratio 70%) is only acceptable if there is contribution to parking restrictions in the area, double height kerbs at the entrance and measures to encourage use of non-car modes of travel. The permitted 81 room scheme had a parking ratio of 80%. There are still 7 spaces at ground level; 10 spaces are proposed but 3 are likely to go to address transport/highway concerns.
- 4.2 The revised access is broadly acceptable subject to the addition of double height kerbs. Revisions to the layout are required to address vehicle manoeuvring in the basement and in particular refuse/delivery lorry access. This will result in some parking spaces being lost. The proposed scheme does not work for long vehicles unless reversing in off Galvin Road which is to be avoided if possible.
- 4.3 Whilst loss of the gym, as local community benefit, is regrettable the permitted scheme had no gym nor conference room. The restriction on the layout due to third party land, the small site and the relatively fixed locations of lift shafts for an economic layout severely limit options for retaining space for a gym.
- 4.4 Transport and Highway comments are:

No highway objection subject to the applicant resolving all issues prior to committee and in doing so:

- a) making amendments to the design of the application and providing the additional information as requested;
- b) providing the layout of the ground floor of the development and basement floors in .dwg format so that it can be overlaid by the local highway authority on the widening line drawings;
- c) agreeing to the Heads of Terms of the S106 agreement;
- d) ensuring that the S106 is signed promptly following committee and within an agreed timescale.

- 4.5 The revised external appearance is acceptable. There is a desire to minimise use of pale render where there is a risk of it being excessively stained due to dirt in the air near main roads.
- 4.6 Any neighbour observations received will be reported on the meeting amendment sheet.
- 4.7 It should be noted that if permission is granted for this 99 room hotel the applicant may still agree terms with the third party land owner for the original 81 room hotel to be built.
- 4.8 Subject to the receipt of satisfactory revised drawings and information the proposal is acceptable if a satisfactory Section 106 planning obligation is completed that includes the following matters:

A highway widening line affects the front part of the site and therefore any development on this site will need to dedicate this land free of charge for maintenance at the public expense. The land is required now as part of the previous consent in line with the wording of the S106 agreement. Separate to that request the S106 agreement should be written that the land must be transferred on signing of the S106 agreement;

Travel Plan;

Travel Plan Monitoring Contribution of £6,000;

TRICS SAM monitoring requirements as standard;

Real time passenger information (RTPI) screen to be provided in the lobby of the hotel (as per specification to be provided as part of S106 Heads of Terms) and maintained thereafter to provide customers of the hotel information about the bus services passing the site;

Active promotion of the Slough bike hire scheme to patrons of the hotel as part of the Travel Plan; and

A traffic regulation order contribution of £6,000 should be secured to address any changes to waiting restrictions in the vicinity of the site including the potential for introducing pay and display bays on Galvin Road to the north of the site.

Sign a Section 278 highway agreement prior to a start of development to cover the following :

Highways Schedule:

Temporary access point (as necessary);

Installation of crossover / junction;

Double height kerbs to be constructed along the site access to prevent vehicle incursion onto the adopted verge;

Reconstruct the footway fronting the application site (as necessary);

Reinstatement of redundant access points to standard to footway construction;

Installation of street lighting modifications (as necessary);

Drainage connections (as necessary);

Gully cleaning (nearest gullies around the site and site access as necessary);

Support Structure Agreement for construction of basement walls etc; (agree specification; continued right of support and fees for inspection)

Retaining walls (as necessary);

Dedication as highway maintainable at the public expense, free of charge, the area at the front of the site that forms part of the A4 Bath Road widening line (land to be transferred on signing of the S106 or before).

5.0 Recommendation

- 5.1 Delegate to Planning Manager for approval subject to revised drawings and receipt of further information and completion of a satisfactory Section 106 planning obligation.

6.0 Conditions

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

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

2. 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 COMPLETED

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

3. Details and Samples of materials

Details of external materials and samples of bricks and cladding 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. Bin Stores

The bin stores shown on the approved drawings shall be provided prior to the occupation of the development.

REASON In the interest of public health and visual amenity of the area.

5. Cycle parking

No development shall be begun until details of the cycle parking provision (cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the

occupation of the development and shall be retained at all times in the future for this purpose.

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

6. Boundary treatment

Boundary treatment shall be implemented on site in accordance with the approved details prior to the first occupation of the development and retained at all time in the future. This condition does not apply to land on the Bath Road frontage of the site that is transferred to the local highway authority to implement highway improvement work.

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

7. Landscaping Scheme

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

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

8. Obscure Glazing

The building shall not be occupied until obscure glazing has been installed in corridor windows in the east elevation of the building at first floor level and above all in accordance with details that shall have first been submitted to and been approved by the local planning authority. The obscure glazing shall be maintained thereafter.

REASON In the interest of the living conditions of residents with west facing windows in flats in Kingsmead House to the east of the development.

9. Surface Water Drainage

The development shall not begin until details of on site surface water drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed

REASON In the interest of prevention of flooding in the area or downstream in accordance with The Core Strategy 2006 - 2026 policy 8.

10. Access

The building shall not be occupied until the access has been completed including associated works within the public highway of Galvin Road.

REASON In the interest of the free flow of traffic and conditions of general safety on the adjoining highway.

11. No entry barrier

No vehicle access gate or barrier or control system shall be installed at the access from the highway or with 6 metres of the edge of the highway boundary.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and the development.

12. Visibility

No part of the development shall be occupied until pedestrian visibility splays of 2.4 x 2.4 metres have been provided on both sides of the access. The pedestrian visibility splays shall be kept free of any obstruction exceeding 600mm in height above the nearside channel level of the carriageway.

No part of the development shall be occupied until visibility splays have been provided on the south side 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 18m metres along the edge of the carriageway measured from the intersection of the centre line of the access. Visibility splays shall be provided on the north side 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 43m metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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

13. Headroom

The height of the vehicle access where it passes under the building shall be a minimum of 4.5m between the surface of the access way and the lowest point of the underside of the building.

REASON : In the interest of highway safety in particular to allow service vehicle access to the development off the public highway.

14. Low or zero carbon energy

Construction work shall not commence until a low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of energy to be generated on the site from low or zero carbon sources equivalent to 10% of the buildings estimated carbon emissions as measured by the Target Emission Rate of the Building Regulations Part L. The scheme shall be implemented as approved and the building shall not be occupied until its associated energy generating equipment has been installed and is operational.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008. .

15. Sustainable Development

Development shall not commence until a certificate, from an accredited BREEAM assessor, has been submitted to the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Very Good. The development shall be constructed so as to achieve a standard of BREEAM Very Good and confirmation of compliance from an accredited BREEAM assessor shall be submitted to the Local Planning Authority within one month of completion of each of the two buildings on the site.

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy

16. Cafe/restaurant

The cafe/restaurant shall, when open, be available for the public to use.

REASON In the interest of providing a range of local community facilities.

INFORMATIVE(S):

1. Section 106 Legal Agreement. Please note that there is a Section 106 planning obligation under the Town and Country Planning Act 1990 that applies to this site.
2. Highway Matters.

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

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

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

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

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.

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 pursuant to access (condition 10) and planting on Galvin Road verge (re condition 7) plus support of the public highway adjacent to the basement. 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.

Multiple water meters will not be permitted in the public highway. Surface water from the site must not drain onto the public highway. The applicant will need to enter into a Section 278 Agreement to carry out works for the new access into the site within the public highway. For postal numbering/naming of new homes/occupiers please apply to the Council's Local Land Charges Section on 01753 875039 or email 0350SN&N@slough.gov.uk

3. Hours of Construction.

During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the site.

*******Original report presented to 29th June 2016 Planning Committee*******

1.0 **SUMMARY OF RECOMMENDATION**

Refuse.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This proposal involves construction of a part 5, 6 and 7 storey hotel building for 99 rooms plus a ground floor restaurant/cafe, gym/leisure space and conference/function room. All these uses are linked to the hotel but could be used by non-residents. The gym and conference room together with 5 rooms are in a basement level 1 with a light well on the Galvin Road boundary. Two levels of parking are below.
- 2.2 The scheme proposes 65 car parking spaces. 58 are in a two level basement (level 2 and 3) served by a pair of car lifts from ground level. The remaining 7 spaces are at ground level on the north side of the site served by a new vehicle access to the site off Galvin Road. The car lifts are served by the aisle of the aforementioned surface parking area.
- 2.3 The curved frontage of the building wraps around the south west corner of the site facing the Bath Road and Galvin Road. The reception will be on the west, Galvin Road side of the building. The restaurant will be on the east side of the building and open out onto a courtyard area at the east side of the site.
- 2.4 The rear of the building includes a deep recess such that most of the rear room windows do not face the existing homes to the east and north. The two floors are progressively set back from the side and rear facades.
- 2.5 Trees on the frontage next to Bath Road are not affected by the development. Small trees are proposed for the east side of the site and on the highway verge on the Galvin Road frontage.

- 2.6 Regarding the appearance of the building a mixture of brick, aluminium vertical cladding strips and render arranged in a contemporary style are proposed. Brick will be used at ground floor level. The walls will be a combination of cladding and render with render frames wrapping round the building. Colours suggested are grey brick and grey and white cladding/render in various shades with some red as a feature.
- 2.7 Estimated employment will be 26 full time and 16 part time staff.
- 2.8 Supporting documents submitted cover transport, energy, light and design and access. The light study is referred to below. The energy statement indicates how low or zero carbon technology, including photovoltaic cells, can achieve carbon emissions at least 10% below Building Regulation requirements.
- 2.9 In terms of floorspace (Gross internal measurement) the former office on the site was 838 sqm. The proposal is for 5743 sqm.
- 2.10 The proposal is substantially the same as the approved 81 bed hotel in terms of appearance and width and general internal arrangement from first floor upwards. The main differences are addition of extra storey on part of the building, ground floor layout, extra uses (gym, conference room) and 3 level basement. The extra rooms are in the top storey, ground floor and basement (with narrow light well)

3.0 **Application Site**

- 3.1 The 0.16 hectare site lies on the south east corner of the trading estate but it is not part of Segro's estate. It is less than 2 km to the town centre. To the north are garages for Thirkleby Rd flats with a larger data centre building beyond. To the north east and east are 3 storey flats on Thirkleby Rd. On the frontage (Bath Road) is the current site access with large trees in a wide grass verge next to Bath Road. To the west is the wide verge of Galvin Road with large shrubs/small trees on the boundary.
- 3.2 A 3 storey office building on the site was demolished earlier this year. It sat in the middle of the site with windows on each elevation. Parking was on the frontage and at the rear. The east flank was 15 metres away from the nearest flats. The rear façade was 20 metres from the façade of flats to the north.

4.0 **Site History**

- 4.1 Extension and addition of fourth storey for existing office building approved January 2001 but permission has now expired.
- Application for 54 flats in a six storey building refused 19 July 2005 (P/1766/19)
- Application for 53 flats in a six storey building refused 06 June 2007 (P/1766/20)
- Application for 50 flats in six storey building agreed subject to Sec 106 agreement 2008. Agreement not signed. Application treated as withdrawn. (P/1766/21)
- Application for 81 bedroom hotel in six storey building approved March 2015. (P/01766/022). 65 parking spaces and two level basement.

5.0 **Neighbour Notification**

- 5.1 Thirkleby Close 37 – 54 inclusive, 1 – 12 Kingsmead House.

Bath Road 171, 175, 188

5.2 No observations received.

6.0 **Consultation**

6.1 **Transport/Traffic /Highways**

The application should be refused as the development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2 and Core Strategy Policy 7 Transport.

Detail

Extra trips generated compared to the approved smaller hotel are slightly under estimated but this is not considered significant.

Vehicle and pedestrian access is acceptable in principle.

Car Parking is insufficient. The proposed parking provision is not in line with the standards set out in the Slough Developers Guide part 3. These state that hotels should be provided with a minimum of one space per bedroom plus extra spaces for bars / restaurants. Whilst a provision of 80% was accepted for the consented 81 bed scheme, a further relaxation of the standard to 65% is not considered acceptable especially given that new floor space for conferencing and on-site gym is also proposed.

It was also stated in pre-application advice that the use of car lifts takes time and is not convenient for non-hotel guests to use and therefore, having only 7 spaces at surface level is likely to mean that guests not staying the night park on-street rather than in the basement car park. This could have an impact on adjoining residents and therefore amendments to parking restrictions are likely to be required.

Cycle Parking is inadequate. It is stated in the Transport Statement that secure cycle storage will be provided within the basement of the development with access provided via the vehicle lifts. Drawings show it at 1st basement level, but the car lift does not serve this level and there is no convenient access to the store. Entrance bike stand for visitors is acceptable.

Highway Widening Line.

It is stated in the design and access statement that following pre application discussions, the building outline along the service road will remain the same to ensure that potential future development within the proposed road improvement line can be facilitated. As previously stated the land within this line will need to be dedicated to the Local Highway Authority to be maintained at the public expense.

The proposed building line is very close to the back edge of the public highway boundary and therefore a retaining structure may need to be constructed as part of any S278 agreement.

Travel Plan - due to the scale of the development a Travel Plan will need to be prepared to encourage staff and visitors to travel to the site via sustainable means. The Travel Plan will be secured through a section 106.

Mitigation should the planning application be approved

A highway widening line affects the front (Bath Road) part of the site and therefore any development on this site will need to dedicate this land free of charge for maintenance at the public expense. I understand that this land has already been requested by the local highway authority in relation to the existing Section 106 agreement re the consented scheme but the land has yet to be transferred to the Council. A transport improvement scheme has been approved that involves the highway widening land.

A Travel Plan is required together with a Travel Plan Monitoring Contribution of £6,000 and TRICS SAM monitoring requirements.

A traffic regulation order contribution of £3,000 should be secured to address changes to waiting restrictions in the vicinity of the site.

Require Section 278 highway agreement for access works on Galvin Road which is adopted public highway land.

- 6.2 Drainage – requires drainage strategy to ensure sustainable drainage within the site to stop flooding of the adjacent highway or property. The applicants stated use of combined septic tank and main sewer for waste water is unlikely to be acceptable. Surface water direct to the main sewer will not be acceptable.
- 6.3 Environmental Protection - _Request standard soil quality conditions.
- 6.4 Thames Water – request condition to agree waste water infrastructure needed.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The site is not allocated for development and has no land use restriction in the Local Plan. A hotel use will help support trading estate and local businesses. The proposal complies with strategic and land use Core Strategy policies. The restaurant and gym use, if available to visitors not staying at the hotel, will provide useful small scale facilities for this part of the town provided adequate car parking is provided.
- 7.2 The effect on transport infrastructure is covered below.

8.0 Design Matters

- 8.1 The building will be 4 storeys higher and deeper than the previous office building. It will be one storey higher than the approved hotel scheme. For some nearby flats it will be slightly further away than the old office building. For others it will be closer.
- 8.2 The key design issue is the effect of the extra floor on nearby residential flats to the east and north east in terms of light to habitable rooms and, to a lesser degree, any overbearing effect on the outlook from habitable rooms.
- 8.3 The existing flats are about 10 metres high to eaves level and 13.5 metres to ridge line. The new building will be 15.6 metres high to the top of the fifth storey and 21.2 metres high to top storey which is set back from the edge of the building nearest the existing homes by 9.4 m on the east and 3.4 m on the north side. Compared to the approved scheme the

height difference is 2.1 and 2.7 metres.

- 8.4 The five storey element at its closest point to west facing facades of the adjacent 6 flats immediately to the east varies between 13.1 metres and 15.4 metres. For 3 flats to the south east the view from their side windows will be partially obscured by the corner of the new building 14 metres away. The flats to the north will be 26 metres away (window to façade) although closer if measured at 45 degrees from windows. These dimensions are very similar to the approved scheme.
- 8.5 The arrangement of hotel room windows in the east side and rear of the building are distant enough from existing homes not to be a problem - 26 metres at an oblique angle from windows of 3 flats. Corridor windows can be obscure glazed. This arrangement is the same as the approved scheme.
- 8.6 Some flats will see much less sky and receive less light than when the office building was on the site. Compared to the approved hotel building some flats will receive less light. The applicants submitted light study states that *"The results show only a negligible difference between the daylight and sunlight results of the approved and proposed designs. Whilst both schemes are not fully compliant with the BRE recommendations, the results confirm that the proposed scheme does not have any greater impact on its surrounding neighbouring properties than that of the approved scheme."* However the light study for the approved scheme indicated it was only just acceptable, with some instances of non compliance, in terms of adverse effect on some flats. Consequently the conclusion from the new light study seems surprising bearing in mind the extra height of the building.
- 8.7 The change from the previous office building to the approved hotel building will result in the greatest change to light for residents. The additional floor will have an extra impact but it will be important to know if this changes a border line situation (the approved scheme) to an unacceptable situation. The views of the Council's light specialist on the submitted light study will be presented at the Committee meeting. Lack of day and sun light to existing homes may be a reason for refusal of the application. It should be noted that the BRE light standards are not statutory and are for guidance only. In reaching a decision on an application planning authorities can take other material considerations into account when BRE standards are not met.
- 8.8 As the building will be quite close to habitable room windows and higher than the existing building it will appear quite overbearing when seen from those windows. This would not be an issue in a town centre location. It is also not an unusual situation in some parts of the town where there are tower blocks or other large buildings.
- 8.9 In terms of overbearing effect the height and position of the approved hotel was considered borderline but accepted because of the benefit it getting the old unsightly vacant building demolished and a new building in place. The extra height of the new proposal whilst not welcome is not likely to be significantly worse in terms of outlook from homes compared in to the approved scheme
- 8.10 The detail of the eastern edge boundary treatment and planting will be important to help soften the appearance of the building at the ground floor level. These can be controlled by condition.
- 8.11 The appearance of the building and materials to be used are acceptable. It will tie in with the contemporary but varied architecture of commercial buildings on the Bath Road. It will contrast with the domestic brick and tile appearance of adjacent homes however this site is the edge of the trading estate area. The appearance is very similar to the approved hotel building.

- 8.12 Because Bath Road buildings west of the site are set back the site is quite prominent in the view from the west along the A4. Consequently the new building will provide a pleasant landmark block at the end of this view to improve the appearance of the area.
- 8.13 The approved scheme is a substantial increase in building mass compared to previous office for a site close to residential property. It was only just acceptable. The extra floorspace and additional uses (gym and conference room) on this small site create some unacceptable and undesirable features. The unacceptable features are referred to above. The undesirable features, which by themselves may not justify refusal of the proposal, collectively indicate that too much floorspace and variety of uses are proposed. Examples are basement hotel rooms, very narrow light well for those rooms, overbearing nature of the building for some residents adjacent, use of car lifts rather than ramp.
- 8.14 With the exception of light and living conditions of some existing adjacent residents the proposal complies with Core Strategy policy 8, sustainability and environment and 9 natural and built environment plus Local Plan policy EN1 and EN3 design and landscape.

9.0 Access and Transport Matters

- 9.1 The new access off Galvin Road is acceptable. It will involve the loss of some shrubs but there is scope to plant small trees on the remainder of the highway verge.
- 9.2 The lift access to the basement rather than a ramp is unusual but it saves space.
- 9.3 Car parking is insufficient as outlined in the Transport/Highway comments above. It is accepted that hotels are not often fully occupied and some guests do not travel by private car. A parking ratio of 80% is reasonable. But 65 %, as proposed, is too low. Furthermore the restaurant, gym and conference room will generate parking demand. This demand may overlap with peak demand for hotel guests particularly early morning and evening. The approved scheme had a ratio of 80% without a gym and conference centre. Even with this ratio there is a risk of on street overflow parking in the area including residential streets nearby.
- 9.4 As use of the car lifts is time consuming and inconvenient for short stay users 7 surface level spaces is insufficient to serve hotel guest arriving, restaurant and gym users plus any other visitor or deliveries.
- 9.5 There is probably space for adequate cycle storage within the development but the store shown is poorly located being in the middle of the conference room and gym accommodation floor and involving taking bikes through the hotel reception and lift.
- 9.6 The frontage of the site is within a highway widening line. The Bath Road service road was once to be extended east many years ago. However the current highway scheme is to use the land for a bus rapid transit scheme. Consequently the frontage cannot be developed or used for car parking and the Council will need the land to be dedicated to the Highway Authority when required.
- 9.7 Because of the size of the development, the varied uses and limited car parking (even at 80% ratio) use of non car modes of travel need to be encouraged. This is in line with Core Policy 7 transport. Consequently a travel plan will be required to try to address this.
- 9.8 Whilst part of the proposal complies with Core Strategy policy 7 Transport and Local Plan transport policies other aspects do not. Car parking (amount and location) and cycle store are not compliant. The following matters are only compliant if a Section 106 agreement is

signed to provide for them : dedication of highway widening land on request; right of support (re retaining wall next to proposed highway); approval of retaining wall construction; travel plan, travel plan monitoring contribution, financial contribution for parking restriction changes; agreement to sign a Section 278 highway agreement re access works.

- 9.9 The second reason for refusal, re living conditions, will be reviewed when the Council receives comments from its light consultant. The cycle parking concerns can probably be addressed if revised drawings are submitted such that this element of the reason for refusal could be withdrawn. The application could also be refused on grounds of inadequate drainage proposals. But it is recognised this issue can be probably be addressed by revised drawings and additional information. It is therefore expected that the developer address these issues should the development progress. The infrastructure reason for refusal is a holding reason; the matters of concern can be addressed if a satisfactory planning obligation is signed.

PART C: RECOMMENDATION

10.0 Recommendation

- 10.1 Refuse

11 PART D: REASONS FOR REFUSAL

Car and cycle parking

The proposal has insufficient and poorly located car parking spaces for the number of rooms proposed and the variety of uses proposed. The development fails to provide car parking and cycle storage in accordance with adopted Slough Borough Council standards. The proposal will lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is therefore contrary to Slough Borough Council Local Plan Policy T2 and Core Strategy 2006 -2026 Development Plan adopted 2008 Policy 7 Transport.

Living Conditions

The proposal is poor design in terms of the adverse effect on the living conditions of some homes adjacent to the site because of lack of adequate day and sun light. The proposal therefore does not comply with Local Plan Policy EN1 Design and Core Strategy 2006 - 2026 Development Plan adopted 2008 Policy 8 Sustainability and the environment. THIS REASON TO BE REVIEWED WHEN INFORMATION ON LIGHT STUDY AVAILABLE.

Transport Infrastructure

The proposal does not incorporate or secure (through planning obligation) land required for an approved highway widening scheme and associated support structures, mitigation of the extra travel impact of the development (travel plan), mitigation of extra on street parking demand (due to hotel and associated uses) and changes to existing on street parking restriction due to the new access. Therefore the proposal does not comply with Core Strategy 2006 -2026 Development Plan adopted 2008 Policy 7 Transport

The Council's consultant has made various comments on the applicants light report. The minor fails and 1 major fail of the vertical sky component for one existing room will occur regardless of the approved or proposed scheme. The consultants other comment relates to lack of clarity regarding interior and exterior sunlight access results for both the proposed and approved scheme included and recommend further information be submitted.

Because of the existing approval the Council needs to be sure the lack of information is a critical matter or not in terms of light being a reason for refusal for the new scheme. Consequently further discussion on the very recently submitted consultant report needs to take place before it can be decided if light be a reason for refusal. It is recommended this matter be delegated to the Planning Manager.

The applicant has asked that the Planning Committee be made aware that they have received legal advice indicating they have a very good chance of winning at any appeal. They are willing to commit to the conference room and gym being for hotel guests only. They also point out that that in terms of hotel room occupancy they will be lucky to achieve 75%.

On a separate matter the applicant also point out that, due to a land ownership matter at the rear of the site, they cannot proceed with the approved scheme unless 15 car parking spaces are lost. Similarly the proposed scheme is affected by land owner issue. This information should not be used in determining the planning application. It is provided as background information and the applicant asked that Planning Committee be made aware.

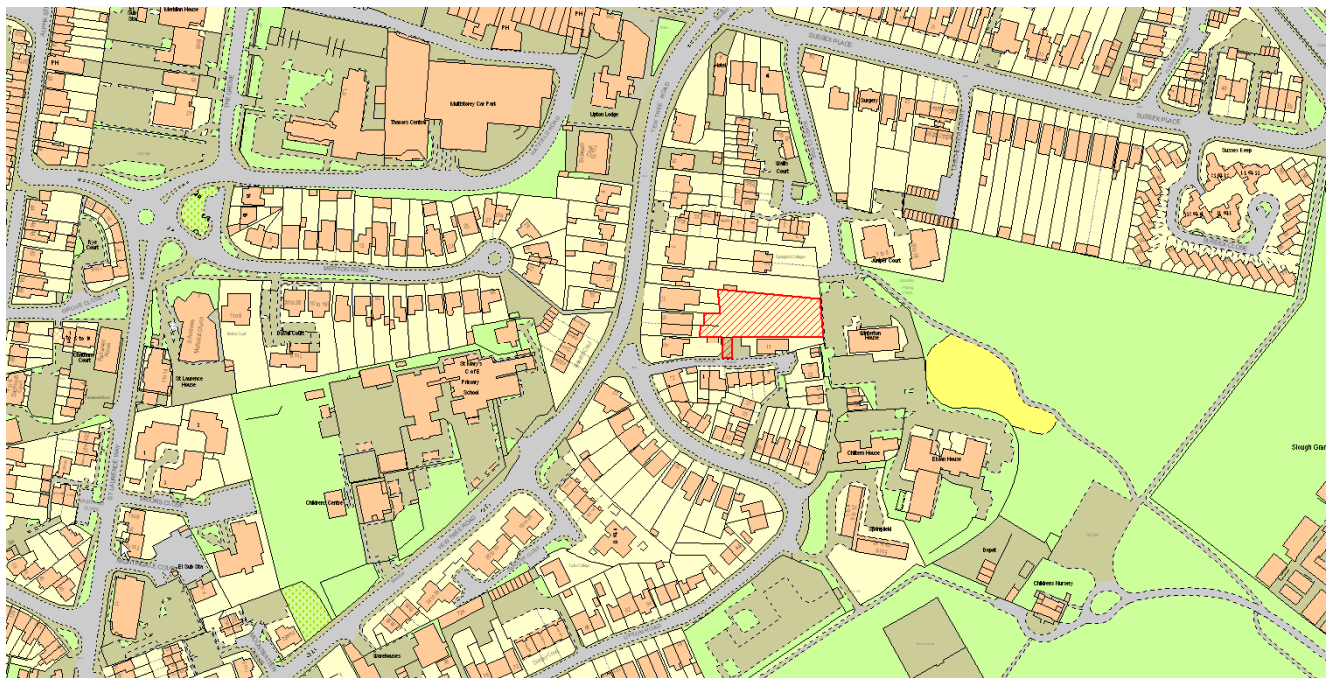
CHANGE TO RECOMMENDATION

Delegate to the Planning Manager to refuse the application on either the reasons for refusal stated or those covering car/cycle parking and transport infrastructure only.

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Registration Date:	01-Aug-2016	Applic. No:	P/13519/005
Officer:	Christian Morrone	Ward:	Upton
Applicant:	Ron Hothi, Mr Sawaron Singh Hothi		
Agent:	Mr Albert Ogunsanya, Zyntax Chartered Architects, 8 Arborfield Close, Slough, SL1 2JW		
Location:	Land at rear of, 11, 15 and 17, Yew Tree Road, Slough, Berkshire, SL1 2AA		
Proposal:	Construction of a three storey block to accommodate 9 no. one bedroom flats and 5 no. two bedroom flats with associated works. (Outline application to assess access, appearance, layout and scale).		

Recommendation: Refuse



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 **refused**. This is because the site can accommodate family housing, and the site's loss to flatted development would be in conflict with Core Policy 4
- 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 outline planning application for access, appearance, layout and scale of
- Construction of a three storey block to accommodate 9 no. one bedroom flats and 5 no. two bedroom flats with associated works.
 - Remaining issues to be dealt with by reserved matters

3.0 **Application Site**

- 3.1 This is a backland site that was formerly rear gardens belonging 11, 15 and 17 Yew Tree Road, (based on aerial photography from 2003). More recently the site has acquired planning permission for development for one scheme of flats and scheme of family housing. The site has been partially cleared, including existing trees. The rear gardens to nos. 11, 15 and 17 Yew Tree Road have been reduced in depth, to facilitate the development. The depth of the retained gardens is consistent with other earlier back land development schemes rear of 7 and 19 Yew Tree Road and that which has been approved to the rear of 9 Yew Tree Road
- 3.2 To the west of the site are the existing character properties in Yew Tree Road. No. 11 Yew Tree Road is a substantial detached property which has been extensively extended and operates as a Guest House. Nos. 15 and 17 Yew Tree Road are a pair of semi detached residential properties. To the east of the site is Winterton House , a two storey office development with on site car parking, separated from the site by a substantial existing brick wall. Further east is the Sussex Place/Clifton Road Conservation Area. The development site is further screened from view in Nixey Close by the presence of existing mature trees. To the north of the site is the rear garden of 9 Yew Tree Road, the owner of which has obtained planning permission for a detached house, and which is under construction. Beyond the rear garden of 11 Yew Tree Road are 1 and 2 Springfield Cottages which are accessed from Nixey Close. Immediately adjoining the site to the south is 11 Harewood Place, a two storey development comprising 4 no. flats. Harewood Place itself is a private road, with a narrow footway and which suffers unauthorized parking on most days.

4.0 **Relevant Site History**

- 4.1 P/13519/004 REMOVAL OF CONDITION 17 OF PLANNING PERMISSION REFERENCE

P/13519/003 DATED 18TH FEBRUARY 2014.

Approved with Conditions; Informatives 20-Feb-2015

P/13519/003 ERECTION OF 2 NO. PAIRS OF 2 STOREY 3 BEDROOM SEMI-DETACHED HOUSES WITH PITCHED ROOFS. ACCESS FROM HAREWOOD PLACE TOGETHER WITH ON SITE CAR PARKING FOR 8 NO. CARS.

Approved with Conditions; Informatives 18-Feb-2014

[Not implemented but still extant]

P/13519/002 ERECTION OF TWO AND HALF STOREY BUILDING TO PROVIDE TWELVE NO. FLATS COMPRISING NINE NO. TWO BEDROOM AND THREE NO. ONE BEDROOM FLATS TOGETHER WITH PARKING AND WORKS TO EXISTING ACCESS

Withdrawn by Applicant 17-Mar-2009

P/13519/001 ERECTION OF A TWO AND A HALF STOREY BUILDING TO PROVIDE 12 NO. FLATS COMPRISING 7 NO. ONE BEDROOM AND 5 NO. TWO BEDROOM FLATS TOGETHER WITH PARKING AND WORKS TO EXISTING ACCESS

Approved with Conditions; Informatives 15-Jan-2008

[Application has expired]

5.0 **Neighbour Notification**

5.1 19A, UPTON ROAD, SLOUGH, SL1 2AA, 10, Harewood Place, Slough, SL1 2AB, 9, Harewood Place, Slough, SL1 2AB, 2, Nixey Close, Slough, SL1 1NG, 1, Nixey Close, Slough, SL1 1NG, 6, Nixey Close, Slough, SL1 1NG, 4 Juniper Court, Nixey Close, Slough, SL1 1NU, 5 Juniper Court, Nixey Close, Slough, SL1 1NU, 6 Juniper Court, Nixey Close, Slough, SL1 1NU, 7 Juniper Court, Nixey Close, Slough, SL1 1NU, 1 Juniper Court, Nixey Close, Slough, SL1 1NU, 2 Juniper Court, Nixey Close, Slough, SL1 1NU, 3 Juniper Court, Nixey Close, Slough, SL1 1NU, 12 Juniper Court, Nixey Close, Slough, SL1 1NU, 13 Juniper Court, Nixey Close, Slough, SL1 1NU, 14 Juniper Court, Nixey Close, Slough, SL1 1NU, 15 Juniper Court, Nixey Close, Slough, SL1 1NU, 8 Juniper Court, Nixey Close, Slough, SL1 1NU, 9 Juniper Court, Nixey Close, Slough, SL1 1NU, 10 Juniper Court, Nixey Close, Slough, SL1 1NU, 11 Juniper Court, Nixey Close, Slough, SL1 1NU, 16 Juniper Court, Nixey Close, Slough, SL1 1NU, 17 Juniper Court, Nixey Close, Slough, SL1 1NU, 18 Juniper Court, Nixey Close, Slough, SL1 1NU, 8, Nixey Close, Slough, SL1 1NG, 9, Nixey Close, Slough, SL1 1NG, 12, Nixey Close, Slough, SL1 1NG, 1 Springfield Cottages, Nixey Close, Slough, SL1 1LU, Flat 4, 11, Harewood Place, Slough, SL1 2AB, Flat 1, 11, Harewood Place, Slough, SL1 2AB, Flat 2, 11, Harewood Place, Slough, SL1 2AB, Flat 3, 11, Harewood Place, Slough, SL1 2AB, 5, Harewood Place, Slough, SL1 2AB, Morley & Scott, Winterton House, Nixey Close, Slough, SL1 1ND, 5, Nixey Close, Slough, SL1 1NG, 15, Nixey Close, Slough, SL1 1NG, 3, Harewood Place, Slough, SL1 2AB, 7, Yew Tree Road, Slough, SL1 2AA, 1, Harewood Place, Slough, SL1 2AB, 7, Nixey Close, Slough, SL1 1NG, 3, Nixey Close, Slough, SL1 1NG, 10, Nixey Close, Slough, SL1 1NG, 11, Nixey Close, Slough, SL1 1NG, 21, Upton Road, Slough, SL1 2AD, 14, Nixey Close, Slough, SL1 1NG, 9, Yew Tree Road, Slough, SL1 2AA, 6, Harewood Place, Slough, SL1 2AB, 23, Upton Road, Slough, SL1 2AD, 4, Nixey Close, Slough, SL1 1NG, 19, Upton Road, Slough, SL1 2AD, 4, Harewood Place, Slough, SL1 2AB, 2, Harewood Place, Slough, SL1 2AB, Autumn End, Nixey Close, Slough, SL1 1LU

Neighbour letters were sent out on 05/08/2016.

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 12/08/2016. The application was advertised as a major application in the 12/08/16 edition of The Slough Express.

The Consultation period closed on 26/08/2016. Seven letters of representation have been received, objecting to the proposal on the following grounds:

- Traffic generation
- Highway safety
- Access road too narrow
- Access to site conflicts with existing parking spaces to flats in Harewood Place
- Pedestrian safety – particularly small children the elderly
- Insufficient parking
- Noise and pollution from vehicles coming and going
- Out of scale with the neighbouring houses
- Disruption from construction works
- Access should be from Nixey Close
- Overdevelopment
- Loss of light to neighbouring windows
- Incorrect details on application form

[Officer response]:

These issues are addressed within the relevant section further in the Officer's report.

6.0 **Consultation Responses**

6.1 **Archaeology Officer:**

This proposed development is of moderate scale but lies within previously undeveloped garden areas. As the site lies within the extent of the Taplow Gravels, it has the potential to reveal prehistoric remains. The gravel terraces of the Middle Thames Valley are extraordinarily rich in prehistoric and Roman remains and they were widely settled and farmed throughout prehistory. This is amply demonstrated by archaeological excavations at Cippenham in the 1990s, Kingsmead Quarry, Horton, in the 2000s and Castlevue Road, Slough, in 2013. Little archaeological investigation has, however, taken place in the vicinity of this site and it is therefore difficult to assess the levels of survival of any archaeological deposits that might be present. Given the level of impact of the proposals, the archaeological implications of the proposed development should be taken into consideration.

Berkshire Archaeology therefore recommends that a programme of archaeological is undertaken to mitigate the impacts of the development on the buried archaeological potential, should the proposal be permitted. This is in accordance with Paragraph 141 of the NPPF which states that local planning authorities should '*require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their*

importance and the impact, and to make this evidence (and any archive generated) publicly accessible'. Therefore it is recommended that the following condition is attached to any planning consent granted in order to mitigate the impacts of development:

Condition:

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

Reason:

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

I trust this is satisfactory but if you have any questions or would like to discuss this in more detail then please do not hesitate to contact me

6.2 Neighbourhood Protection

The site is in a residential area. The searches on our complaints system (Flare) show that fly tipping and the incorrect disposal of waste are the main issues around Yew Tree Road.

I have no concerns at the moment for this development. The layout, appearance and access all seems fine. Once further details are received in terms of how they will deal with noise, dust, vibrations, waste on site, refuse storage etc then I can make further comments.

6.3 Crime Prevention Design Advisor

No comments received. Any requirements can be required by reserved matters.

6.4 Environmental Quality

No comments received. Any requirements can be required by reserved matters

6.5 Contaminated Land

No comments received. Any requirements can be required by reserved matters

6.6 Tree Officer

No comments received. Any requirements can be required by reserved matters

6.7 Highways Officer

Vehicle Access

- Vehicle access is proposed from Harewood Place which is a private road accessed from Upton Road;

- Previous applications for this site have agreed to fund the upgrading of Harewood Place to an adoptable standard and therefore such works as set out in detail in the most recent S106 agreement would be required;
- Access would be adjacent to no. 11 Harewood Place via a 5.4m wide access way;
- A sliding access gate is proposed with controlled access. As there is space for two vehicles to wait off the highway (set in 11m from Harewood Place), then this is acceptable;
- All previous agreements on visibility splays access etc would be required with this application.

Pedestrian Access

- Pedestrian access is also via Harewood Place, and then via Yew Tree Road or Upton Road;
- There is a 1.5m footway on the north side of Harewood Place. The existing footway is narrow and often obstructed by on street parking half way across the footway. The development if approved will intensify the use of this substandard footway and is therefore of some concern.

Trip Generation

- I have interrogated the TRICS database to derive trip rates for residential development on sites on the edge of the town centre and found that the number of vehicle trips to the development would increase from the existing consented development, which would generate in the order of 23 trips to 32 trips per day;
- This is relatively small level of increase to which is acceptable compared to the consented scheme;

Car Parking

- 15 parking bays are proposed plus two disabled bays. This includes 1 space per flat plus 3 visitor bays;
- Slough Local Plan parking standards state that for 1-bed flats in residential areas, 1.25 spaces per unit are required and for 2-bed flats 1.75 spaces per unit, if all spaces are communal. This would translate to a requirement for 11.25 spaces for the 1-bed flats and 8.75 spaces for the 2-bed flats, therefore a total requirement of 20 spaces;
- The proposals result in a shortfall of 3 parking spaces which is not considered acceptable in this location;
- The geometry of the proposed parking spaces is acceptable.

Cycle Parking

- The applicant's drawing shows two types of cycle storage facilities. Individual stores – one for each flat and secondly communal cycle shed. It is unclear whether the communal cycle shed is proposed for a separate use. The communal cycle shed does not provide adequate security for residents as it is not accessed directly from the apartment building. The individual stores would provide a high quality facility (at 3.38 sqm each, one per flat, located in the rear garden along the eastern boundary of the site) and therefore I would request that only the individual stores are provided and this should be conditioned.

Refuse and servicing

- Refuse vehicles would stop on Harewood Place to collect waste from the development site. The location of the bin store in the south-west corner of the site is 13m from the road and therefore exceeds the 10m maximum distance between a store and where a vehicle can stop. As the refuse vehicle could reverse into this access, to reduce this distance, this is

considered acceptable;

- The upgrading of the road to an adoptable standard would allow parking bays and waiting restrictions to be implemented on Harewood Place and therefore improve the ability of refuse vehicles to access the new properties and the existing properties;
- The store is also within 30m of the building entrance as desired in accordance with Slough 'refuse and recycling storage for new dwellings' planning guidance;
- The bin store includes 4 euro bins, which can accommodate 4400 litres waste. Based on 97 litres residual waste per flat and 53 litres recyclable waste per flat, the development could generate a total of 2100 litres waste, therefore the proposed 4 euro bins is adequate.

Recommendation

The application is recommended for refusal on highways and transport grounds for the following reason:

The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2.

If however, you are minded to approve the application then I would request that if you were reminded to approve the application then the following S106 / S278 obligations would apply.

S106 / S278

- Same as previous agreement, but with increase of Transport contribution to financial contribution to take account of the increase in trip generation;
- All previous contributions and obligations to remain the same.

Planning Conditions

To remain the same as previously agreed except to add a condition regarding managing Construction Traffic and a Construction Management Plan. It would be difficult to access the site from Harewood Place by construction vehicles as waiting restrictions would not be in place until the Highway works are complete. The applicant may need to construct the site from within the car park of Winterton House off Nixey Close.

Please include a drainage condition for SUDS design, if one is not already included:

1. Development shall not commence until details and management of surface water drainage have been submitted to and been approved by the local planning authority. No dwelling shall be occupied until the drainage system for the site has been completed in accordance with the approved details. The surface water drainage shall thereafter be retained and maintained in accordance with the approved details.

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

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

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

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

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

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

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

- Core Policy 1 – Spatial Vision and Strategic Objectives for Slough
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability & the Environment
- Core Policy 9 - (Natural And Built Environment)
- Core Policy 12 – Community Safety

- Adopted Local Plan for Slough
- H13 – Backland/Infill Development
- H14 – Amenity Space
- EN1 – Standard of Design
- Policy EN3 (Landscaping Requirements)
- T2 – Parking

7.2 This is an outline planning application to assess the principle of development, access,

appearance, layout and scale. 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
- Biodiversity
- Archaeology
- Section 106 requirements

8.0 Principle of development

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

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

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

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

- 8.2 **Core Policies 1** 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 existing and proposed local services facilities and infrastructure. Within existing suburban residential areas there will be limited infilling which will consist of family houses that are designed to enhance the distinctive urban character and identity of the area. Urban and suburban areas are defined in the appendices to the Core Strategy.
- 8.3 **Core Policy 9 States** Development will not be permitted unless it: enhances and protects the historic environment.

- 8.4 **The Local Plan** also recognises the value of locating residential development within the Town Centre. The site is an ideal location for high-density development, being located within walking distance of public transport services, shopping and leisure facilities and will further increase housing accommodation in the Borough. The principal of providing residential accommodation above shops in the Town Centre area is supported in planning terms and fully complies with the relevant policies of the Adopted Local Plan. It represents a sustainable form of development and encourages living in Town Centres, which contributes to maintain the vitality of the Town Centre.
- 8.5 The site is located outside the town centre and within a suburban residential area, where Core Policy 4 requires residential development to consist of family housing. The proposal for flats does not meet the Core Policy's definition of family housing, and therefore, the proposal is in conflict with Core Policy 4.
- 8.6 The applicant asserts that due to the previous planning permission for flats (ref. P/13519/001); the principle of development on this site has already been established and is therefore acceptable.
- 8.7 This previous permission was granted in January 2008, which dates back to before the adoption of the Council's Core Strategy, which was adopted in December 2008. The previous planning permission (ref. P/13519/001) has not been implemented has since expired. Further to this, a more recent planning application (ref. P/13519/003) for family housing (as defined by the Council's Core Policy) was approved in 2014. This application is still extant and can still be implemented.
- 8.8 There are a number of larger buildings within the Sussex Place/Clifton Road Conservation Area to the east. The provision of flats in this location would not appear as dominant, and the proposed form and design would not be widely visible from within the conservation area. As such, it is considered the proposal would not unacceptably detract from the setting of the Conservation Area, and would not lead to significant harm of a heritage asset.
- 8.9 The Council are fully satisfied the site can accommodate family housing, and the site's loss to flat development would be in direct conflict with Core Policy 4, and its intentions in promoting the need for family housing in line with the recommendations contained within Berkshire Strategic Housing Market Assessment which advises that a higher proportion of larger houses be built in Slough than has been delivered in recent years.
- 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 detached block has a similar footprint, form, style and height, to the previously approved planning permission (ref. P/13519/001). In terms of design and impact on character, the changes in policy since the previous determination do not provide any reasoning to change the council's original assessment of the proposal, which was deemed acceptable.

9.5 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 This is an application for outline planning permission for the principle of development, access, appearance, layout and scale. Having regard to the layout, it is considered acceptable provisions for designing out potential crime can be adequately achieved. These requirements can be required by reserved matters.

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 relationship with neighbouring properties has been raised in objection letters. The issues relate to potential loss of light to the flank wall kitchen windows within the neighbouring block of flats, and loss of light to the rear (west facing) windows to the recently approved, but unfinished dwelling to the rear of 9 Yew Tree Road.

- 11.3 The proposed building would be set away from the neighbouring flats by approximately 2.4 metres, and 2.5 – 3.5 metres to the unfinished dwelling to the rear of 9 Yew Tree Road.
- 11.4 There are no windows serving habitable rooms in each of the flank elevations of the neighbouring properties. Therefore, the occupiers of the neighbouring properties would not suffer a prolonged loss of daylight from the proposed development. No objections are raised in terms of impact on neighbouring residential amenity.
- 11.5 The proposed block of flats would encroach within 45 degrees of the rear facing bedroom window of unfinished dwelling (rear of 9 Yew Tree Road). This encroachment is minimal, and when taking into account the large width of the affected rear window, the proposed development would not have an unacceptable impact in terms of loss of light or overbearing.
- 11.6 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. Some of the internal room sizes do not quite meet the guidelines, for example, the kitchen areas in flats 2,3,5,6,8,9,12 and,11 fall short of the requirements by approximately 0.6 sq m. Concerns are also raised regarding the outlook from the habitable rooms at within the roof void. However, it is considered these issues can be resolved, and therefore can be addressed in reserved matters.
- 12.3 Subject to details to be resolved at reserve matters, 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, drainage, and construction traffic, 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 The Highways Officer has requested a financial contribution to mitigate the transport impact , and highways works to the access road, in a similar fashion to the previously approved scheme. The previous section 106 agreement included the following:

Highways Schedule

- To give the Council the Commencement Notice prior to the Commencement of Development.
- Not to carry out or permit the Commencement of Development until it has first acquired or secured the Visibility Splays.
- Visibility splays to remain in perpetuity
- Prior to occupation an approved scheme, drawings/plans of highway works at Harewood Place showing in detail the layout and design construction of all road and drainage works, street lighting, layout of on street parking spaces and landscaping including all necessary traffic management measures and Road Safety Audit Procedure ("the Highway Works Scheme") for the approval of the Council in accordance with which the Highway Works shall be carried out and the Owner shall not commence any part of the Highway Works until the Council has given its written approval to such detailed scheme, drawings and/or plans;
- Completed the Highway Works in accordance with the approved Highway Works Scheme
- Commencement of the Highway Works and at no expense to the Council to obtain such consents, licences or permissions as may be required for the purposes of carrying out the Highway Works

Transport Schedule:

- Traffic Order financial Contribution
- Transport Contribution
- Revoke the right to on street parking permits

Should planning permission be 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 **refusal**. This is because the site can accommodate family housing, and the site's loss to flatted development would be in conflict with Core Policy 4

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

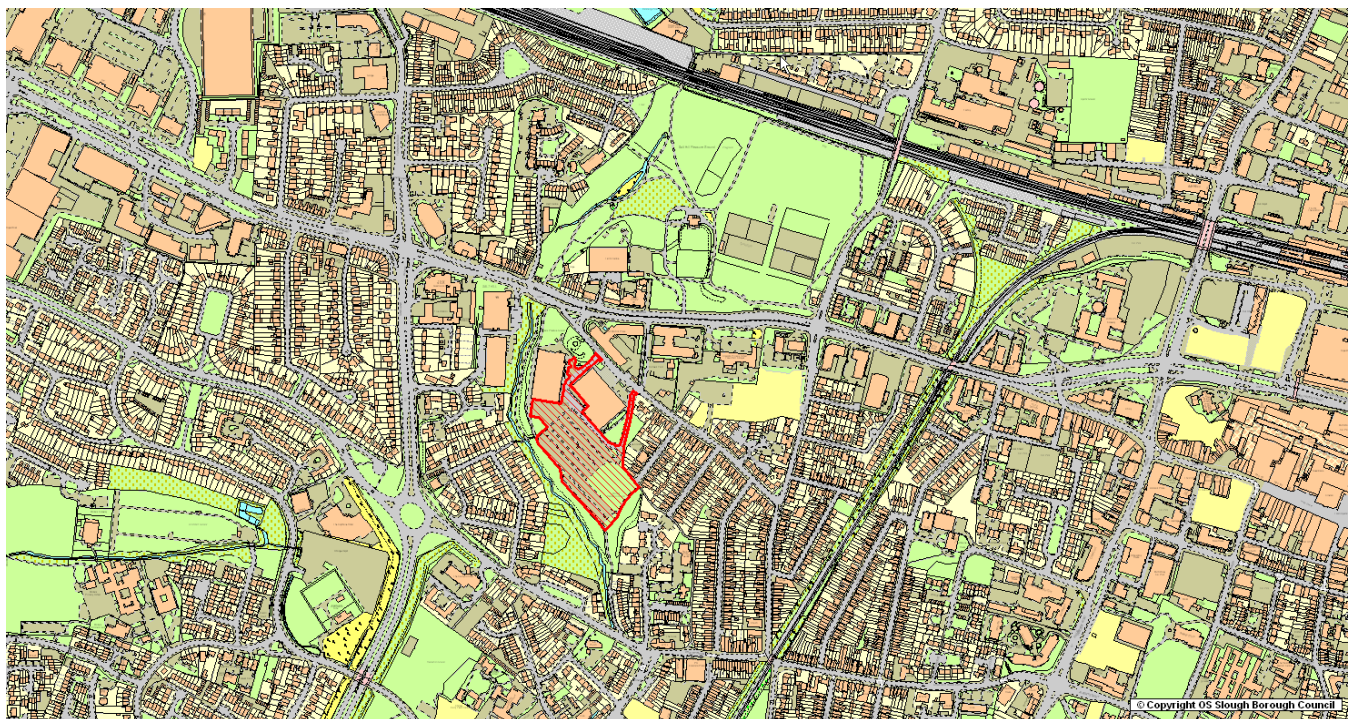
Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

16.1 **Reasons for Refusal:**

1. The proposal for flats outside of the defined town centre and within an suburban area would fail to meet the Borough's established need for family housing and would result in the direct loss of a vacant site capable of being development for developed for such a need. The proposal would therefore fail to comply with Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

Registration Date:	30-Aug-2016	Applic. No:	S/00727/000
Officer:	Mr Albertini	Ward:	Chalvey
		Applic type:	Major
		13 week date:	
Applicant:	Mrs Alison Hibbert, Slough Borough Council		
Agent:			
Location:	Montem Leisure Centre, Montem Lane, Slough, Berkshire, SL1 2QG		
Proposal:	Construction of a temporary ice rink on the Montem Leisure Centre Car Park and a temporary car park on the Montem Recreation ground (grass area) plus widen eastern access from Montem Lane on the eastern side.		

Recommendation: Delegate to Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for approval

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 A 2,000 sqm temporary ice rink is proposed on part of the leisure centre car park whilst the existing ice arena is extended and refurbished. A temporary car park is also proposed on the grass area east of the existing car park and south of 22 Henry Road. The number of spaces in temporary car park will be 125. The number of spaces lost will be higher than this number. The precise number is to be clarified as revised layout plan is being prepared to minimise or eliminate any loss. The temporary period for the building and car park will be eighteen months.
- 2.2 The proposal includes allowing a two way flow of traffic along the eastern access road, off Montem Lane. Current plans show a widening of the access by about 0.5 metres but this may not be necessary. The western access to the Leisure Centre/Ice Arena car park is very likely to be closed whilst the Arena refurbishment works take place. A revision of some of the traffic flow directions in the car park has been requested.
- 2.3 The building will be immediately behind the Leisure Centre building beyond the rear service road. It will provide a 50 x 24 metre ice pad with some grandstand seating.
- 2.4 The structure will be modular panels of white upvc and glass rising to 4.5 m at eaves and 6.5 metres to the ridge of the space frame roof. A membrane canopy covering will be attached to the space frame and will appear as multiple small tents. The submitted drawings show the appearance of the building and these supersede equivalent information in the design and access statement.
- 2.5 Details of where servicing accommodation such as toilets and changing areas will be have been requested although these are expected to be within the building. The existing Arena is partly served by plant in the Leisure Centre and the same will apply to the temporary rink.
- 2.6 The temporary car park will be formed with Grass Protecta system; a heavy duty plastic mesh pinned down. Lighting will be provided by existing lamps and one new double arm lamp column.
- 2.7 The car park will result in the loss of several small trees and the widened access will mean the loss of existing shrubs alongside 2 Park Lodge; the house next to the entrance off Montem Lane. Some kerb lines within the site will be adjusted to cope with the revised traffic flow. Access to the temporary car park will be at the end of the existing entry road just before it bends to the right.
- 2.8 Further details have been requested for servicing by large vehicles of the temporary rink and the rear of the Leisure Centre (refuse and plant). It is likely that the western access will remain as now the service access with arrangements made with the contractor of the refurbishment works. Provision will be made to close off the temporary car park when not needed such as evening and weekends.

3.0 **Application Site**

- 3.1 The 0.48 ha site is the area behind the Montem Leisure Centre building and includes the access ways and grass area near Henry Road. The car park is used by leisure centre and

ice arena users plus some Town Hall staff and Claycotts school parent drop off/pick up. To the south is Salt Hill stream with path and trees. To the east are the flank of the end house in Henry Road and the rear of other homes about the site near the entry road. There are several small trees on the grass area and it slopes slightly to the south east. Flats in Worcester Gardens are way beyond the edge of the proposed car park.

4.0 **Site History**

- 4.1 Application (S/119/11) for extended ice arena submitted and expected to be approved under delegated powers.

5.0 **Neighbour Notification**

- 5.1 Montem Lane
Leisure Centre; Ice Arena, 1 and 2 Park Lodge; 63, 54
Henry Rd 2-22 ev; flats 1-10 at 10/14; 21 23 25
Worcester Gardens 19-24; 31-39, 13-18.
- 5.2 No comments received so far. Any received to be reported on amendment sheet.

6.0 **Consultation**

- 6.1 **Traffic /Highways**
Request details of (or conditions for) servicing, vehicle tracking, changes to direction of flow, review of parking layout to increase capacity, disabled spaces, cycle parking, review of arrangements at the access on Montem Lane. Also request removal of bike training and review of use of St. Martins Place car park. Concerned about loss of parking due to ice arena refurbishment and loss of western access for servicing.
- 6.2 **Environmental Quality**
Full comments to follow. No issues expected soil reports having been seen at an early stage. The site is 'made ground' its height having been raised by small scale landfill.

PART B: PLANNING APPRAISAL

7.0 **Policy Issues**

- 7.1 The site falls within the Montem recreation site and the car park will result in the loss of some open space. Local Plan policy OSC1 and Core Strategy Policy 2 seek to protect open spaces. As this is a temporary development linked to a leisure development an exception can be made. Furthermore the car park will be laid on the grass rather than involve its removal. By condition the site can be returned to a grassed open space. It should be noted that the Council are preparing for the Leisure Centre to move from the site in 2018 and for much of the Montem site to be considered as a housing site.

8.0 **Access and Parking**

- 8.1 Having a two way access is acceptable in principle. Arrangements for servicing by large vehicles need to be submitted if the west access is closed off in connection with Ice arena refurbishment. It is possible that the west entry/exit point on Montem Lane can be used for servicing by arrangement with the refurbishment contractor. If this arrangement is not possible some kerb lines will need to be changed significantly to allow for truck access.
- 8.2 Further information has been sought regarding direction of flows in the car park and some kerb lines will need adjusting to cope with the change to the direction of flow around the

existing parking area. A corrected layout plan has also been requested to clearly show the building in relation to the existing car park. Spaces for disabled persons and cycle stands need to be added.

- 8.3 The marked parking places lost will be replaced by 125 temporary spaces plus some additional spaces. The number to be clarified on receipt of revised plans. At least 25 existing spaces used for motorcycle training on some days will be gained in the future when training is removed on weekdays. It should be noted that some spaces next to the existing Ice Arena building and at the rear of the Leisure Centre building will be out of use while refurbishment works are underway.
- 8.4 The existing car park can get quite full some days but this is not known to be related to the ice rink use. The proposal itself will not generate greater parking demand. The spaces to be available are sufficient for the ice arena and leisure centre. Use of the car park by Council staff has increased over recent years and some members of the public use it without permission. The Council has been checking who should or should not be parking in the car park so there is scope to reduce some demand. Construction workers at Ledgers Road probably use it but they will be gone in a few months. It is used by some parents drop off/picking up for Claycotts School; this is acceptable as it avoids congestion and safety problems on Montem Lane.
- 8.5 If the check on unauthorised use of the car park does not result in many spaces being freed up the loss of some parking could result in problems on some days for Council staff, visitors, and leisure/ice centre users. Some footways/verges may need protecting to stop parking in inappropriate or unsafe places and an appropriate condition will be applied. High parking demand due to Council staff and associated overflow is not directly linked to this application but the Council as land owner can address the issue if it wishes. If problems occur use of other grass areas can be explored and may be better use made of St. Martins Place basement car park. A condition requires a mitigation package to be approved.
- 8.6 The area to be used for ice arena refurbishment contractors and associated worker parking is not part of this application. However to limit further parking problems it will be important to control this and limit the number of existing parking spaces lost. An appropriate condition is proposed as this land is within the Council's control.
- 8.7 To fully comply with Core Strategy policy 7 transport further information/revised drawings are needed. In particular it needs to be clarified if there will be any loss of existing marked spaces as a result of the temporary building and car park.

9.0 **Design and Layout Matters**

- 9.1 The widened access, if progressed, will regrettably result in the loss of some good shrubs along the entrance and lessen the screen for the adjacent home. The new boundary treatment can be controlled by condition. The loss of small trees is not particularly significant as they can be replaced when the car park is removed.
- 9.2 The car park will be close to number 22 Henry Road. Whilst they may experience more disturbance than now having a car park near a home is not an unusual relationship. The temporary car park is not likely to be used in the evenings or weekends. It is likely to be closed at these times.
- 9.3 The appearance, for a temporary building, is acceptable. Clarity about servicing accommodation has been sought but this is likely to be within the building and not outside.
- 9.4 The lighting is acceptable. The mesh surface is acceptable visually and limits disturbance to

the soil below. In terms of its suitability for regular use for over winter is not clear but regular maintenance will be important to keep it safe and useable for those walking on it.

- 9.5 Subject to the receipt of satisfactory further information and drawings regarding the layout and the application of conditions listed the proposal complies with Core Strategy policy 9 Natural and Built Environment and policy 8 Sustainability and the environment. Some of the conditions may change once the additional information and drawings have been received.

PART C: RECOMMENDATION

Recommendation

Delegate to Planning Manager for approval upon receipt of satisfactory further information and drawings.

PART D: LIST OF CONDITIONS.

1. This permission is granted for a limited period which will expire on 30/04/2018. At the expiration of this period the building and parking mesh shall be removed from the land, unless prior permission has been given by the Local Planning Authority for its retention. The land shall be restored to its former condition in accordance with details to be submitted to The Local Planning Authority no later than 1 calendar month prior to the expiry of the permission for approval in writing. These works shall be carried out within one month of the removal of the building / structure or the Local Planning Authorities written approval of the restoration details which ever is the later.

REASON As the building is constructed of materials with limited life the Local Planning Authority is not prepared to give a permanent permission in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

2. The temporary car park shall be available for use and the associated kerb line and direction of flow changes on the approved drawings shall be implemented before the erection of the temporary ice rink.

REASON To provide sufficient car parking spaces in the interest of the free flow of traffic and conditions of general safety on the adjacent highway network.

3. Not to commence erection of the ice rink until a parking loss mitigation and servicing scheme has been implemented in accordance with details that have first been submitted to and been approved in writing by the local planning authority. The details shall include measures 1 to limit unauthorised use of the car park, 2 to allow more Council staff to use St. Martins Place car park, 3 protect vulnerable footways and verges within the sites from unauthorised parking, 4 to identify, control and limit use of the car park within the planning application boundary by contractors of the ice arena refurbishment project, 5 to allow service vehicles to use the western access if this is closed to general traffic during ice arena refurbishment.

Not to commence erection of the ice rink building until the approved details pursuant to 1,2,3, 4 and 5 within this condition have been implemented or where relevant arrangements are in place for implementation at the specified time in the details.

REASON To provide sufficient car parking spaces for the users of the car park in the interest of the free flow of traffic and conditions of general safety on the adjacent highway network.

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

08 101 rev 03 Site Location Plan and revision of access 08 201 rev 1

Option 3 rev A Layout TO BE REVISED

NL 160508 001 floor plan

NL 160508 002 elevations

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

5 The widened access road shall not be brought into use until boundary treatment alongside Park Lodge homes has been implemented in accordance with details that have first been approved in writing by the local planning authority.

REASON In the interest of visual amenity.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 5th October, 2016

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR INFORMATION

**REVIEW OF THE LOCAL PLAN FOR SLOUGH – PROPOSED SPATIAL
OPTIONS**

1 Purpose of Report

The purpose of the report is to provide an update on the proposed Spatial Options for the Review of the Local Plan which could be included in the Issues & Options consultation document.

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 The previous report to this Committee highlighted what the key issues are considered to be for the Review of the Local Plan. It also included some possible Spatial Options which could be the subject of public consultation. The purpose of this report is to set out in more detail what we think these options should be.

- 5.2 Any comments that Members may have about the proposed options will be taken into account prior to the production of a draft of the Consultation document. There will be a Member workshop on 27th October to discuss key issues and a further report will be made to this Committee on 2nd November. Final approval of the Issues and Options plan will be sought from Cabinet on 21st November.
- 5.3 The final document, and supporting documentation, will then be the subject of a six week consultation period in January.

Development of the Spatial Options

- 5.4 The previous report included a draft Vision for the Review of the Local Plan for Slough and identified some of the key issues that it will have to address.
- 5.5 The critical issue is how much growth the plan is going to provide for given the shortage of land for development, the problem of congestion, and potential impact of development upon the quality of the environment.
- 5.6 The key factor is the scale of population growth that is likely to happen in Slough because of the demographics of our existing population. Since this population will have to be accommodated somewhere, it is considered that our overall objective should be to aim to plan to meet housing needs within Slough or as close as possible to where these needs arise.
- 5.7 It is also important that we make sure that Slough's economy continues to grow 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. As a result it is considered that we should plan to meet the number of new jobs that we need in Slough.
- 5.8 In planning for growth we should aim to enhance the built and green environment and mitigate against any environmental impacts. A Sustainability Appraisal is being carried out for the plan to ensure that it finds the best balance between the social, economic and environmental pressures facing Slough.
- 5.9 From all of the work that we have done so far it is considered that any proposed spatial options will have to consider the following key issues:

- How can we meet as much of our Objectively Assessed Housing Need of 927 dwellings a year as close as possible to where these needs arise?
- How we can continue to provide affordable housing for people in the greatest need?
- How we can facilitate the creation of an additional 15,000 jobs in Slough and maintain its role as an economic “powerhouse”?
- How we can revitalise Slough town centre as a major retail, leisure and commercial centre?
- How can we get the maximum benefits out of the growth of Heathrow airport and mitigate for any adverse environmental benefits?
- How can we enable our suburban areas to continue to absorb the growth in population without losing the distinctive character of individual neighbourhoods?
- How can we deal with the problems of traffic congestion to ensure that people can get around Slough?
- How can we enhance the quality of the built and green environment in Slough and improve the overall image of the town?

The Spatial Options

- 5.10 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.
- 5.11 As a result we have produced a number of strategic spatial options for the Review of the Local Plan. Whilst these have not been fully worked up at this stage it is considered that they are realistic and meaningful options which can be used for public consultation.
- 5.12 The options have been set out in a logical order but this does not necessarily imply that there is a preference for any one of them at this stage. It should also be noted that it may not be possible to carry all of them out because they may not be compatible and there may be cumulative impacts which would have to be addressed. Some Options are outside of the control of this Council.
- 5.13 The Spatial Options that it is proposed to put forward for public consultation are as follows:
- A** Expand the centre of Slough (upwards and outwards)
 - B** Expand the Langley Centre
 - C** Create a new residential neighbourhood on the Akzo Nobel and National Grid sites west of the Uxbridge Road
 - D** Regeneration of the selected areas:
 - D1 - Canal basin
 - D2 - Trade Sales, Bath Road
 - D3 – Chalvey regeneration
 - E** Estate Renewal

- F** Intensification of the suburbs
- G** Redevelop existing business areas for housing
- H** Release land from the Green Belt for housing (edge of Slough)
- I** Release land from the Green Belt for employment (Heathrow related development in Colnbrook and Poyle)
- J** Northern expansion of Slough (new “Garden Suburb” within South Bucks)
- K** Build in other areas outside of Slough
- L** Do nothing

5.14 Details of most of these options, or sub options, are set out in Appendix 1. This will form the basis of the Issues and Options report that will go out for public consultation in January.

5.15 The generic options of “estate renewal”, “intensifying the suburbs” or “releasing employment land for housing” do not contain specific sites and have not been included in the Appendix.

5.16 All of the other options have been worked up in order to illustrate how they could be implemented. This includes identifying some of the key sites that could come forward for development as part of the option

5.17 Where possible, a broad indication as to how much additional housing each option could produce has been provided. These figures are provided to help the public consultation exercise and should not be taken as a definitive assessment at this stage.

5.18 It should be noted that the options that involve building in other districts cannot be delivered through the Review of the Local Plan for Slough. As a result they would have to be progressed through the Duty to Cooperate process. It would not be appropriate to identify specific sites at this stage but the “northern expansion” option does show an area of search so that the implications for Slough of pursuing such an option can be considered in the Review of the Plan.

5.19 The consultation document will also contain a “do nothing” option for people to comment upon which will set out what the implications of this would be.

6 Conclusion

6.1 This report sets out the Spatial Options that are intended to be included in the Issues and options report. Any comments that Members may have about these draft options can be considered prior to them being approved for public consultation purposes.

7 Background Papers

Core Strategy DPD (2008)

Site Allocations DPD (2010)

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

Sustainability Appraisal Draft Scoping Report for the Local Plan (October 2016)

8 Appendices

1. Schedule of Proposed Spatial Options.

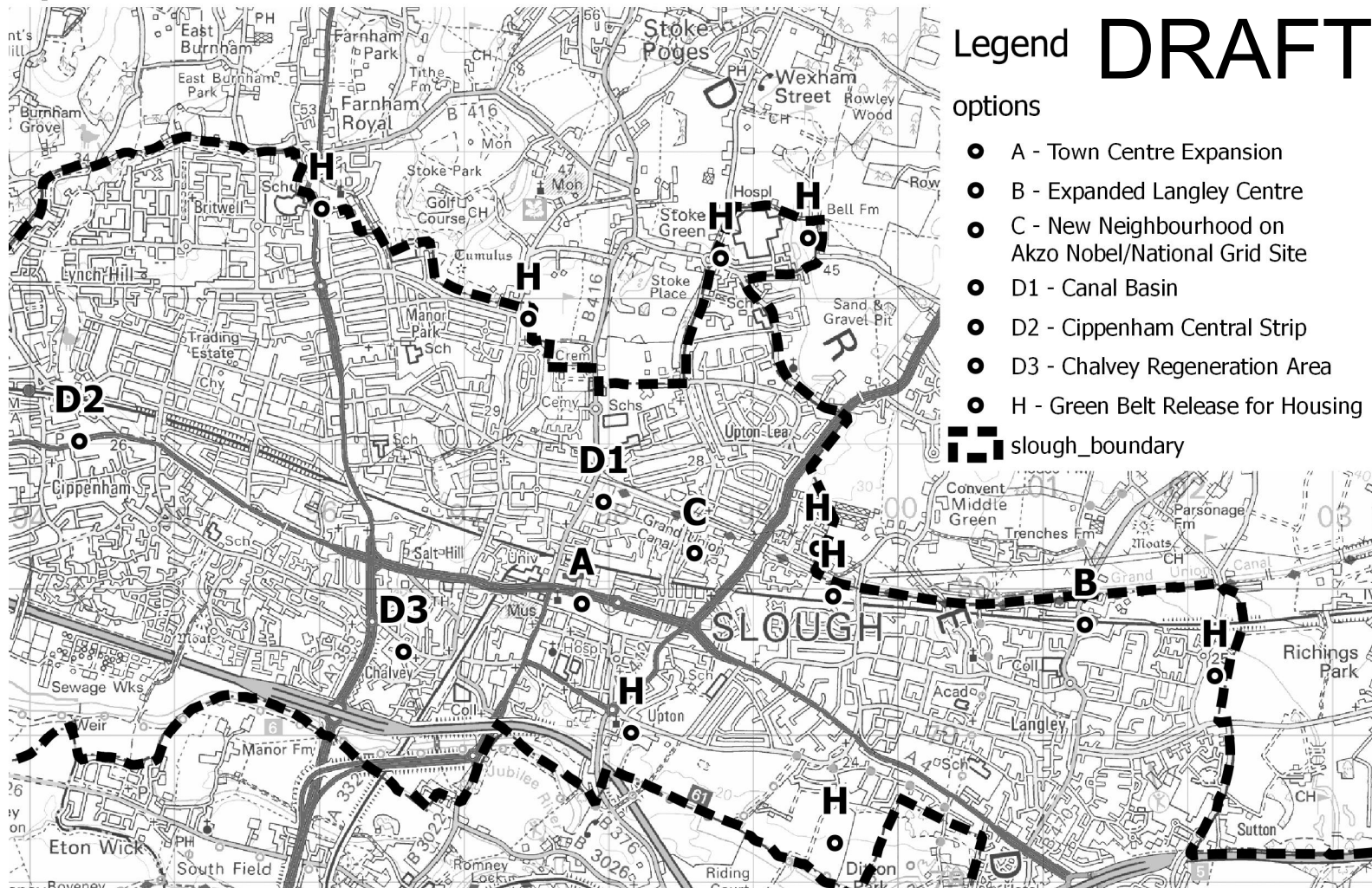
APPENDIX 1 – SPATIAL OPTIONS FOR PUBLIC CONSULTATION

The Committee Report has identified a number of spatial options which could be included in the Review of the Local Plan Issues and Options report for public consultation. The following options which have defined geographical locations are set out in more detail in this report:

- A Expand the Centre of Slough
- B Expand the Langley Centre
- C Create a new residential neighbourhood on the Akzo Nobel and National Grid sites west of the Uxbridge Road
- D Regeneration of selected areas:
 - D1 - Canal basin
 - D2 – Cippenham Central Strip, Bath Road
 - D3 – Chalvey Regeneration Area
- H Release land from the Green Belt for housing (edge of Slough)
- I Release land from the Green Belt for employment (Heathrow related development in Colnbrook and Poyle)
- J Northern expansion of Slough (new “Garden Suburb” within South Bucks)

The reference numbers refer to sites that appear in the Site Allocations Plan (SSA or SKL) or Call for Sites Consultation Document (CFS, OTH or INF)


Options Index



Legend **DRAFT**

options

- A - Town Centre Expansion
- B - Expanded Langley Centre
- C - New Neighbourhood on Akzo Nobel/National Grid Site
- D1 - Canal Basin
- D2 - Cippenham Central Strip
- D3 - Chalvey Regeneration Area
- H - Green Belt Release for Housing

 slough_boundary

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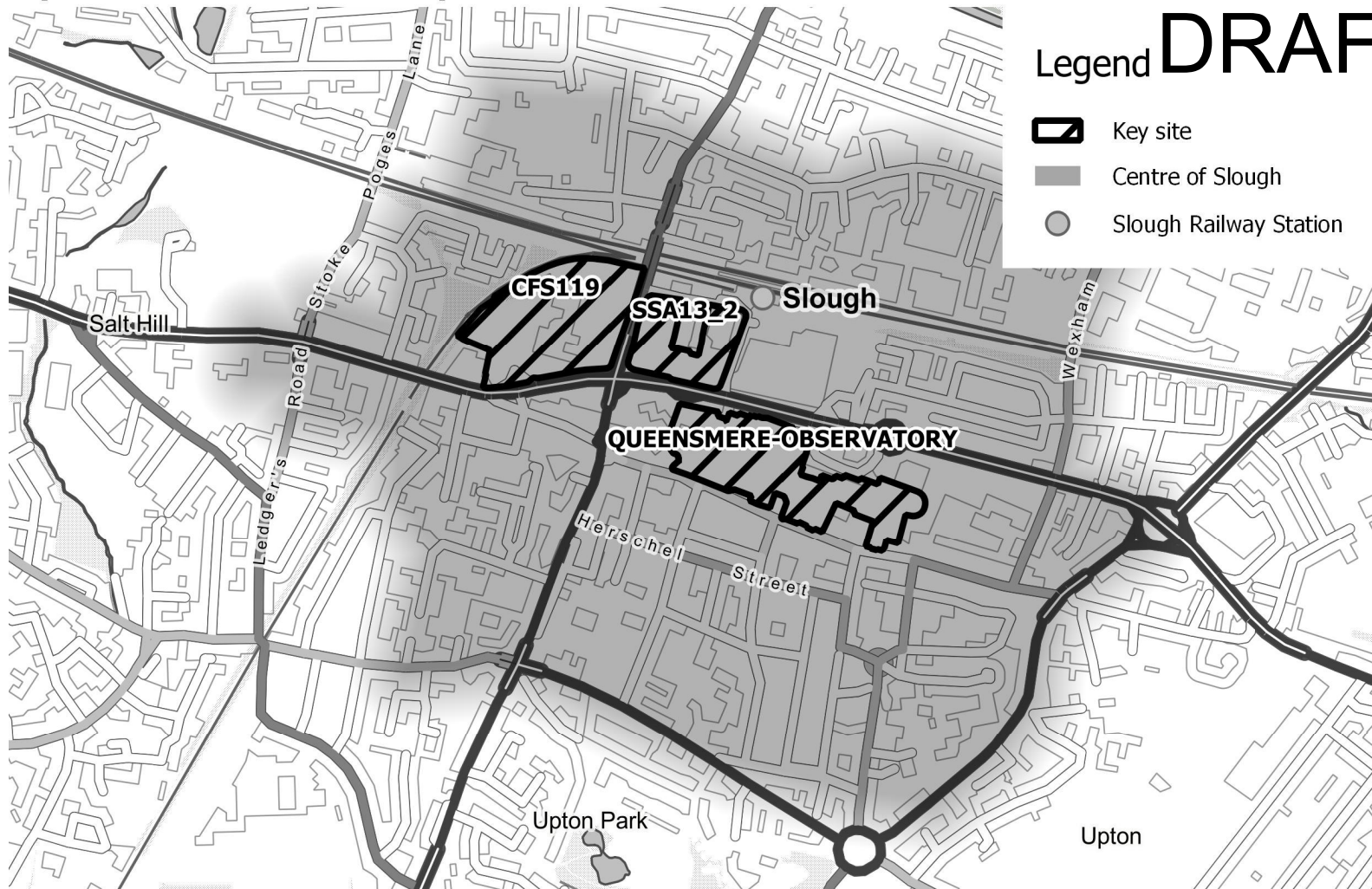
Option A	EXPANSION OF SLOUGH TOWN CENTRE
Background	
<p>The spatial strategy for the Core Strategy (2008) was one of “concentrating development”. In this case the “town centre” is a very tightly drawn area which just consists of the shopping centre and the commercial core area around it.</p> <p>This has resulted in all major office and retail developments being permitted in this area. Whilst the bulk of new residential permissions have also been within the tight boundary there have also recently been major permissions on the edge of the town centre.</p> <p>The NPPF requires Local Plans to assess whether the predicted need for “Main Town Centre Uses” such as retail, offices, leisure, entertainment, arts, culture and tourism facilities can be accommodated in the town centre.</p> <p>Although detailed studies have not been carried out it is considered that there is sufficient land available to meet these needs within the core area.</p> <p>There are, however, a number of advantages in enlarging the scope of the centre in order to increase its immediate catchment and enable more people to benefit from its facilities and transport links.</p> <p>The Council’s Centre of Slough “Changing Views” Strategy (2015) assumed that the regeneration of the centre would have to be “residential led” because this is what the market was providing.</p> <p>Since the strategy was produced there has been major investment in new offices, proposals for the regeneration of the Queensmere shopping centre have been agreed and it appears that former TVU site will become available for development.</p> <p>The Council has opened the Curve building and there has been a general upturn in investment.</p> <p>As a result there is now the opportunity to build on this by expanding the town centre.</p>	
Proposed Option	
<p>This proposed option would involve increasing the amount of development that can take place in and around the town centre on the basis that it is a sustainable location with good transport links and a high provision of existing facilities. It is also an area which can potentially absorb higher density development better than others.</p> <p>Refurbishment and redevelopment would also help to improve the environment, appearance and image of the town centre.</p> <p>This option would therefore take the opportunity to transform the town centre so that it can become a major commercial and retail and leisure centre. It would also involve having more tall buildings in appropriate locations.</p> <p>It is envisaged that the existing shopping area would continue to be the location for major retail and leisure uses. The Site Allocations Plan (2010) identified the Queensmere and Observatory shopping centres (SA14) as the location for new retail and leisure uses including restaurants and bars. It is also the propose location for new residential development in the form of high-rise flats. It is considered that if the proposed investment takes place the Queensmere shopping centre could become the “centrepiece” which will be redeveloped/ refurbished in order to be the prime retail and leisure area for the town centre.</p> <p>The area south of the railway station which contains the new bus station was identified in the Heart of Slough Master Plan for major office development. Two large HQ buildings are currently under construction and it is considered that this area should be promoted as the “Central Business District” which will help to re-establish Slough as a Commercial office</p>	

Option A	EXPANSION OF SLOUGH TOWN CENTRE
<p>centre.</p> <p>There have been proposals to include some residential development in this area (CFS 7) but there would be a number of site specific problems with having flats here and it is considered that these sites should be reserved for new HQ offices in order to consolidate Slough as a major commercial centre.</p> <p>The other key site within the town centre is the former TVU site which forms part of the Heart of Slough comprehensive regeneration scheme (SSA13) This proposed major residential development of up to 1,500 units on the site along with other uses including some retail, leisure, offices and a partial replacement of the university. The University of West London (which is the new name for TVU) has decided not to replace any educational facilities and is selling it for development. It is recognised that this may mean having a new mix of uses which will create vitality in this area. This could involve having major office development and some ancillary retail and leisure uses.</p> <p>If the Tesco superstore comes up for redevelopment during the plan period it is considered that this would be a good location for any additional town centre uses that are needed along with some residential above.</p> <p>The Council carried out a major refurbishment of the High Street through the Art @ The Centre environmental scheme. With high major rise development taking place in the town centre it is important that the High Street retains its current pedestrian friendly scale. There is, however, the opportunity to redevelop sites on the south side of the High Street in a comprehensive way which could provide more residential and commercial uses. This would have to be designed so that any high rise development is set back from the High Street frontage.</p> <p>In addition to building more intensively in core area of the town centre there is the opportunity to develop sites around it predominantly for residential use. The Post Office Sorting Office is included in the Site Allocations Plan (SSA16) for residential or mixed business use as part of proposals to improve the Wellington Street frontage. The redevelopment of part of the Upton Hospital site and reuse of the Listed Buildings for residential was promoted as SSA15 in the Site Allocations Plan. This could help to enhance the "Herschel Village" and Herschel Park area. The site for a potential conference centre has also been identified west of Upton Court Park.</p> <p>There is also the potential for residential development north of the town centre on the Horlicks Playing Field (OTH137), Stoke gardens (OTH138), Mill street north, Mill Street south, Albion Close and Petersfield Avenue. All of these developments would have to be comprehensively planned with improved links to the town centre.</p> <p>Under the existing strategy we have already allowed some very tall buildings with the flats on the Queensmere shopping centre rising to 21 stories and similar sized development being envisaged upon the former TVU site. Tall buildings should only be allowed if they are of the highest standard of design, improve the urban realm and they do not have an adverse impact upon neighbouring uses. It is also important that they provide high quality living standards for their residents.</p> <p>The opportunity should also be taken to exploit the great views of Windsor Castle and the surrounding countryside that can be obtained from Slough town centre not just for residents but also for visitors.</p>	
Constraints	
<p>There are a number of constraints to development in the town centre. It is currently congested at peak times and so some additional capacity for the transport system and the public transport system in particular will be required.</p>	

Option A	EXPANSION OF SLOUGH TOWN CENTRE
<p>Parts of the town centre suffer from significant air quality problems. This means that new development will have to be designed to mitigate for the impact upon residents.</p> <p>Developments will also have to be designed to reduce the impact of noise.</p> <p>The compact nature of the centre of Slough also means that any new development will have to take account of the setting of and impact upon existing buildings.</p> <p>There is also a shortage of open space in the town which means that new development will have to take the opportunity to create new spaces where appropriate.</p> <p>Landownership can also be a constraint in the town centre where owners are not willing to develop their sites in a comprehensive manner with adjoining ones.</p>	
Key Links	
<p>Slough Mass Rapid Transit</p> <p>Windsor Road widening</p> <p>Western Rail Link to Heathrow</p> <p>Lansdowne Avenue to former TVU site (INF 155)</p> <p>Bridge over railway at Slough Station (east side) (INF 157)</p> <p>Improved pedestrian route to Herschel Park</p>	
Issues	
<p>One of the key issues for the review of the Local Plan to deal with is to decide what the future role of the town centre should be. This is important because it is the focal point of the town provides facilities for all residents and contributes to the overall image of Slough.</p> <p>A major concern is the apparent decline of the shopping centre. Slough was previously classified as a “sub regional” shopping centre which reflected the recent household survey showed that the town centre’s catchment area had reduced to around 60,000 people which means that it is no longer serving the whole of Slough.</p> <p>As a result there is a need to find a way of revitalising the shopping centre and increasing its role as a leisure attraction.</p> <p>Slough town centre used to contain a number of major HQ type offices. Whilst the out of centre office market has continued to thrive, most of the major offices have moved out of the town centre and a lot of the office stock has been converted to residential. This means that it is not the commercial centre that it was.</p> <p>At the same time the loss of cheaper Grade C office floorspace to residential means that there is only limited opportunity for “start-ups” and incubator space.</p> <p>One of the problems facing the town centre is poor image which comes at least partly from the perception of its poor environmental quality. In order to transform the centre it will be essential that we insist upon the highest standard of architectural design and obtain good quality environmental standards. This high standard will be extended to the public spaces, increasing the offer and attractiveness of pavements, squares and parks.</p> <p>The Centre of Slough Strategy also promotes the use of the “Slough Pound” concept which means making decisions based upon what produces the best overall regeneration benefits.</p> <p>The design of Curve has enhanced the way in which St Ethelbert’s Church can now be appreciated by the public. There are a number of other existing heritage assets within areas such the Herschel “Village” where a distinct sense of place can be created. The expansion</p>	

Option A	EXPANSION OF SLOUGH TOWN CENTRE
<p>of the area of search where major development could take place does not mean that it will be appropriate in all locations close to the centre. This will require a more fine approach when assessing development proposals.</p> <p>Traffic congestion is a problem that will need addressed. This may require measures to deter the unnecessary use of the private car travelling to or through the centre.</p> <p>The Centre of Slough Strategy also recognised the importance of promoting major development in locations outside of the currently narrowly defined town centre in a way which encouraged new residents to make use of all of the facilities and transport links that are available. This would mean ensuring that sites such as the canal basin on Stoke Road or the Akzo Nobel site east of Wexham Road are linked as well as possible to the centre along new or improved pedestrian/cycle corridors.</p>	
Capacity	
Key Sites	
<p>Queensmere/Observatory shopping centre (SSA14)</p> <p>Former TVU site (CFS 119)</p> <p>Area south of the railway station (SSA13)</p> <p>Post Office Sorting Office (SSA16)</p> <p>Upton Hospital (SSA15)</p> <p>Mill Street north side (OTH 140)</p> <p>Mill Street south side (OTH 141)</p> <p>Land west of Upton Court Park (OTH 149)</p> <p>South side of High Street (OTH 146 & 147)</p> <p>Slough Station North forecourt (INF 156)</p> <p>Slough Station east car park (INF 156)</p> <p>Railway Triangle Stranraer Gardens (OTH 145)</p> <p>Albion Close (OTH 143)</p> <p>Horlicks Playing Field, Plough Lees lane (OTH 137)</p> <p>Stoke Gardens (OTH 138)</p>	
Related Sites/Areas	

Option A - Town Centre Expansion

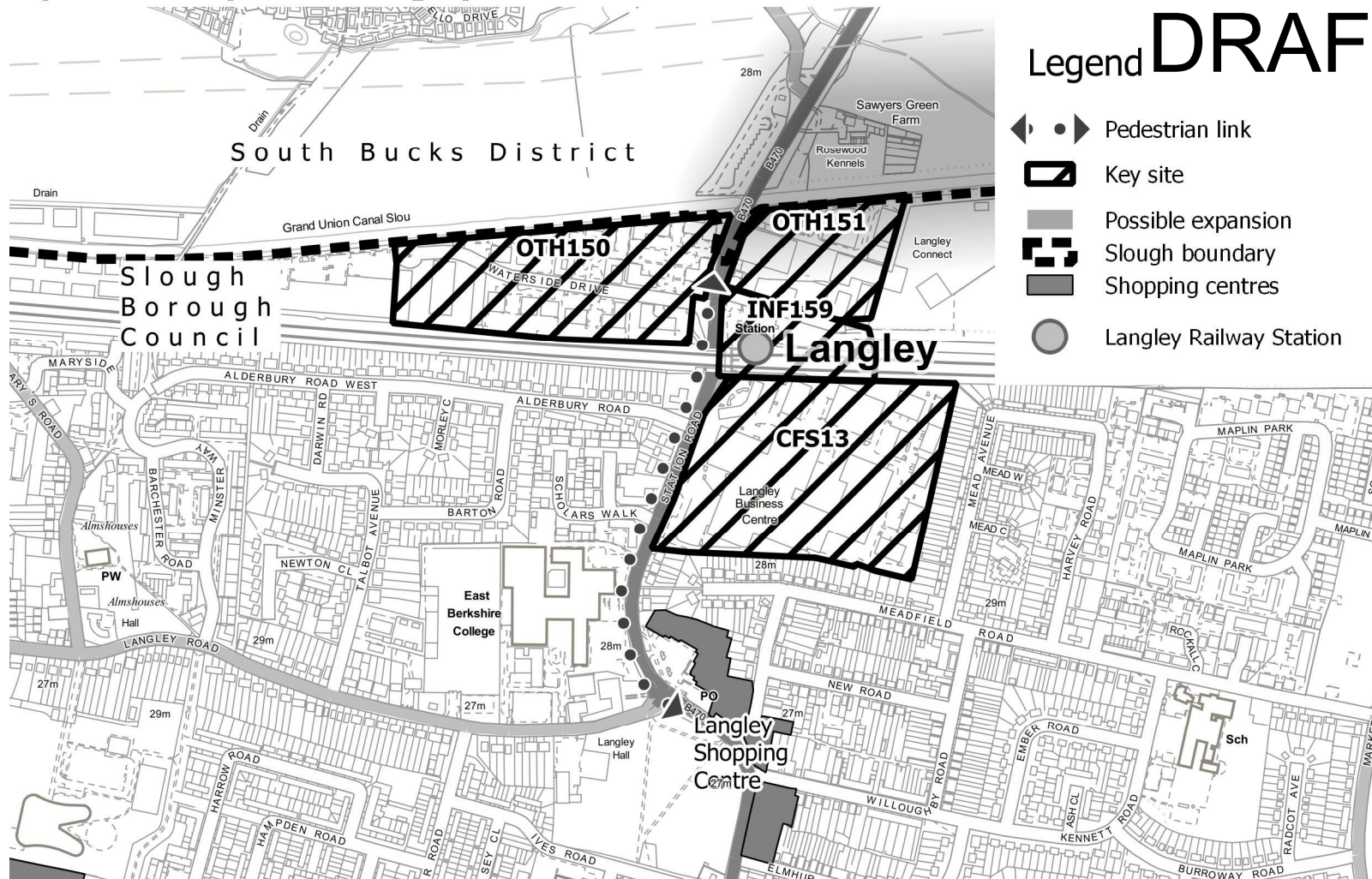


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Option B	EXPAND THE CENTRE OF LANGLEY
Background	
<p>It is considered that there is an opportunity to develop the area around Langley station in a way which will create new homes in an accessible location and provide new facilities as an expansion of the existing centre.</p> <p>The Core Strategy recognised that there was limited scope for expanding the Harrow Market District Centre at Langley but stated that in the longer term there might be the possibility of expanding into the Langley Business Centre to the north.</p> <p>The Site Allocations Plan subsequently identified part of the Langley Business Centre for a supermarket. It also recognised that the site could incorporate an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways.</p> <p>The Site Allocations Plan also included the former Langley Oil Terminal and car park to the north of the station as a "Selected Key Location for Comprehensive Regeneration" which would predominantly consist of family housing.</p> <p>Neither of these proposals has been implemented. Although the landowner brought forward a proposal for 200 houses on the former terminal site this could not be pursued because but this land is now going to be used as a new depot for the Heathrow Express depot which has to move from Old Oak Common in order to facilitate the construction of HS2.</p> <p>A proposal for a Morrison's supermarket on the Business Centre site was not considered to be acceptable for design and layout reasons and has not been subsequently pursued.</p> <p>A new bridge with lifts will be constructed as part of the Crossrail scheme and the Council is proposing to improve pedestrian access from the south.</p>	
Proposed Option	
<p>This option would involve developing the area around the Langley railway station as a new high density residential area which would also contain some employment, retail and leisure uses which would complement the Harrow Market District Centre.</p> <p>The development would be concentrated upon three major development sites which would form the core of this option. These are the Langley Business Centre (CFS13), part of Waterside Drive (OTH 150) and the Canal Warf industrial area (OTH 151).</p> <p>The Langley Business Centre would contain the proposed new ancillary retail and leisure uses with flats above. This would be linked by an improved pedestrian link to the Harrow Market Centre to the south. It would also retain or re-provide some business uses. The Canal Warf site would have to be developed comprehensively with high density flats and family units. The design of this would have to enhance the canal. It is not proposed that Waterside Drive should be the subject of wholesale redevelopment but there is the opportunity to convert or redevelop some of the business units for residential.</p> <p>There is also the potential to build on the land north of the Canal but this is Green Belt land which is not within Slough Borough and so could only be brought forward as a result of Duty to Cooperate discussions with South Bucks District Council.</p> <p>The Government is encouraging Councils to increase the density of development around Commuter Hubs such as Langley and so, if appropriate opportunities arise, this will be encouraged on sites outside of the identified sites. Such development will not, however, be allowed on a piecemeal basis.</p>	

Option B	EXPAND THE CENTRE OF LANGLEY
Constraints	
<p>It is recognised that this part of Langley can suffer from traffic congestion. It is, however, a highly sustainable location because of its proximity to the railway station and existing facilities. As a result any development in this area is likely to be less reliant upon the use of the private car than elsewhere. Nevertheless measures may have to be introduced which can seek to deal with the problems of local traffic problems.</p> <p>The railway bridge over Station Road is not high enough for high sided vehicles and so only a limited number of HGVs are able to use the road.</p>	
Key Links	
<p>New pedestrian bridge at Railway Station</p> <p>Improved footway link with Harrow Market</p> <p>Improved Pedestrian access to Railway Station</p> <p>Canal footpath/cycleway</p>	
Issues	
<p>It is important that the proposal doesn't undermine the viability of the Harrow Market District Shopping Centre. The Site Allocations Plan (2010) proposed a supermarket with a sales floor of up to 2,500 m² which was found to be acceptable by the Inspector. Although this option would include retail and leisure uses it is not envisaged that there would be a single unit as large as the supermarket that was previously proposed. As a result it is envisaged that the new facilities will complement the existing centre and increase the choice for local residents which will reduce the need to travel.</p> <p>It is acknowledged that the local area can suffer from traffic congestion. It is envisaged that many of the new residents will live there because of the proximity to the railway station and that the new retail and leisure facilities would be orientated towards meeting local needs. Nevertheless there is likely to be an increase in trip generation which will require appropriate mitigation measures.</p> <p>There will be a loss of employment land. Parts of the Langley Business Centre have been vacant for some time and it is proposed that there should be some employment generating uses retained or replaced in the development. The introduction of prior approvals for the conversion of offices to residential means that this can happen without needing permission from the Council.</p>	
Capacity	
Approximately 600 additional homes	
Key Sites	
<p>Langley Business Centre (CFS13)</p> <p>Part of Waterside Drive (OTH 150)</p> <p>Canal Warf Industrial Area (OTH 151)</p> <p>Langley Railway Station (INF 159)</p>	
Related Sites/Areas	
Langley District Shopping Centre	

Option B - Expanded Langley Centre



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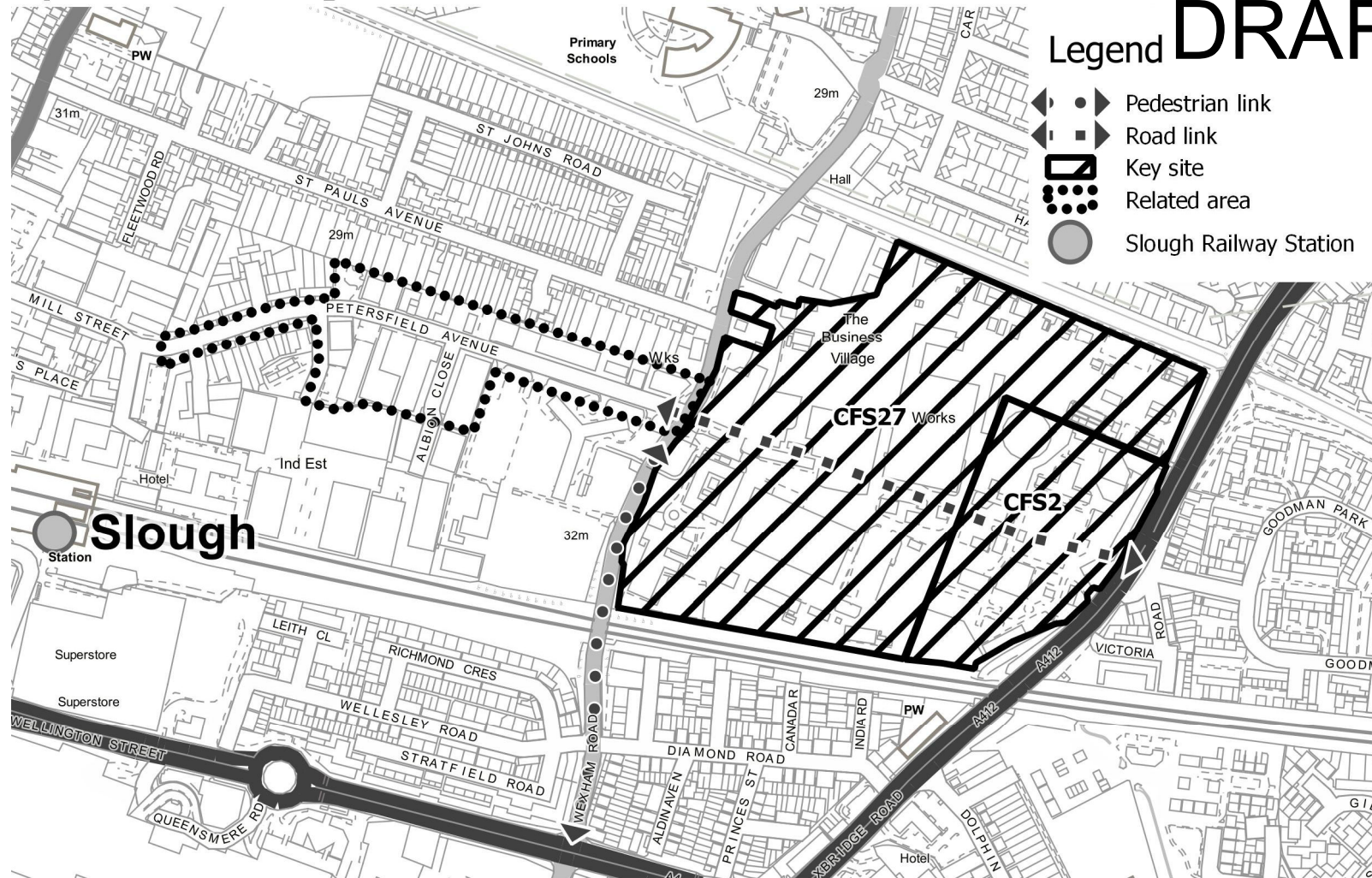
- ◀ • ▶ Pedestrian link
- ▭ Key site
- ▨ Possible expansion
- ▤ Slough boundary
- ▧ Shopping centres
- Langley Railway Station

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OPTION C	NEW NIEGHBOURHOOD ON AKZO NOBEL/NATIONAL GRID SITE
Background	
<p>The Akzo Nobel site comprises the former ICI paint manufacturing plant and associated research and development buildings on the eastern side of Wexham Road. Manufacturing is due to move to the north of England. Research and development may stay on the site or move to the adjoining site which will retain the offices and laboratories. The site abuts the canal to the north and the railway line to the south. The owners indicate that development could take place within 5 years.</p> <p>The National Grid site is the former gas works. It now comprises a gas company depot accommodating a mixed range of office and storage buildings, open storage and parking areas with a gas holder in the north-west corner of the site. The site is currently operational but the owners say it may become available for redevelopment in the long term (more than 10 years).</p> <p>The landowners have put the two sites forward as part of the recent 'Call for Sites' exercise. The combined sites provide a rare opportunity for a substantial new neighbourhood to be created near the town centre. The fact that only two land owners are involved should simplify the process of getting comprehensive development.</p>	
Proposed Option	
<p>The proposed option is to comprehensively redevelop the two sites primarily for residential plus supporting uses (local retail, education, open space, community facilities) and some employment use. A mixture of family homes, small homes and flats including affordable housing. The canal-side north end is expected to be houses with flats near the railway end. Whilst street based housing and flat development is wanted there may be scope for some taller flats (over 5 storeys) on the southern part of the site. This could optimise the use of the site to help meet housing demand but control of the quality and mix of house types and tenures will be crucial if this type of development is chosen. The site is large enough and sufficiently separated from other neighbourhoods for the new development to have its own character.</p> <p>Wexham Road and Uxbridge Road can be used for access. The existing Uxbridge Road site access may not be suitable as it is or it may need to be relocated away from the railway bridge to improve safety. To assist town wide travel it will be important to have a link through the site from Wexham Road to Uxbridge Road for cyclists, buses and local traffic.</p>	
Constraints	
<p>In the unlikely event that the gas holder is not removed the associated safety zone will significantly limit the area available for new residential development on both sites. Employment uses could take the place of the area of residential use lost.</p>	
Key Links	
<p>Pedestrian and cycle route to railway station via Petersfield Avenue and to the town centre via either the latter or Wexham Road bridge.</p> <p>Access to the canal to access local recreation spaces and the tow path out to the Colne Valley Regional Park.</p> <p>A link through the site from Wexham Rd to Uxbridge Road for cyclists and buses. Possibly for traffic also if this can relieve congestion elsewhere without significant consequences on other roads.</p>	

OPTION C	NEW NIEGHBURHOOD ON AKZO NOBEL/NATIONAL GRID SITE
Issues	
<p>Dealing with soil contamination. Contamination is linked to predecessors of the current owners and it is expected that they will deal with any contamination before selling the sites. Bearing in mind the past uses over a long period of time remediation may take some time.</p> <p>Loss of employment land. The sites are 'Existing Business area' on the Slough Local Development Framework Proposals Map 2010.</p> <p>Consequences of extra traffic flow over and above existing levels. The combined sites are in a reasonably sustainable location because of their proximity to the railway station and town centre. Consequently residents in any new development are likely to be less reliant upon the use of the private car than elsewhere.</p> <p>Encouraging walking and cycling in particular creating a convenient and attractive route to Slough railway station and the town centre and ensuring adequate retail and community uses are accessible in or near the development. Improvements to Petersfield Avenue and Wexham Road will be crucial so that new residents feel they are connected to the town centre. This applies to the western part of the Akzo Nobel site in particular as the edge of this site is only an 800 metre walk to the station.</p> <p>Ensuring comprehensive development i.e. both sites considered together but also ensuring each site can be developed individually in case redevelopment of one site is delayed.</p> <p>Provide education, retail and community uses on the site.</p> <p>Ensuring a wide mix of house types and high quality design to make it attractive to a wide range of people.</p>	
Capacity	
<p>1,000 to 1,400 homes dependent upon the number of flats included. These figures will be lower if substantial areas are retained for employment use. Substantially less if the gas holder is not removed.</p>	
Key Sites	
<p>CFS 27 Akzo Nobel, Wexham Road 12.73 ha</p> <p>CFS 2 National Grid; Uxbridge Road 3.88 ha</p>	
Related Sites/Areas	
<p>OTH 144 Petersfield Ave (north side) existing commercial buildings.</p> <p>Residential led redevelopment and street-scene enhancement</p> <p>OTH 143 Petersfield Ave (south side) review potential for comprehensive redevelopment for business and residential development plus street-scene enhancement.</p>	

Option C - New Neighbourhood on Akzo Nobel/National Grid Site

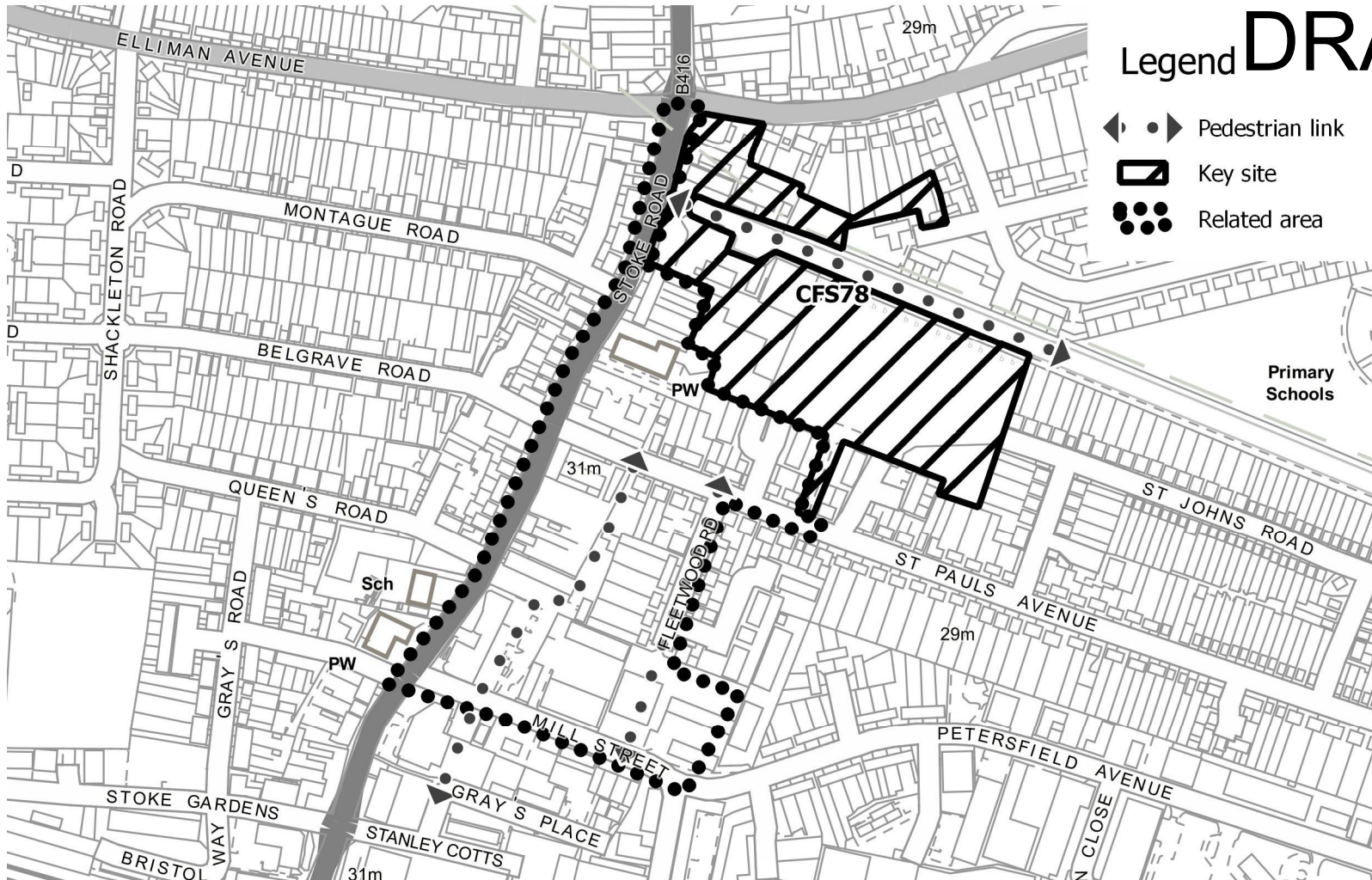


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OPTION D1	CANAL BASIN
Background	
<p>There has been a long standing proposal to redevelop the canal basin in Stoke Road.</p> <p>The main reasons for promoting development in this area is the desire to promote the basin as a visitor centre and focal point for users of the towpath and canal. Redevelopment of the existing unattractive commercial buildings would also greatly improve the appearance of the site and act as a catalyst for the regeneration of the wider area.</p> <p>The Site Allocations Plan (2010) identified the site (SSA17) for redevelopment primarily for residential development including :</p> <ul style="list-style-type: none"> • Provide facilities that will attract visitors and form a focal point • for users of the towpath and canal • Open up views from Stoke Road to the Canal Basin • Retain and enhance the winding hole and pedestrian and cycle • access to the basin • Retain and take opportunities to enhance the nature • conservation value of the canal • Consider the provision of visitor moorings and the north side of • the canal • Provide residential development • Enhance recreational facilities within the Bowyer Playing Fields <p>Development has not come forward so far because of land assembly problems. These have now been resolved so that all of the land is under the control of a consortium of potential developers including the Council.</p>	
Proposed Option	
<p>The proposed option is to redevelop the area around the canal basin with a residential scheme and ancillary retail/leisure uses. This would have a high quality public realm which would create a focal point which would attract canal boats and local residents to use this part of the canal.</p> <p>The proposal includes having residential blocks along the northern part of the Bowyer Playing Fields fronting onto the canal. The remaining parts of the public open space will be landscaped and improved so that there is an overall increase in the recreational value of the land.</p> <p>Although the site will be predominantly developed with flats some family housing should be provided along with affordable housing.</p> <p>Access will be from the Stoke Road which will open up views of the canal basin.</p>	
Constraints	
<p>The impact of extra traffic on Stoke Road will have to be addressed.</p> <p>Limitations on layout options if overhead power cables are not removed.</p> <p>The main physical constraint to the development of the site is the electricity pylon and cables which cross the northern part of the site which limits what can take place upon this</p>	

OPTION D1	CANAL BASIN
	<p>area. Investigations have taken place as to whether the cables could be put underground but this would be very expensive. As a result development may have to take place on a phased basis.</p>
Key Links	
<p>To canal for recreation and access to the countryside.</p> <p>Stoke Road to the town centre and alternative pedestrian and cycle access to the railway station and town centre.</p>	
Issues	
<p>The principle of the loss of part of the Bowyer Playing field has been established through the Site Allocations Plan (2010). This would be subject to development being carried out in a sensitive way which would enhance the overall recreational value of the area which would be available to residents in the wider area.</p> <p>It is important that the development encourages walking and cycling in particular creating a convenient and attractive route to the station and town centre. The site is an 800 metre walk from the station. Improvements to Stoke Road or an alternative route will be crucial so that new residents feel they are close to the town centre.</p> <p>Gaining Local Economic Partnership funding to place overhead power cables underground.</p> <p>The scheme will also have to encourage the use of the towpath for walking and cycling.</p> <p>The Site Allocations Plan has accepted that the site will predominantly be developed for flats but a residential units will be requires which will be built to a high standard of design.</p> <p>Attracting canalside uses to make the basin an attractive and distinctive focal point.</p>	
Capacity	
<p>Around 250 new dwellings could be built as part of the main proposal. It may be possible to build more in future if the pylon and overhead cables were removed.</p>	
Key Sites	
Related Sites/Areas	
<p>OTH 139 Stoke Road east side (south of Canal Basin and North of Mill Street). Residential led comprehensive redevelopment including pedestrian/cycle link north south from Canal basin redevelopment site towards Slough Station.</p> <p>Land east of Stoke Road and Fleetwood Road – an alternative pedestrian/cycle link could go via Fleetwood Road if a link to Mill Street is achieved. See site OTH 140 Mill Street (north side) and site INF 157 Slough Station (east side) bridge over railway (pedestrian/cycle access from Mill Street to town centre).</p> <p>The nearby emerging new Community Sports Stadium and Lynch Hill Enterprise Academy; are 300 metre walk to the north along Stoke Road.</p>	

Option D1 - Canal Basin



Legend **DRAFT**

- ◄ • ► Pedestrian link
- ▭ Key site
- Related area

Primary
Schools

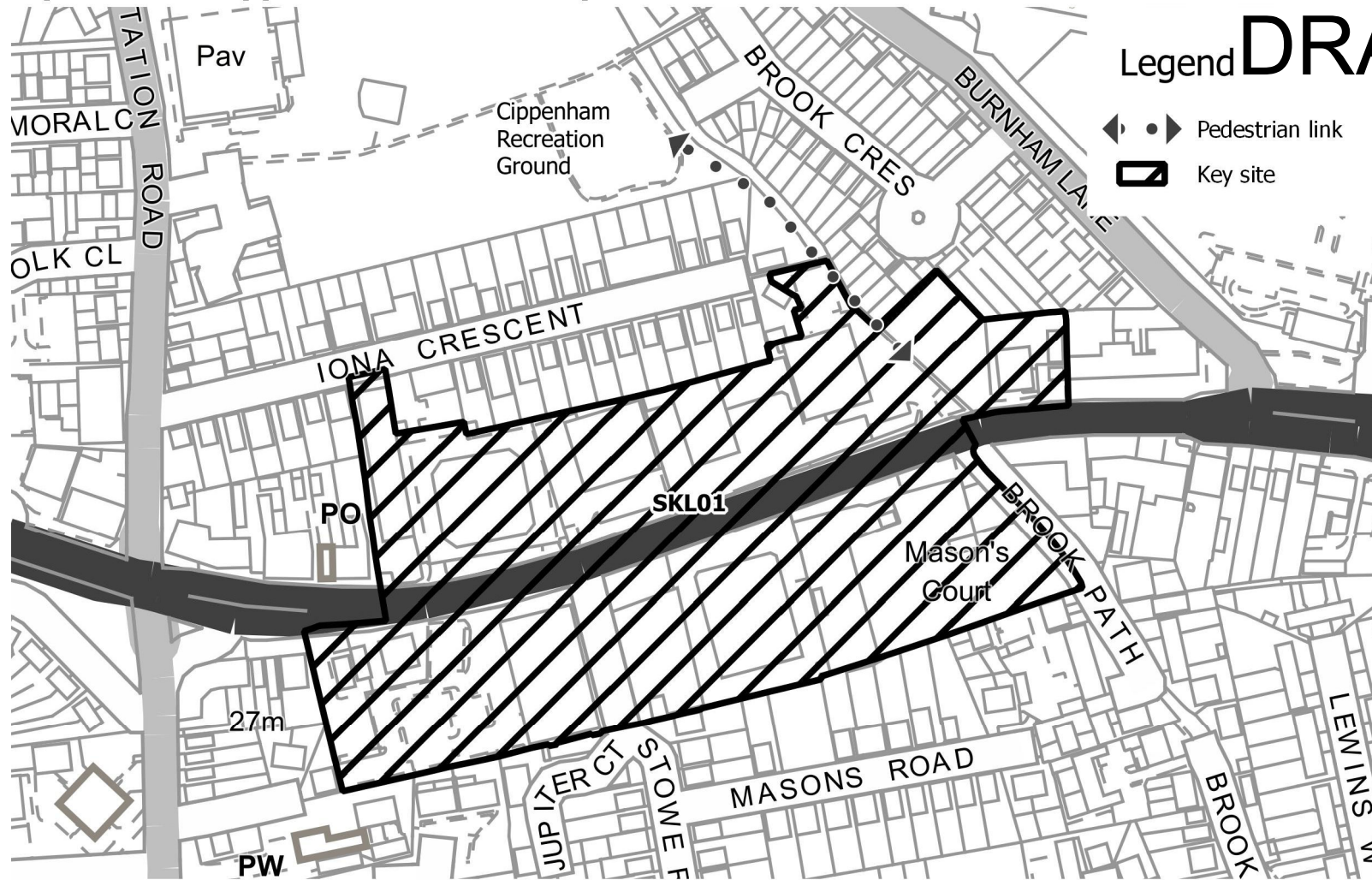
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OPTION D2	NEW CENTRAL CIPPENHAM STRIP
Background	
<p>The section of the A4 Bath Road west of the Slough Trading Estate is characterised by a mix of commercial uses and housing. This part of the Bath Road also doesn't have the tree lined avenue that runs through the Estate. As a result it is one of the least attractive main road corridors in Slough.</p> <p>Apart from having good access to the M4 junction 7, this part of the Bath Road is close to Burnham station (650m walking distance) which will have the Crossrail service from 2019. There is also potential for the Rapid Mass Transit service to be extended which would provide an improved bus service to the town centre.</p> <p>Although the area currently contains a number of employment uses such as retail warehouses, car show rooms and car/van sales, it is not considered that it is essential for these to be in this location.</p> <p>The area was identified in the Site Allocations Plan (2010) as a "Selected Key Location for Comprehensive Regeneration" where major residential or mixed use development could take place. This has not been implemented so far. A new car showroom has recently been constructed on 392 Bath Road.</p>	
Proposed Option	
<p>The proposed option would be to comprehensively regenerate this area in order to provide new housing and an improved environment of this part of the A4 corridor.</p> <p>It is considered that new residential development could take place upon the sites which would consist of flats along the road frontage. Family housing could be included at the rear of the sites on the southern side of the Bath Road. Development should be comprehensively planned in a way which improves the appearance of this important main road frontage.</p> <p>The opportunity should be taken to introduce some major landscaping along the frontage.</p> <p>There may be the opportunity to include other adjoining sites along the Bath Road within comprehensive redevelopment proposals.</p>	
Constraints	
<p>Part of the site is liable to flood and so the design and layout of any development would have to take account of this and drainage issues.</p> <p>It would also have to take account of the juxtaposition of adjoining residential properties.</p> <p>Development along the road frontage would have to take account of noise and disturbance from traffic along the A4.</p> <p>There are road widening proposals within the vicinity of this area.</p>	
Key Links	
<p>The Mass Rapid Transit scheme could potentially be extended along this part of the A4.</p> <p>Improved pedestrian links to Burnham Station and Cippenham Recreation Ground would also make the site more sustainable.</p>	
Issues	
<p>There has not been any indication of redevelopment taking place since the area was identified in the 2010 Site Allocations Plan. Although much of the area is understood to be in a single ownership it is not clear how the site could be brought forward on a comprehensive</p>	

OPTION D2	NEW CENTRAL CIPPENHAM STRIP
<p>basis.</p> <p>The proposal would involve the loss of employment land but much of this is quite low key or consists of retail type jobs which could be accommodated elsewhere...</p>	
Capacity	
Approximately 200 additional homes	
Key Sites	
Bath Road Selected Key Location for Comprehensive Regeneration (SKL1)	
Related Sites/Areas	
Burnham Station (INF 152)	

DRAFT

Option D2 - Cippenham Central Strip



Legend **DRAFT**

- ◄ • ► Pedestrian link
- ▭ Key site

OPTION D3	CHALVEY REGENERATION AREA
Background	
<p>The group of identified sites together with development that already has planning permission will help improve the appearance of the area, provide more housing for local needs and key community facilities including a new school. An enhanced Salt Hill stream and associated land that runs through the area can be a linking feature - a walking/cycling route and a green corridor. All these changes need to be supported with public realm enhancements and continued support from local public authorities to tackle crime and to assist community support networks. The aim of these improvements, beyond providing new homes and facilities, is to encourage existing owners to invest in their properties thus improve the overall image of the area, create a sense of confidence and hopefully encourage existing residents to stay in the area.</p>	
Proposed Option	
<p>The Montem Leisure Centre site will become a new residential neighbourhood with family homes and some smaller properties alongside an enhanced streamside green corridor with a foot and cycle link connecting it to Salt Hill Park to the north and south to Chalvey Centre. Plus improved link to Seymour Road with links to the recreation ground beyond.</p> <p>For the area around the Thames Valley community centre site a new primary and secondary school including retained or replacement community facilities will provide a new focal point for this part of the neighbourhood. As part of this scheme there is an opportunity to include and remove the unsightly old shopping centre and office building on Chalvey High Street. This provides the scope to create a new built frontage along the prominent north side of the High Street.</p> <p>Parts of the Council's Spackman's Way estate could be refurbished and/or redeveloped to regenerate that part of Chalvey, renew affordable housing stock and add additional homes.</p> <p>The provision of a Chalvey railway halt in the future will enhance accessibility for the local community and reduce reliance on the car at peak times.</p> <p>Where Salt Hill stream runs under Chalvey there are opportunities to open it up as a local feature.</p>	
Constraints	
<p>A key constraint to new building is the need to avoid flood risk. Areas close to the M4 motorway and main roads are subject to significant air quality and noise problems.</p> <p>There is also traffic congestion within the area.</p> <p>There have also in the past been viability problems which have prevented development coming forward.</p>	
Key Links	
<p>Possible new Chalvey Halt on the Windsor Branch Line</p> <p>New bus link</p> <p>Salt Hill Stream corridor</p> <p>Footpath Cycleway link to the Jubilee River</p>	
Issues	
<p>The key issue is how the development of a number of individual sites in the Chalvey area can take place in a way which maximises the overall regeneration benefits for the area as a</p>	

OPTION D3	CHALVEY REGENERATION AREA
<p>whole.</p> <p>There is a need to improve the environment of some parts of the area including the public realm.</p> <p>The shortage of green spaces in Chalvey means that there is a need to improve access to the Jubilee River to the south and along the Salt Hill corridor to the north.</p> <p>Traffic congestion is also a problem within the area as a result it may be necessary to control the amount of car parking to be provided and encourage non car modes of travel. It will also be necessary to limit exposure to main road air quality problems.</p> <p>It may be necessary to consider using Compulsory Purchase powers to facilitate comprehensive redevelopment.</p>	
Capacity	
Key Sites	
<p>CFS 68 Montem Leisure Centre – redevelopment for housing</p> <p>CFS 26 Chalvey Community and shopping Centre plus recreation ground – redevelopment for a secondary school including community centre space.</p> <p>CFS 23 Fire Station/Land east of Tun's Lane – new fire station and flats.</p> <p>CFS 57 Darvill's Lane (community and day centre) – residential development</p> <p>CFS 44 Garage Compound Turton Way – new flats</p>	
Related Sites/Areas	
<p>Spackman's Way housing estate (SBC) – partial renewal.</p> <p>INF 162 Chalvey Halt proposal (new station on Windsor branch line)</p> <p>CFS 56 Former Cross Keys pub – residential development (planning permission granted)</p> <p>CFS 1 Salt Hill Stream and tributaries – green corridor and water quality improvement.</p> <p>Primary Road/Greenwatt Way – propose health centre and extra care housing (planning permission granted).</p> <p>North side of Church Street west of Newbery Way (Slough Borough Council housing) – possible redevelopment of existing flats.</p>	

Option D3 - Chalvey Regeneration Area



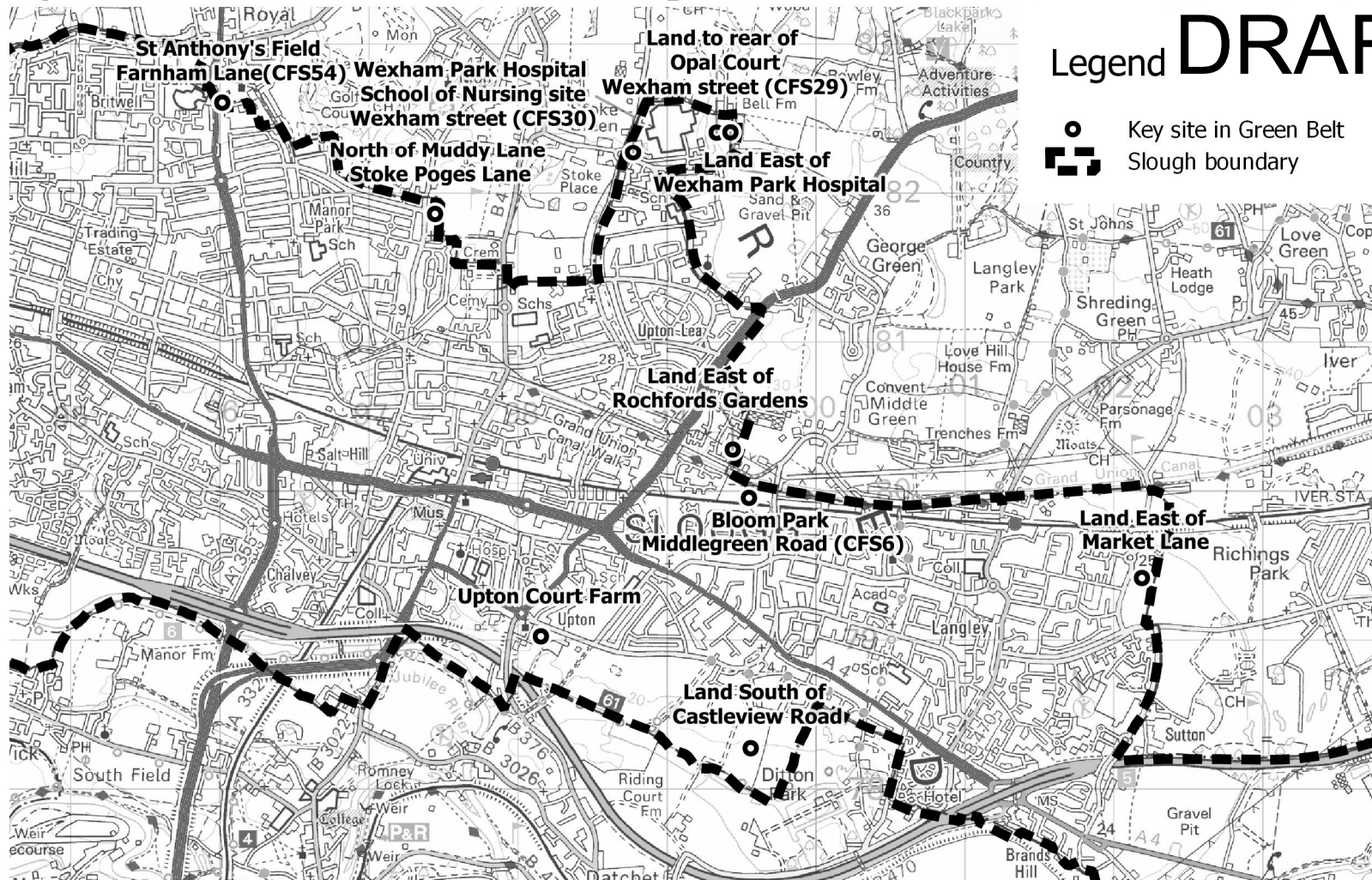
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OPTION H	RELEASE OF GREEN BELT LAND FOR HOUSING
Background	
<p>The NPPF states that once established Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan (para.83). It is recognised that the Government attaches great importance to green Belts (para.79) and there have to be very special circumstances to justify inappropriate development in the Green Belt (para.88). Further justification for the release of Green Belt will form part of the Local Plan evidence base.</p> <p>Changes have been made to the Green Belt in Slough in successive plans. The Local Plan for Slough (2004) identified a shortfall of 1,000 houses compared with the overall requirement. As a result it was agreed that there were sufficient exceptional circumstances for the plan to release six sites from the Green belt to provide for these 1,000 houses. It also released two other sites on the basis that they no longer had a Green Belt function and these have subsequently been granted planning permission for housing.</p> <p>The Core Strategy (2008) subsequently made changes to the Green Belt boundaries by putting back into the Green Belt any open land which had no further development potential but could perform a Green Belt function.</p> <p>The Strategic Housing Land Assessment (2016) has identified that Slough has an Objectively Assessed Housing Need of 927 units a year which is almost three times higher than the requirement of 315 in the Core Strategy. At the same time there is an even greater shortage of land. As a result, and in line with Government Guidance, it is necessary to consider the option of releasing further Green Belt land for housing.</p> <p>The largest area of Green Belt in the Borough is in Colnbrook and Poyle. It is not, however, considered that this area is suitable for new housing because it is subject to a number of environmental constraints. There is also uncertainty about whether a third runway for Heathrow will be built in the area, and there may be a need for any new airport related development.</p> <p>There is also an area of Green Belt land south of the M4 in Slough which is also not suitable for development because it contains the Jubilee river and the sewage works, it has very poor access and most of it is liable to flood.</p> <p>A number of other small pockets of Green Belt land have also been ruled out as possible housing sites because they are not considered to be developable.</p>	
Proposed Option	
<p>This option would involve the development of a number of sites around Slough that are currently in the Green Belt for housing. The possible sites that have been identified are:</p> <ul style="list-style-type: none"> • St Antony's Field, Farnham Lane (CFS 54) • Wexham Park Hospital School of Nursing site, Wexham Street (CFS 30) • Land to rear of Opal Court, Wexham Street (CFS 29) • Land east of Wexham Park Hospital • North of Muddy Lane, Stoke Poges Lane • Land east of Rochford Gardens • Bloom Park, Middlegreen Road (CFS 6) • Land east of Market Lane • Land south of Castlevue Road 	

OPTION H	RELEASE OF GREEN BELT LAND FOR HOUSING
<ul style="list-style-type: none"> • Upton Court Farm <p>It is considered that all of the sites should be predominantly developed for family housing and that a full quota of affordable housing and all of the necessary infrastructure contributions will be provided given the uplift in land values that would come about as a result in the change in designation from Green Belt.</p>	
Constraints	
<p>It is not possible to list all of the possible constraints to the development of every site but there may be flooding, drainage, access, ecological, contamination or other environmental problems which could affect the design and the capacity of the sites. These will be considered in due course.</p> <p>Some of the sites are also subject to policy constraints. Bloom Park is for instance public open space and the land south of Castlevue Road is within the Ditton Park Historic Park and Garden.</p> <p>Some sites, such as St Antony's Field, Farnham Lane, may have a particular role in preventing the coalescence of settlements and the land east of Market Lane is within the Colne Valley Regional Park and the Strategic Gap identified in the Core Strategy.</p>	
Key Links	
Issues	
<p>Aside from site specific constraints the biggest issue will be whether there are the very special or exceptional circumstances that are required to release land from the green Belt.</p>	
Capacity	
<p>It is estimated that all of these sites could produce around 650 dwellings but this would have to be subject to detailed testing.</p>	
Key Sites	
<p>The Key Sites which make up this option are listed above.</p>	
Related Sites/Areas	
<p>Many of these sites could be affected by Option J which proposes meeting some of Slough's housing need in a northern expansion of Slough into South Bucks.</p>	

Option H - Green Belt Release for Housing



Legend **DRAFT**

- Key site in Green Belt
- Slough boundary

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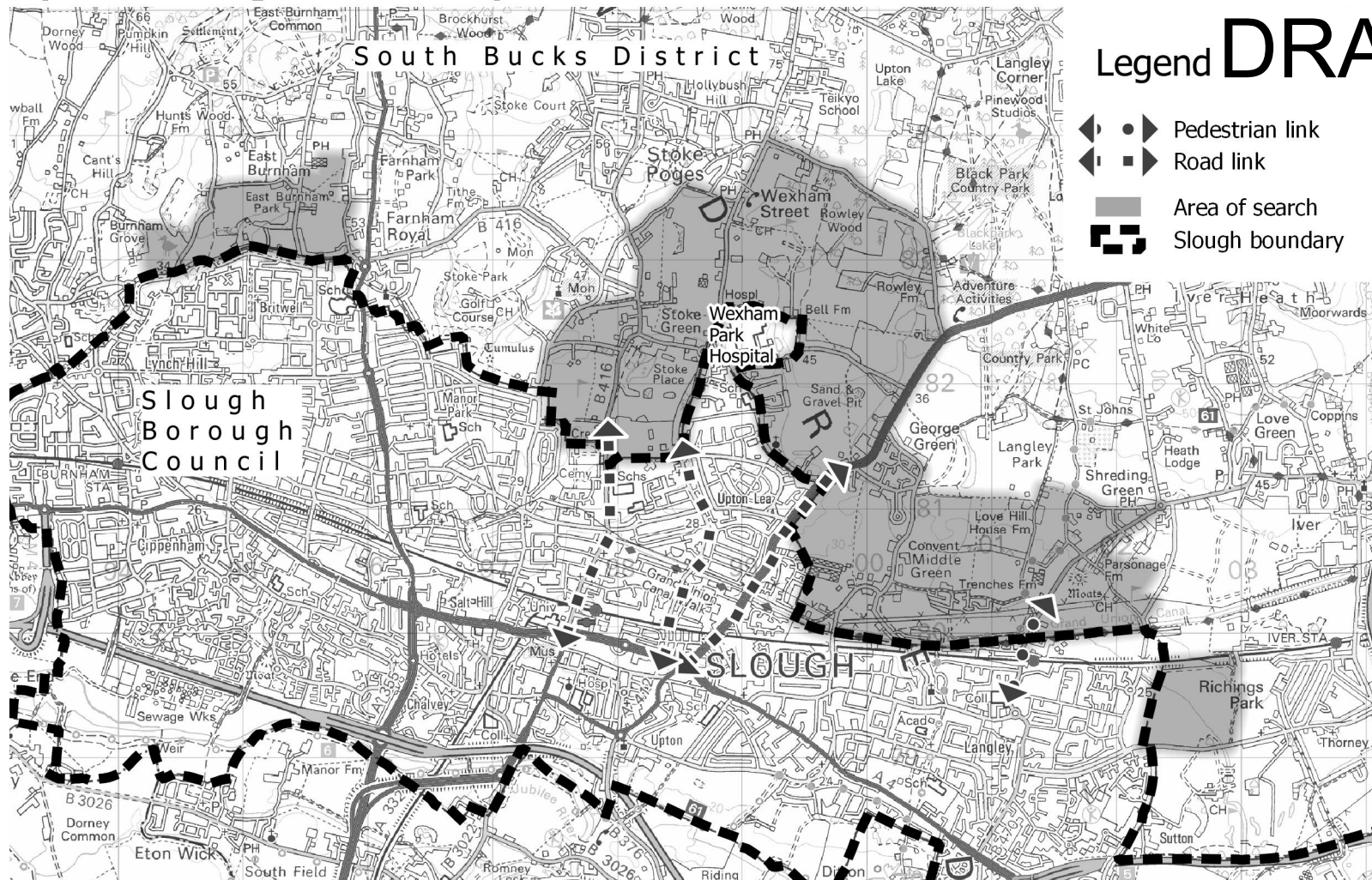
OPTION I	RELEASE OF GREEN BELT LAND FOR EMPLOYMENT (IN THE COLNBROOK AND POYLE AREA)
Background	
<p>As set out in Option H It is recognised that the Government attaches great importance to Green Belts, it is appropriate to carry out a review of the Green Belt as part of the Local Plan Process and determine whether there are very special circumstances sufficient to justify its release.</p> <p>Changes to the Green Belt in Slough in the 2004 Local Plan and 2008 Core Strategy were justified on the basis of housing need. Option H has looked at the potential for release of sites within the Green Belt around Slough for residential development on the basis that they are more appropriate for housing rather than employment use.</p> <p>There are two major developed sites in the Green Belt that are currently in Employment use at Wexham Park Hospital and Slough Sewage Works. Aside from these areas, it is considered that the only Green Belt land with any potential for employment use is within Colnbrook and Poyle. This area contains the Poyle Trading Estate and a number of other industrial and commercial areas. It also contains the Grondon's Energy from Waste plant and a number other large infrastructure uses.</p> <p>Although it is not very accessible by public transport commercial uses have been attracted to the area because of its proximity to Heathrow airport and accessibility to the motorway network.</p> <p>There is a proposal to build the third runway at Heathrow on Green Belt land in Colnbrook north of the A4 Colnbrook bypass. This would demolish the Grondon's plant and part of the Lakeside Road industrial area. It would also result in extensive changes to the road network and require land for associated infrastructure.</p> <p>Apart from being in the Green Belt, the area is currently highly protected from development because of its location in the Strategic Gap and Colne Valley Park. A proposal for a Strategic Rail Freight Interchange north of the A4 Colnbrook bypass has recently been refused by the Secretary of State.</p> <p>The Council has expressed its support for expansion at Heathrow because of its importance to Slough's residential and business communities. The Economic Development Needs Assessment has identified the need for up to 180 hectares of new employment land much of which is needed for storage and distribution. An Employment Needs study is also being carried out for Heathrow.</p> <p>Because of its location close to Heathrow the potential for more employment development has to be considered in the Colnbrook and Poyle area.</p>	
Proposed Option	
<p>This option would involve releasing land from the Green Belt in the Colnbrook and Poyle area for airport related development depending upon any decisions to expand Heathrow.</p> <p>There will be an embargo on any development taking place in the short term unless it meets the "essential to be in this location" test set out in the Core Strategy. This will only be reviewed once a decision has been taken about whether the proposed third runway will go ahead.</p> <p>If the third runway at Heathrow is not supported by Government, consideration will be given to whether any additional airport related development is needed in the Poyle area to support the planned growth at Heathrow with the existing two runways. This would have to be justified by the results of the Employment Needs Assessment and be limited to meeting airport needs only.</p>	

OPTION I	RELEASE OF GREEN BELT LAND FOR EMPLOYMENT (IN THE COLNBROOK AND POYLE AREA)
<p>If it is decided that the third runway will go ahead the full extent of the land use needs for the runway and associated infrastructure and the need to re-provide for displaced uses will have to be established. Consideration would then be given to the release of Green Belt land and a review of the Strategic Gap for airport related uses as part of a Master Plan for the area.</p> <p>It will also be important to consider the impact on the Strategic gap and Colne Valley Park.</p>	
Constraints	
<p>The Colnbrook and Poyle area has a number of possible constraints to development. A large part of it is in an area liable to flood. Much of the remaining open land has been landfilled.</p> <p>The area suffers from significant noise and air quality problems. There is a Public Safety Zone west of the northern Heathrow runway and there is still uncertainty as to whether the proposed third runway and its associated infrastructure will be built in the area. The location of a new Public Safety Zone will also constrain what type of development can go within it.</p> <p>The Colne Valley Park runs north to south in the Green Belt, the centre of Colnbrook village are a Conservation Area and there is a need to protect the amenities of residents and the need to protect the environment.</p>	
Issues	
<p>The Colnbrook and Poyle area is currently highly protected from development because of the pressures it faces. The Core Strategy currently makes a distinction between different parts of the Green Belt within the Borough by identifying the Strategic Gap between Slough and Greater London and the Colne Valley Park as an area where development will only be allowed if it is “essential to be in that location”. This has been accepted by the courts and the Secretary of State as a “higher bar” than the “very special circumstances” test for inappropriate development in the Green Belt.</p> <p>This means that a change in policy should only be made if there is a very exceptional justification.</p> <p>The key issue is whether or not additional development will be needed to support the growth of Heathrow. The Council has supported the expansion of the airport on the grounds that this is in the national as well as local interest. Even if the proposed third runway doesn’t go ahead there will still be growth at Heathrow and so there may be a need for some development in the Poyle area to facilitate this.</p> <p>If the third runway does go ahead there will be a need for a comprehensive Master plan for the whole area.</p>	
Key Sites	
No specific sites have been identified at this stage	
Related Sites/Areas	
Proposed third runway at Heathrow Airport	

OPTION J	NORTHERN EXPANSION OF SLOUGH (INTO SOUTH BUCKS)
Background	
<p>The possibility of land to the north of Slough which is in South Bucks District being used to meet Slough's needs was raised in the South East Plan. The much higher housing figures that have emerged from the Strategic Housing Market Assessment means that this option has to be looked at again.</p> <p>One of the objectives of the Review of the Local Plan for Slough is to meet housing needs in full as close to where they arise as possible (NPPF para. 84). The Housing Capacity Study shows that it will not be possible to meet Slough's Objectively Assessed Housing need of 927 units a year within its boundary. The Options presented in this paper could potentially provide more housing but even so there could be a significant shortfall.</p> <p>As a result the option of building a northern expansion of Slough is being put forward. This will be considered within the context of the option of providing the necessary housing elsewhere outside of the Housing Market Area.</p>	
Proposed Option	
<p>This option would involve building a major new residential development with the entire necessary supporting infrastructure such as shops, community facilities, schools and open spaces. The area of search as shown in the attached plan stretches from land north of Farnham Lane in the west across to land east of Market Lane in Langley.</p> <p>It is proposed that the development should take place in the form of a "garden suburb". This means that it would predominantly consist of family housing which would be fully integrated with the surrounding countryside, parks and golf courses. Using the principles of the "Garden City" movement the development would capture some of the uplift in land prices to ensure that the development can fully fund all of the necessary infrastructure and planning requirements such as the provision of affordable housing.</p> <p>It will be important that the proposed development takes place in a sustainable way which means that it has the critical mass that will be necessary to provide facilities and public transport services. The location of Wexham Park hospital within the area is important because this is already a major destination for visitors and employees.</p> <p>Part of the area of search is also close to Langley Railway station which will have the Crossrail (Elizabeth Line) service and could be developed in conjunction with the Option to expand the centre of Langley around the station.</p> <p>The location of any new development will also have to take account of the availability of transport links from Slough. One option would be to develop along the B416 Stoke Road corridor another would be to develop along the A412 Uxbridge Road corridor. Use of Wexham Road would be another option.</p>	
Constraints	
<p>There are a number of major constraints to the development of this Option. These include the normal issues about flooding and drainage, landscape, conservation, ecology and other environmental considerations. It is recognised that some areas have been and are being worked for minerals and some have been subject to landfill operations.</p> <p>There is need to take account of the impact of development upon Burnham Beeches, Stoke Park, Conservation Areas and the high quality landscape and ecological value of the area. The capacity of the road network both within Buckinghamshire and Slough is also a possible</p>	

OPTION J	NORTHERN EXPANSION OF SLOUGH (INTO SOUTH BUCKS)
constraint to development. This could require the promotion of non-car modes of transport.	
Key Links	
A412 Uxbridge Road B416 Stoke Road Wexham Road Road Network in southern Buckinghamshire Langley Railway station Canal footpath	
Issues	
<p>Clearly the biggest issue is whether the release of land from the Green Belt can be justified given the importance that the Government attaches great importance to green Belts and the need for there to be exceptional circumstances to justify changes to Green Belt boundaries through the review of a Local Plan.</p> <p>The other major issue is how this Option can be progressed given that it is on land that is outside of Slough Borough Council's control. The Council has already made representations to the Chiltern/South Bucks Local Plan that this area should be considered for development in the form of a "garden suburb" in order to meet local housing needs.</p> <p>The proposal will have to continue to be considered through the on-going Duty to Cooperate process. It is complicated by the fact that the two Local Plans are on different timescales with the South Buck/Chiltern Plan more advanced. As a result it may be necessary to have a review of the South Bucks/Chiltern Local Plan just to consider the proposed "Garden Suburb" which could be conjoined with the Inquiry into the Review of the Local Plan for Slough.</p>	
Capacity	
The Northern Expansion could contain around 5,000 houses	
Key Sites	
The area of search is set out in the Map	
Related Sites/Areas	
Any development would have to take account of any proposed development sites in the South Bucks/Chiltern Local Plan. It would also have to take particular account of any development which took place as a result of Options C and H.	

Option J - Slough Northern Expansion



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

P = Present for whole meeting
 Ap = Apologies given

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

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