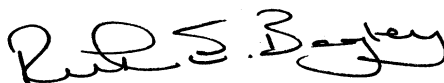


Date of issue: 25th October, 2016

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY 2 ND NOVEMBER, 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>
	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, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	3.28 of the Code.		
	<i>The Chair will ask Members to confirm that they do not have a declarable interest.</i>		
	<i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i>		
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	
3.	Minutes of the Last Meeting held on 5 th October, 2016	3 - 6	
4.	Human Rights Act Statement - To Note	7 - 8	
PLANNING APPLICATIONS			
5.	P/05370/069 - Asda Stores Ltd, Telford Drive, Slough, SL1 9LA	9 - 40	Cippenham Meadows
	Officer Recommendation: Delegate to the Planning Manager for Approval		
6.	S/00725/000 - Land Opposite Burnham Train Station, Slough, SL1 6LS	41 - 54	Haymill and Lynch Hill
	Officer Recommendation: Delegate to the Planning Manager for Approval		
7.	P/02619/004 - 177 Farnham Road, Slough, SL1 4XP	55 - 78	Farnham
	Officer Recommendation: Approve		
MISCELLANEOUS REPORTS			
8.	Review of The Local Plan For Slough - Issues and Options Consultation Document	79 - 138	All
MATTERS FOR INFORMATION			
9.	Planning Appeal Decisions	139 - 140	
10.	Members Attendance Record	141 - 142	
11.	Date of Next Meeting		
	7 th December, 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 5th October, 2016.

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

Also present under Rule 30:- Councillor Coad

Apologies for Absence:- Councillor Chaudhry

PART I

60. Declarations of Interest

Councillor Plenty stated that he considered he was pre-determined in respect of Planning Application: P/04915/005, BP Langley Connect, Parlaunt Road, Slough, in that he had spoken against the application at a previous meeting. He addressed the Committee and then left the meeting whilst the item was debated (did not take part in the vote).

Councillor Dar stated on behalf of the Committee that all Members were acquainted with Councillor Coad (Slough BC) whose application for 77, Burnham Lane, Slough, had been listed on the agenda for consideration (Agenda item 6).

61. Guidance on Predetermination/Predisposition - To Note

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

62. Minutes of the Last Meeting held on 7th September, 2016

Resolved - That the minutes of the last meeting, held on 7th September, 2016, be approved as a correct record.

63. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

64. Planning Applications

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

Oral representations were made to the Committee by Objectors, Applicants and Councillors under the Public Participation Scheme, prior to the planning applications being considered by the Committee as follows:-

Planning Committee - 05.10.16

Application: P/04915/014- BP Langley Connect, Parlaunt Road, Slough; an Objector, the Applicant's Agent and two Members (under Rule 30) addressed the Committee:-

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

65. P/04915/014 - BP Langley Connect, Parlaunt Road, Slough, SL3 8BB

Application	Decision
Application for variation of condition 1 of planning permission P/04915/013 dated 04/04/2016 to allow for 24 hour opening.	Approved, subject to amendment of condition relating to low level walls to include metal adaption to all walls capable of being used for seating on the application site.

66. P/01919/003 - 77 Burnham Lane, Slough, SL1 6JY

Application	Decision
Construction of a first floor rear extension.	Approved.

67. P/01766/023 - 172-184, Bath Road, Slough

Application	Decision
Application for 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).	Delegated to the Planning Manager for approval.

68. P/13519/005 - Land at rear of, 11, 15 and 17, Yew Tree Road, Slough, SL1 2AA

Application	Decision
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).	Application withdrawn by the Applicant prior to the Committee Meeting.

Planning Committee - 05.10.16

69. S/00727/000 - Montem Leisure Centre, Montem Lane, Slough

Application	Decision
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.	Delegated to the Planning Manager for approval.

70. Review of The Local Plan For Slough - Proposed Spatial Options

Paul Stimpson, Planning Policy Lead Officer, outlined a report detailing the Proposed Spatial Options for the Review of the Local Plan.

Members were reminded that a previous report had highlighted the key issues for the Review of the Local Plan and their comments regarding the proposed options would be taken into account prior to the production of a draft of the Consultation document. A Member workshop on 27th October would enable discussion around key issues and a further report would be submitted to the Planning Committee on 2nd November. Final approval of the Issues and Options plan would be sought from Cabinet on 21st November prior to a six week consultation period on the final document in January.

The Officer highlighted important issues such as how much growth the plan would provide for given the shortage of land for development, and the potential impact of development on the quality of the environment. It was considered that the objective should be to aim to meet housing needs within Slough and make sure that the town's economy continued to provide new jobs in Slough, whilst creating future potential in the town centre.

The Committee noted that a Sustainability Appraisal was being undertaken for the plan to ensure the best balance between the social, economic and environmental pressures facing Slough. A number of strategic spatial options for the Review of the Local Plan were under consideration for use in the public consultation and these included the expansion of Slough and Langley Town Centres, intensification of the suburbs and the Northern expansion of Slough (new 'Garden Suburb' within South Bucks). The options would form the basis of the Issues and Options report that would go out for public consultation in January. It was highlighted that the options which involved building in other districts could not be delivered through the Review of the Local Plan for Slough and these would have to be progressed through the Duty to Cooperate process. It would not be appropriate to identify specific sites at this stage.

Members noted that the consultation document would contain a 'do nothing' option for people to comment upon and this would set out what the implications of this would be.

Planning Committee - 05.10.16

In the ensuing debate the Committee commented on the report and raised a number of questions of detail. Members asked how Options such as Bloom Park were selected and were advised that these were identified through the Call for Sites exercise. All submitted options would be considered under the consultation process.

In response to a further question the Officer advised that the 'Central Cippenham Strip' was identified as a general area but this major site needed further refinement. Consideration would also be given to the desirability of major shopping centres given the ongoing increase in internet shopping. This was also a matter for the owners of such sites to consider.

Concerns were expressed around congestion should another 600 homes be developed in the Langley area and the Committee was advised that a study had been commissioned to explore this issue. It was emphasised that there were few facilities for residents in Langley and it was important that residents could access these without having to travel to other locations in Slough. Members also discussed the likelihood of the 'Garden Suburb' becoming a reality and the measures that other Authorities were taking to achieve their housing needs.

A Member highlighted the need to have a good split between family houses with gardens and flats rather than a high number of the latter. The Officer advised that it was likely that there could be an 80% proportion of flats to houses in future and that the town could eventually resemble a London Borough. Some locations such as Herschel would retain their character but areas such as the Windsor Road could continue to provide developments of flats. However, suburban areas would be protected as much as possible.

Members also expressed the concern that the Local Plan should feed in to other Directorates within the Council to address the future increased needs for transport, health and education. It was acknowledged that this was already happening and that the Wellbeing Strategy had identified the need for further housing. Members were concerned that some of the sites identified would not be able to accommodate a school to meet the needs of residents and the Officer confirmed that matters around the infrastructure would be addressed.

Resolved - That the report be noted.

71. Members Attendance Record

The Members Attendance Record was noted.

72. Date of Next Meeting

The date of the next meeting was confirmed as 2nd November, 2016.

Chair

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

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

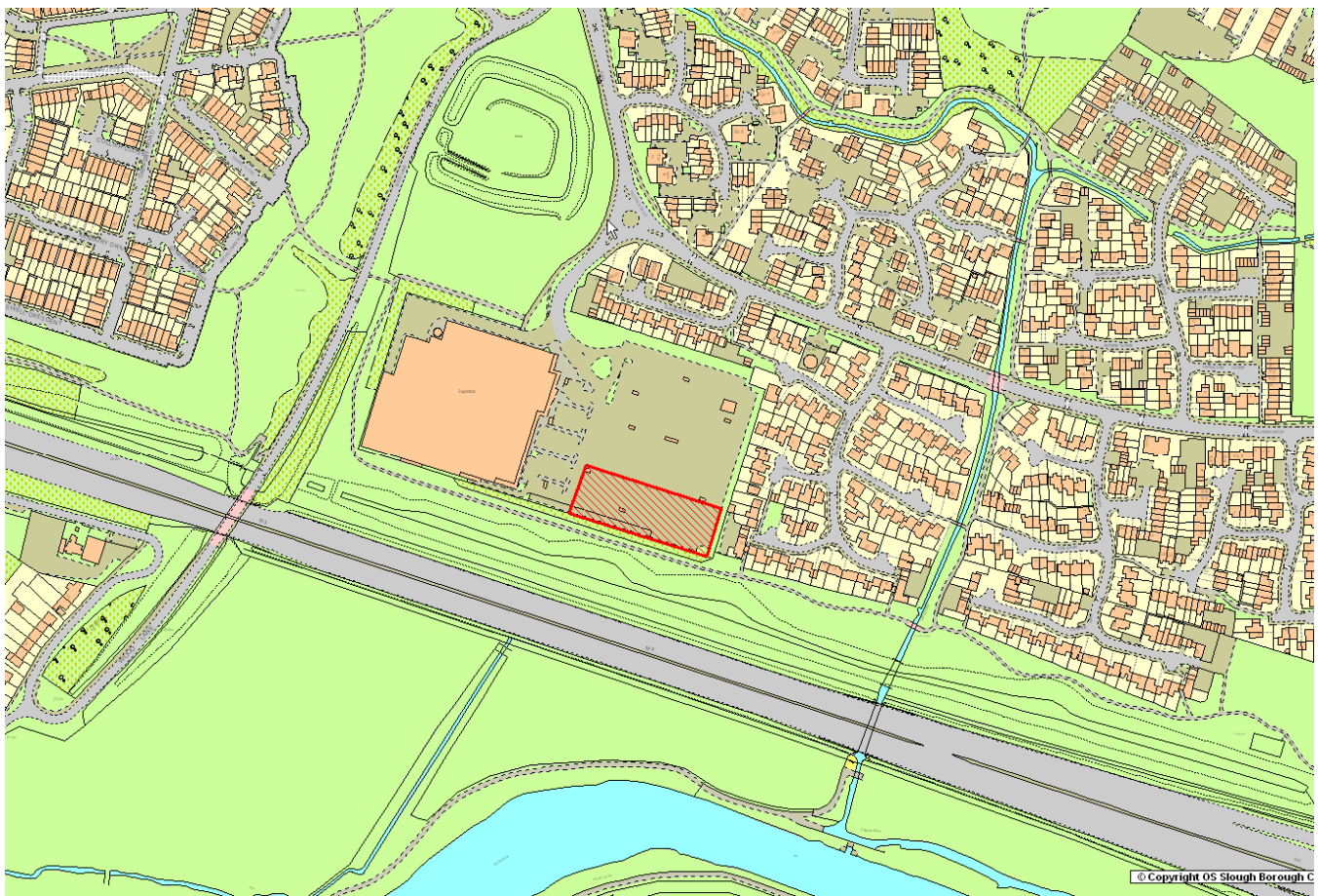
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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:	08-Mar-2016	Applic. No:	P/05370/069
Officer:	Neetal Rajput	Ward:	Cippenham Meadows
Applicant:	ASDA Stores Ltd		
Agent:	Miss Emma Ridley, Pegasus Group Pavillion Court, Green Lane, Garforth, Leeds, West Yorkshire, LS25 2AF		
Location:	Asda Stores Ltd, Telford Drive, Slough, SL1 9LA		
Proposal:	Construction of a four pump petrol filling station with air/water unit, control room and associated works.		

Recommendation: Delegate to Planning Manager for Approval



SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

Background

1. At Planning Committee on 16th June 2016, Members recommended that the application be delegated to the Planning Manager for approval, following resolution of Highways and Transport matters, finalising of conditions set out in the report, subject to following additional conditions:
 - Hours of operation on Sunday 10 am to 4 pm and all other days 7am to 10 pm.
 - The PFS must be manned at all times to ensure adequate supervision.
 - The provision of a suitable pedestrian crossing on slip road at entrance to site and; satisfactory completion of a Section 106 Agreement, if required.
2. A copy of the Officer's Report to Planning Committee on the 16th June 2016 (Appendix A) is attached for information purposes.
3. Following Planning Committee, a meeting on 29th June 2016 was held with the applicant and agent regrading the provision of a suitable pedestrian crossing on slip road at entrance to site. A letter has been received from the agent (ref: 001.ES/YOR.2677), dated 20th September 2016 which sets out ASDA's position regarding the pedestrian crossing.
4. There will be no provision of a new pedestrian crossing as requested by Members. ASDA have proposed measures which would upgrade the existing roundabout on Telford Drive. Specific details of the proposed alterations are as follows:
 - Existing crossing points would be widened, with dropped kerb sections increased to a width of 1.8m;
 - Tactile paving would be installed at all crossing points, and on each pedestrian refuge; and
 - A modest widening of the pedestrian refuge on the store access road, increasing the width to 2m.
5. The letter also states the following:

"Given that the development would create an uplift of 17 trips in/out in the peak hour, we believe that the development can be accommodated without additional works. To set the additional trip-making in context, the PFS would generate a maximum of 34 additional movements in the peak hour, representing an uplift of just more than one car every two minutes. Outwith the peak hour, these values will be lower. Viewed in the context of hourly and daily traffic flows, such an uplift would be imperceptible, and would not lead to any material increase in road user delay."

"ASDA understands that the request for improvements to pedestrian facilities follows a request from local elected members who expressed concern about pedestrian safety. As already set out, the extent to which such a modest number of additional trips might present pedestrian safety concerns is limited. It should also be borne in mind that ASDA's proposals will not lead to any uplift in pedestrian activity."
6. As Members specifically requested a new pedestrian crossing and ASDA are only willing to provide improvements to the existing roundabout, the application is presented to Members to consider the above works.
7. Following the Planning Committee, it was brought to our attention that part of the site does fall within the M4 Air Quality Management Area (AQMA). The Council's Environmental Manager also attended the meeting on the 29th June 2016 and requested the installation of an Electrical Vehicle (EV) rapid

charger to allow for offsetting of (NOx) emissions which will be caused by increased trip movements to and from the site. One of the main issues is demand for EV infrastructure which is in its infancy this site would be an excellent strategic site for an EV charge with café, food and shopping amenities. There was no agreement on behalf of ASDA to provide the EV charger as commercially a charger is unlikely to be able to be justified and would not be related to the proposed development of the petrol filling station.

8. The Council's Environmental Manager has reviewed the letter issued by the agent and comments are below:

"The development would give an uplift of 17 trips in/out per hour – no other values are quoted off peak, but at this rate this exceeds the threshold of 100 vehicles annual average daily traffic and hence an air quality assessment is required."

An update regarding air quality matters will be provided on the Amendment Sheet.

9. At the time of writing this report, no Highways and Transport comments have been provided, these will be included on the Amendment Sheet.
10. The delegation from Planning Committee also included amending the condition for hours of operation and including a new condition for the petrol filling station to be manned at all time, please refer to the draft conditions below.

11. **Draft conditions**

1. Time Limit

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

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

2. Approved Plans

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

TBC

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

3. Sample of external materials - Development

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

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

4. Sample of external materials - Access

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

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

5. External Lighting

Approved details submitted – Plans TBC

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

6. Surface Water (EA)

The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

REASON To prevent pollution of the water environment, this is accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

7. Working Method Statement

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

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

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

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

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

8. Hours of Operation

The development hereby permitted shall be open for business only between the hours of 7am to 10pm on Monday to Friday and 10am to 4pm on Sundays and Bank Holidays. The development shall be closed at all other times unless the Local Planning Authority gives written consent to the variation.

REASON To ensure that trading does not take place at hours which would be detrimental to the amenities of adjoining residents in accordance with Core Policy 8 of The Slough Local Development

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

9. Hours of Delivery

Any deliveries to the petrol filling station shall only be made in the times specified: Monday to Saturday: 07.00am - 10.00pm and Sunday and Bank Holidays: 10.00am - 4.00pm and at no other times unless agreed in writing by the Local Planning Authority.

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

10. No additional storage

No goods, materials or plant shall be deposited or stored outside the buildings except for temporary periods during loading/unloading of delivery vehicles, and except for the provision made for customer recycling facilities in the main car park.

REASON To safeguard the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

11. Flood Risk Assessment

The Flood Risk Assessment (Final Rev0), prepared by EWE Associates Ltd, dated June 2012, including the recommendation set out within the Assessment shall be implemented prior to completion of the development hereby approved and shall be permanently maintained thereafter.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

12. CCTV

Prior to completion of the development hereby approved, the CCTV shall be installed, maintained and retained in accordance with the following drawings XXX

REASON For the protection of customer safety, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

13. Drainage (LPA)

Prior to commencement of the development hereby permitted, a full drainage detailed design ((including the use of sustainable drainage principles) shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

REASON To ensure that the proposal is provided with a satisfactory means of drainage and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

14. Operation of Petrol Filling Station

The proposed petrol filling station must be manned at all times.

REASON To protect the amenity of residents within the vicinity of the site and to ensure adequate supervision of the development.

Informatives:

1. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
2. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
3. The applicant is advised that with respect to the condition referring to 'full drainage detailed design', the calculations for the proposed surface water network are to be provided to ensure that no flooding occurs on site during the worst case storm for a 1 in 100 year return period, with an additional 30% flow for climate change. The full drainage proposals should utilise attenuation to limit the amount of surface water going into the existing system.
4. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

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.

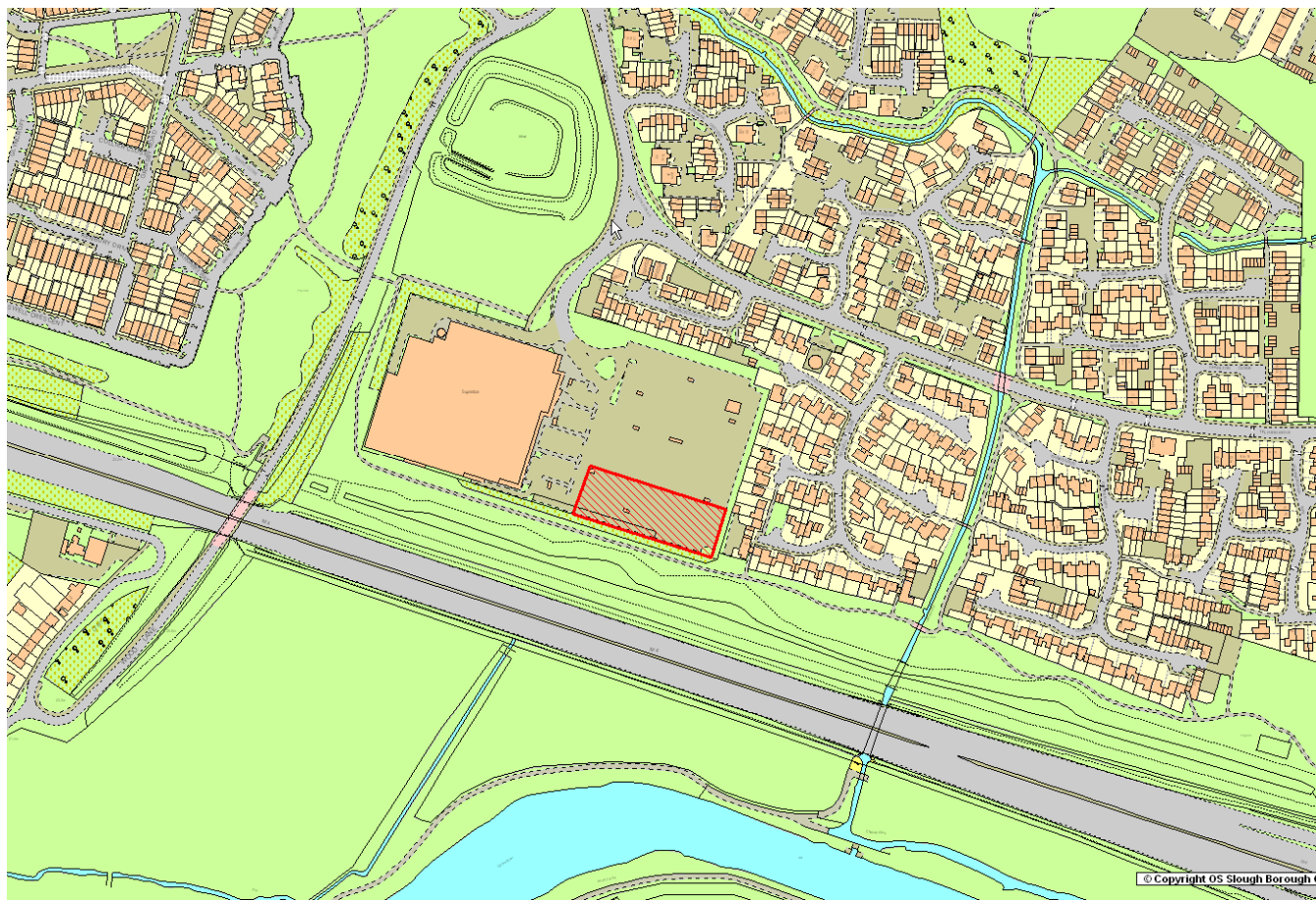
RECOMMENDATION

It is recommended that the application is delegated to the Planning Manager for approval, following resolution of Highways and Transport matters, air quality matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

Appendix A: Officer's Report

Registration Date:	08-Mar-2016	Applic. No:	P/05370/069
		Ward:	Cippenham Meadows Ward
Officer:	Neetal Rajput		
Applicant:	ASDA Stores Ltd		
Agent:	Miss Emma Ridley, Pegasus Group Pavillion Court, Green Lane, Garforth, Leeds, West Yorkshire, LS25 2AF		
Location:	Asda Stores Ltd, Telford Drive, Slough, SL1 9LA		
Proposal:	Construction of a four pump petrol filling station with air/water unit, control room and associated works.		

Recommendation: Delegate to Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

1.1 This application is being reported to the Planning Committee at the request of Councillor Parmar on the following planning ground:

- Impact on the residents of the adjoining roads.

1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, following consideration of outstanding consultations, resolution of Highways and Transport matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for the erection of a four pump automated petrol filling station comprising of four dual sided fuel dispensers and island, forecourt canopy, air/water unit, control unit, two storage tanks and alterations to access and existing car park layout.

2.2 The petrol filling station is to be provided by ASDA in association with the supermarket. The proposed filling station will incorporate 'pay at the pump' self-service payment at all eight of the filling positions. The petrol filling station would be located in the south-east corner of the car park and involve the removal of 68 customer parking spaces, as the internal southern link road would be reconfigured.

2.3 The proposed petrol filling station will be used for domestic fuel supply to the general public and its operation would involve two primary activities including unloading of unleaded and diesel fuel from delivery tanker vehicles to the storage tanks and fuel dispensing on the forecourt by customer self service.

2.4 The applicant is proposing to employ a 'forecourt greeter' to assist with the running of the proposed petrol filling station, there will be a greeter on-site to assist customers.

2.5 The hours of operation of the proposed petrol filling station will be aligned with the superstore, these are below:

- Monday – Wednesday: 7am - 10pm
- Thursday & Friday: 7am - Midnight
- Saturday: 7am - 10pm
- Sunday: 10am - 4pm

2.6 It will be noted from the planning history section below that an application for erection of four pump automated petrol filling station comprising four dual sided fuel dispensers and island, forecourt canopy, control unit, two double skinned underground storage tanks and alterations to access and existing car park layout was withdrawn in 2012 following concerns regarding transport issues, residential amenity and groundwater. The covering

letter submitted with the application package states that:

“The withdrawal of the 2012 application P/05370/061 for a petrol filling station has been recognised in the preparation of this application in the siting of the new development. The previous proposal sited the petrol filling station north east of the car park in an area deemed ‘least used’. In response to comments from both local residents and the Environment Agency and the petrol filling station has been relocated to avoid any impact on neighbours and utilises above ground tanks to address the previous concerns.”

- 2.7 It should be noted that anyone operating a petrol filling station is required to obtain an Environmental Permit and a Petroleum Storage Certificate, both issued by the Petroleum Enforcement Authority (PEA). It is the operator’s responsibility to ensure the safety on sites where petrol is being delivered, stored and dispensed. However, the Petroleum Enforcement Authority can use the powers conferred on them under section 20 (Powers of inspectors) and section 25 (Power to deal with cause of imminent danger) of the Health and Safety at Work Act 1974.
- 2.8 In order for the permit to be granted, the petrol filling station would need to comply with the requirements of the Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations (‘The Blue Book’, Revised June 2011), and the Petrol Filling Stations Guidance on Managing The Risks Of Fire & Explosion (‘The Red Guide’, revised August 2009). This guidance together with DEFRA Process Guidance Note 1/14(13) (Revised December 2013) cover all the legal requirements as well as good practice and is recognised by the petroleum industry. Thus, any application submitted to the Petroleum Enforcement Authority will be checked against this guidance and a Permit will be issued only if the compliance has been demonstrated.

Environmental Impact Assessment

- 2.9 The proposed development is of a type described in Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as the proposal is for 6 (c) ‘Storage facilities for petroleum, petrochemical and chemical products’. The relevant threshold for such developments is (ii) ‘more than 200 tonnes of petroleum, petrochemical or chemical products is to be stored at any one time.’
- 2.10 The agent has advised as to the quantities of petrol and diesel that would be stored at the site at any one time. These quantities are stated as being:
- Petrol = 65.3 tonnes
Diesel = 54.4 tonnes
Total = 119.7 tonnes
- 2.11 On this basis, the Council is not required to issue a screening opinion for the proposed development as the applicable thresholds and criteria would not be met.
- 3.0 Application Site
- 3.1 The application site in use as a supermarket with associated car parking. The site is 5,972 square metres in area.
- 3.2 The site of the proposed petrol filling station is currently in use for car parking. The site lies within flood zones 2 and 3.
- 3.3 To the north of the site are the properties of Flamborough Spur. These dwellings are two stories in height and their rear gardens back onto the strip of landscaping adjacent to the

site of the proposed petrol filling station. To the east of the site are the residential properties of Galahad Close, Garnet Close and Mitchell Close. To the south of the site is the M4 motorway.

4.0 Site History

4.1 In addition to applications for various alterations, additions and signage relating to the existing superstore; commercial redevelopment and submissions relating to proposed residential development, recent applications relating to the site of relevance to the consideration of the current planning application are considered to be as follows:

P/05370/067 Construction of sale kiosk for 'We Buy Any Car Limited' within car park area.

Approved with Conditions; Informatives 05-Nov-2015

P/05370/066 REPLACEMENT OF ROOF TOP REFRIGERATION UNITS.

Approved with Conditions; Informatives 30-Sep-2014

P/05370/064 CONSTRUCTION OF A 'HOME SHOPPING' VAN LOADING CANOPY.

Approved with Conditions; Informatives 11-Aug-2014

P/05370/062 ERECTION OF CANOPY TO PROVIDE CUSTOMER GROCERY COLLECTION FACILITY AND FORMATION OF CUSTOMER WAITING AREA.

Approved with Conditions; Informatives 09-Oct-2012

P/05370/057 CONSTRUCTION OF TWO NO. CANOPIES AND THE RETENTION OF A HAND CAR WASH FACILITY WITH ASSOCIATED DRAINAGE

Approved with Conditions; Informatives 17-Jun-2008

P/05370/054 VARIATION OF CONDITION ELEVEN OF APPEAL DECISION REF APP/V0320/A/85/034811 TO EXTEND HOURS OF OPENING FROM 07.00 TO 22.00 HRS, MONDAYS, TUESDAYS, WEDNESDAYS AND SATURDAYS, 07.00 TO 24.00 THURSDAYS AND FRIDAYS AND 10.00 TO 16.00 HOURS ON SUNDAYS

Approved with Conditions; Informatives 10-Jan-2007

P/05370/053 VARIATION OF CONDITION NO.11 OF PLANNING PERMISSION REFERENCE P/05370/017 TO ALLOW EXTENDED TRADING HOURS

Approved with Conditions; Informatives 09-Feb-2005

P/05370/050 CERTIFICATE OF LAWFULNESS FOR USE OF EXISTING CUSTOMER RESTAURANT TO INSTALL MCDONALDS RESTAURANT

Approved Grant CLU/D 13-May-2004

P/05370/048 CERTIFICATE OF LAWFULNESS FOR PROPOSED USE OF INTEGRAL WAREHOUSE AS RETAIL TRADING AREA

Approved Grant CLU/D;Informatives 11-Mar-2004

P/05370/047 ALTERATIONS TO CAR PARK LAYOUT AND ERECTION OF TROLLEY BAYS

Approved with Conditions; Informatives 25-Feb-2004

P/05370/044 ERECTION OF CANOPY OVER EXISTING SERVICE YARD TO FORM ENCLOSED WAREHOUSE AND ERECTION OF SECURE PALISADE FENCING

Approved with Conditions 27-Nov-2003

P/05370/043 VARIATION OF CONDITION NO.11 OF PLANNING PERMISSION P/05370/017 TO ALLOW EXTENSION TRADING HOURS

Approved (LPP); Informatives 22-Jan-2004

P/05370/042 PROVISION OF A CAR VALETING SERVICE IN SOUTH / EAST CORNER OF CAR PARK (PART CHANGE OF USE OF CAR PARK) (RETROSPECTIVE)

Approved with Conditions 11-Jun-2002

P/05370/026 SUBMISSION OF DETAILS OF SUPERSTORE 6 SHOP UNITS AND ANCILLARY CAR PARKING AS REQUIRED BY CONDITION 1(A) OF OUTLINE PERMISSION DATED 8TH DECEMBER 1986.

Approved with Conditions 12-May-1987

P/05370/017 CONSTRUCTION OF SUPERSTORE SIX SHOP UNITS AND ANCILLARY CAR PARK (OUTLINE)

Deemed Refusal 12-Aug-1985

Appeal allowed by the Secretary of State subject to completion of Section 52 Agreements by letter dated 12-Feb-1986

Prior to this application, there are previous planning applications mainly relating to the proposed development of the 'Wood Land Development Area' for residential purposes, as well as a previous refusal of planning permission for the construction of a superstore and six shop units, approvals relating to the construction of a variable height and width noise and landscaping mound, and the construction of a foul pumping station.

5.0 Neighbour Notification

5.1 28, Mitchell Close, Slough, SL1 9DY, 8, Garnet Close, Slough, SL1 9DU, 33, Flamborough Spur, Slough, SL1 9JB, 9, Galahad Close, Slough, SL1 9DT, 39, Flamborough Spur, Slough, SL1 9JB, 11, Galahad Close, Slough, SL1 9DT, 19, Flamborough Spur, Slough, SL1 9JB, 26, Mitchell Close, Slough, SL1 9DY, 23, Flamborough Spur, Slough, SL1 9JB, 32, Mitchell Close, Slough, SL1 9DY, 24, Mitchell Close, Slough, SL1 9DY, 37, Flamborough Spur, Slough, SL1 9JB, 9, Garnet Close, Slough, SL1 9DU, 27, Flamborough Spur, Slough, SL1 9JB, 22, Mitchell Close, Slough, SL1 9DY, 31, Flamborough Spur, Slough, SL1 9JB, 17, Flamborough Spur, Slough, SL1

9JB, 11, Garnet Close, Slough, SL1 9DU, 12, Garnet Close, Slough, SL1 9DU, 43, Flamborough Spur, Slough, SL1 9JB, 30, Mitchell Close, Slough, SL1 9DY, 35, Flamborough Spur, Slough, SL1 9JB, 34, Mitchell Close, Slough, SL1 9DY, 15, Flamborough Spur, Slough, SL1 9JB, 21, Flamborough Spur, Slough, SL1 9JB, 25, Flamborough Spur, Slough, SL1 9JB, 10, Garnet Close, Slough, SL1 9DU, 29, Flamborough Spur, Slough, SL1 9JB, 41, Flamborough Spur, Slough, SL1 9JB

Representations received as follows:

5.2 Occupier of 29 Flamborough Spur:

"If the proposal is successful, the fumes will be constant, and likely to effect our health and especially our children's health. They will be unable to play outside in the garden without the constant stench and without inhaling the terrible fumes not to mention being subjected to the airborne compound benzene which can have a detrimental effects of health. Secondly, if our children's health is effected, there is every chance it will impact upon their school work. Thirdly, if the pollution and fumes effect the health of adults, which will have in impact on our day to day lives. These are just every day hazards which would only be further increased in the event of any petrol spillages or leaks and in such close proximity to residents.

Please refer to the following link for the relevant article publishes in The Telegraph;-

<http://www.telegraph.co.uk/news/health/news/8306786/Living-with-100-yards-of-petrol-stations-damages-your-health-study-claims.html>

1. *It seems rather unfair that if Asda do build their proposed petrol pump at the proposed location, the residents of Flamborough Spur and our way of life will be impacted greatly. We would be unable to open our windows without the constant stench of petrol fumes and the constant noise of pumping and excess traffic caused by the pump's existence.*
2. *The traffic in the area is already at its worst due to the ASDA store. This proposal, should it succeed would only worsen the situation gravely, increasing the risks further for residents, especially those that are more vulnerable like the very young and the elderly. It would potentially increase the risk of road traffic accidents and further prohibit children and the elderly from walking safely within the area, especially as there are many schools within close proximity of the ASDA store. It is already impossible to walk safely during the stores busy periods, it will be beyond chaotic should the proposal for the pump succeed.*
3. *It seems incredibly unfair that ASDA store are willing to cause so much disruption and risk to local residents purely for financial gain only. The residents will be unable to use their garden as they wish, because of the restructions placed such as using a simple barbeque. We will not be able to sit in the garden. This is not something that we should have to suffer as it has not been our decision to live by a filling station.*
4. *There will be further disturbance by excess lights from the filling station, which will be present constantly, even during closed ours and at night.*
5. *There will an increased level of disturbance to the residents from noise as a result of the petrol pump during open hours and also outside of open hours, not to mention the increased level of anti social behaviour.*
6. *Should the proposal proceed, the presence of a filling station backing onto the*

properties at Flamborough Spur will no doubt impact on the resale value of the properties. It is inevitable.

- 7. The filling station will undoubtedly overshadow the properties and cause and loss of privacy of the residents.*
- 8. There will be an affect of local wildlife and also on local greenery and trees.*
- 9. I need to high light one of most valid point to take into consideration is that: I discovered, that due to Fire risk to our properties, our Home Insurance will be effected. This is just an example, because in the future there could be more hidden damages we and all fellow residents may have to face along with everything else, which can lead to extra cost burden to our pockets. It's bad enough facing a rough and tough living in Slough along with pollution and on top facing all the inconvenience of the fuel pump right up our nose 24/7, very unfair."*

Occupier of 11 Galahad Close:

- 1. "Building erection would affect the land stability.*
- 2. Constant noise of the building works and following cars queues would significantly affect all residents live in Galahad close.*
- 3. Health issues would be potentially raised due to petrol, chemicals substances in the atmosphere and surrounding areas as the petrol station location within 1- 2 meters to the residency area*
- 4. Environmental health issues would dramatically be raised due to petrol and other chemicals materials in the petrol station site.*
- 5. Galahad close residents including myself would be greatly grateful for taken this letter in consideration. Letters signed by all Galahad Close residents and surroundings should also be posted to Slough council/ planning permission soon."*

Occupier of 21 Flamborough Spur:

- 1. "AIR POLLUTION - we have extremely small gardens so we are very close plus most of us have small children always playing in the garden. The fumes will be constant, and likely to effect our health and especially our children's health. They will be unable to play outside in the garden without the constant stench and inhaling the terrible fumes not to mention being subjected to the airborne compound benzene which can have a detrimental effects of health. Secondly, if our children's health is affected, there is every chance it will impact upon their mental abilities. Thirdly, if the pollution and fumes effect the health of adults, which will have in impact on our day to day lives. These are just the every day hazards which would only be further increased in the event of any petrol spillages or leaks and in such close proximity to residents.*

Please refer to the following link for the relevant article publishes in The Telegraph:-

<http://www.telegraph.co.uk/news/health/news/8306786/Living-with-100-yards-of-petrol-stations-damages-your-health-study-claims.html>

- 2. It is not right for Asda to build their proposed petrol pump at the proposed location, as the residents of Flamborough Spur way of life will be hugely impacted. We'd be unable*

to open our windows & air our houses without the constant stench of petrol fumes and the constant noise of pumping and excess traffic caused by the pump's existence.

NOISE & MORE AIR POLLUTION - The traffic in the area is already at its worst due to the ASDA store. This proposal, should it succeed would only worsen the situation gravely, increasing the risks further for residents, especially those that are more vulnerable like the very young and the elderly. It would potentially increase the risk of road traffic accidents and further prohibit children and the elderly from walking safely within the area, especially as there are many schools within close proximity of the ASDA store. It is already impossible to walk safely during the stores busy periods, it will be beyond chaotic should the proposal for the pump succeed. There is already so much noise and air pollution as Asda is always busy and open everyday with such long hours. As our gardens are so small there is so much noise already with music blarring from cars and families shouting, we've had people urinating on the back of our fence many times!!!!

- 3. It is unacceptable that ASDA store are willing to cause so much disruption and risk to local residents purely for financial gain only especially as we suffer so much already, i have been a resident since 1999 & it has got from bad to worse of the decades already with such poor quality of life as it is. The residents will be unable to use their garden as they wish, because of the restruictions placed such as using a simple barbeque. We will not be able to sit in the garden. This is not something that we should have to suffer as it has not been our decision to live by a petrol filling station. Asda after numerous letters and getting the MP involved refused many times to lop down the trees and bushes that block out the light from our gardens and houses as grown so HIGH over the years so this shows the lack of care and responsibility to the local residents.*
- 4. There will be further disturbance by excess lights from the filling station, which will be present constantly, even during closed ours and at night.*
- 5. There will an increased level of disturbance to the residents from noise as a result of the petrol pump during open hours and also outside of open hours, not to mention the increased level of anti social behaviour. We are already subjected to car racing in the car parks when trying to put the children to sleep.*
- 6. Should the proposal proceed, the presence of a filling station backing onto the properties at Flamborough Spur will no doubt impact on the resale value of the properties. It is inevitable.*
- 7. The filling station will undoubtedly overshadow the properties and cause and loss of privacy of the residents.*
- 8. There will be an affect of local wildlife and also on local greenery and trees.*
- 9. FIRE RISK - no doubt with living so closely it wouldn't take much for a huge explosion or fire to wipe out much of the surrounding residential area as we are far too close to it, not to mention the increase in our house insurances."*

Occupier of 25 Flamborough Spur:

- 1. "AIR POLLUTION - we have extremely small gardens so we are very close plus most of us have small children always playing in the garden. The fumes will be constant, and likely to effect our health and especially our children's health. They will be unable to play outside in the garden without the constant stench and inhaling the terrible fumes not to*

mention being subjected to the airborne compound benzene which can have a detrimental effects of health. Secondly, if our children's health is affected, there is every chance it will impact upon their mental abilities. Thirdly, if the pollution and fumes effect the health of adults, which will have in impact on our day to day lives. These are just the every day hazards which would only be further increased in the event of any petrol spillages or leaks and in such close proximity to residents.

Please refer to the following link for the relevant article publishes in The Telegraph;-

<http://www.telegraph.co.uk/news/health/news/8306786/Living-with-100-yards-of-petrol-stations-damages-your-health-study-claims.html>

2. It is not right for Asda to build their proposed petrol pump at the proposed location, as the residents of Flamborough Spur way of life will be hugely impacted. We'd be unable to open our windows & air our houses without the constant stench of petrol fumes and the constant noise of pumping and excess traffic caused by the pump's existence.

3. NOISE & MORE AIR POLLUTION - The traffic in the area is already at its worst due to the ASDA store. This proposal, should it succeed would only worsen the situation gravely, increasing the risks further for residents, especially those that are more vulnerable like the very young and the elderly. It would potentially increase the risk of road traffic accidents and further prohibit children and the elderly from walking safely within the area, especialy as there are many schools within close proximity of the ASDA store. It is already impossible to walk safely during the stores busy periods, it will be beyond chaotic should the proposal for the pump succeed. There is already so much noise and air pollution as Asda is always busy and open everyday with such long hours. As our gardens are so small there is so much noise already with music blarring from cars and families shouting, we've had people urinating on the back of our fence many times!!!!

4. It is unacceptable that ASDA store are willing to cause so much disruption and risk to local residents purely for financial gain only especially as we suffer so much already, i have been a resident since 1999 & it has got from bad to worse of the decades already with such poor quality of life as it is. The residents willl be unable to use their garden as they wish, because of the restruictions placed such as using a simple barbeque. We will not be able to sit in the garden. This is not something that we should have to suffer as it has not been our decision to live by a petrol filling station. Asda after numerous letters and getting the MP involved refused many times to lop down the trees and bushes that block out the light from our gardens and houses as grown so HIGH over the years so this shows the lack of care and responsibility to the local residents.

5. There will be further disturbance by excess lights from the filling station, which will be present constantly, even during closed ours and at night.

6. There will an increased level of disturbance to the residents from noise as a result of the petrol pump during open hours and also outside of open hours, not to mention the increased level of anti social behaviour. We are already subjected to car racing in the car parks when trying to put the children to sleep.

7. Should the proposal proceed, the presence of a filling station backing onto the properties at Flamborough Spur will no doubt impact on the resale value of the properties. It is inevitable.

8. The filling station will undoubtedly overshadow the properties and cause and loss of privacy of the residents.

9. *There will be an affect of local wildlife and also on local greenery and trees.*

10. *FIRE RISK - no doubt with living so closely it wouldn't take much for a huge explosion or fire to wipe out much of the surrounding residential area as we are far too close to it, not to mention the increase in our house insurances.*

We all hope you take our grave concerns and objections to this proposal into extremely serious consideration and think about the impact it will have on local residents, and the community as a whole."

Councillor Chohan, Ward Member for Cippenham Meadows:

"My objection from last year stands, the health and key safety issue problem remains with the soakway. The agencies responded last year, I'm hoping there is no major difference for their initial stance. It does seem a waste of time and effort from the relative agencies having to provide input to multiple applications which rarely change significantly over the years, charges for cost incurred by these agencies should be requested firm the applicant. Anyhow, I totally object along with my fellow ward councillors, this application along with previous submissions seem to attempt to gain agreement over time as they aim to go unnoticed under the radar from residents.

The ward councillors object to this application and will support the residents on the grounds of health and safety and the major impact it would have on the road infrastructure. In addition there is also the social impact to residents of additional opening hours. There are additional issues associated to this application as mentioned in my previous responses which haven't changed."

Local Planning Authority Response:

The above objections have been taken into account and given the new location of the petrol filling station, it is consideration that the new siting addresses the concerns raised, the issues raised are considered in the report below.

It should be noted that that anyone operating a petrol filling station will require a licence issued by their Local Petroleum Licensing Authority. The Petroleum Licensing Authority is responsible for ensuring safety at sites where petrol is delivered, stored and dispensed.

In order for a license to be granted, a petrol filling station would need to comply with the guidance contained within Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations (Revised June 2011) (the 'Blue Book'). This covers legal requirements as well as good practice and is recognised by the petroleum industry. It is understood that when plans are submitted to the Petroleum Licensing Authority they will be checked against this guidance and a licence issued only if they can demonstrate that the facility complies.

6.0 Consultation

6.1 **Health and Safety Executive**

No comments received.

6.2 Thames Water

No comments have been received, however the following comments were issued with respect to planning application P/05370/061:

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

6.3 Environment Agency

"We note that this application is similar to a prior planning application, reference P/05370/061, which we commented on in our letter reference WA/2012/112716/01-L02 and dated 10 August 2012. We are pleased to see that the applicant has responded to our prior objection by proposing the use of ground storage tanks in the application.

The proposed development site overlays a Principal Aquifer and Secondary A Aquifer; and lies over a Source Protection Zone 2 for a potable water supply.

Environment Agency position

The proposed development will only meet the requirements of the National Planning Policy Framework (NPPF) if the following

Condition

The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason To prevent pollution of the water environment.

The site is located over Alluvium (Secondary A Aquifer) over the Shepperton Gravel Member (Principal Aquifer) and then over the Lambeth Group (Secondary A Aquifer).

The Lambeth Group often has sandy lenses that forms rapid pathways to the top of the Chalk (Principal Aquifer) at depth under the site. The site is also within an outer Source Protection Zone (SPZ2) for a potable water supply that abstracts from The Chalk.

The EWE Associates Ltd. Flood Risk Assessment dated June 2012 states that surface water around the tanker delivery area and also the forecourt will drain to a 9000 litre Class 1 full retention interceptor and then to the foul sewer. The plan is not clear if there will be two separate interceptors or one. It is also not clear from the drawing Proposed PFS Plan (PA/04) if the 75,000 litre above ground fuel tanks are factored into the provision for spills within the tanker delivery area.

The applicant should make clear what provision has been made for surface water drainage for the area around the tanks in the event of spillage during filling. The applicant should also make clear the surface water drainage proposals for the car wash (this should not pass through the interceptor).

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121)."

6.4 Crime Prevention Design Advisor

Comments to be noted on the Amendment Sheet.

6.5 Neighbourhood Enforcement

“ASDA has had previous problems with both noise and light (since around February 2015 to around December 2015).

The noise was due to a misfiring alarm inside the store which I served an abatement notice for. The light was due to tall lamp columns along the back of the store overlooking into residential properties, this nearly led to an abatement notice too but was resolved with simply switching off the lights. There have been no further problems since.

The details submitted for the light should not cause further problems. The proposed lamp columns are not on the boundaries overlooking into residential properties and have shields on the top too so will not cause a light nuisance.

The details submitted for the noise should also not cause problems. As long as the deliveries are only made in the times specified (07.00am- 23.00pm Monday to Saturday and 10.00am-16.00pm Sunday). I can't foresee that individuals using the petrol station will cause a noise nuisance to residents nearby.

ASDA has also had a serious problem of fly tipping which led to their recycling bins being removed and a lot of intervention by Neighbourhood Enforcement; this problem has also been resolved now.”

6.6 Transport and Highways

- *“The proposals do not alter the external store access. It is proposed that customers would enter the Petrol Filling Station (PFS) from the internal link road and travel west through the PFS forecourt to exit the PFS from a new give-way junction to rejoin the internal link road.*
- *The current ASDA store car park includes 611 car parking spaces. The proposals would result in the removal of 68 spaces, resulting in a revised total of 543 spaces. A parking accumulation survey has confirmed that it currently peaks at 60% capacity and there is therefore adequate space for the removal of 68 spaces.*
- *The proposed trip generation of the site is a total of 316 vehicle-only daily two-way trips, based on a TRICS analysis and taking account of reductions for trips already being associated with the ASDA store, and a proportion being pass-by trips already on the network. This remains a significant volume of additional trips, and as such a financial contribution is sought by the local highway authority to mitigate the impact of the development. The contribution is sought to improve the operation of the Telford Drive / Cipppenham Lane junction for all road users;*
- *A swept path analysis has been provided to demonstrate that an articulated oil tanker can move through the site safely to and through the PFS.*
- *Subject to securing the S106 contributions and including the planning conditions I would not raise a highway objection to these proposals.”*

6.7 Contaminated Land Officer

“This unattended petrol station model conforms to the Red Guide and Blue Book, which

outline the control measures and engineered controls that are inbuilt. The whole station is monitored from a remote location 24/7 that has the ability to stop pumps and speak to the customer and summon a colleague from the store to attend any incident.

From a Contaminated Land point of view I have no objections to the applications and no conditions are needed. However, the site will be regulated and will have to conform to the conditions that I will set out in the Environmental Permit. In addition the site will be issued with a Petroleum Storage Certificate, also subject to an annual fee."

6.8 Highway Agency

No comments received, should any comments be received prior to Planning Committee, these will be reported on the Amendment Sheet.

6.9 Environmental Quality

No comments received, should any comments be received prior to Planning Committee, these will be reported on the Amendment Sheet.

6.10 **Flood Management Officer**

- *"The proposed development is located within an area benefitting from defences and is entirely within flood zone 2.*
- *Additional model data has been sought from the Environment Agency which has been extrapolated using a stage discharge curve to determine the 1 in 100 year plus climate change flood level. Assuming that the stage discharge curve provides an accurate description of the channel and floodplain, the proposed location of the development does not lie within the 1 in 100 year plus appropriate allowance for climate change flood extent.*
- *The development is therefore considered acceptable with regard to flood risk on the condition that the stage discharge curve provides an accurate description of the channel and floodplain, and the recommendations of the Flood Risk Assessment are applied."*

6.11 **Drainage Officer**

6.12 *"Full drainage calculations for the proposed surface water network are to be provided to ensure that no flooding occurs on site during the worst case storm for a 1 in 100 year return period, with an additional 30% flow for climate change.*

In the EA comments it refers to attenuating any discharge from site by using tank systems which is what we would expect as this is a change of use, although their report says it's 'like for like' it may have been 5 or so years ago but as SUD's have now come into force we have to look at each site with trying to reduce the amount of surface water discharging into the existing system.

In this case we will require full drainage proposals utilising attenuation to limit the amount of surface water going into the existing system."

7.0 Policy Background

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Planning Practice Guidance

Local Plan for Slough March 2004 policies:

EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
T2 – Parking Restraint
T8 – Cycling Network and Facilities
OSC8 – Green Spaces
EMP2 – Criteria for Business Developments
EMP4 – Development Outside of the Existing Business Areas

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 12 – Community Safety

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.

Other Relevant Documents/Guidance

Slough Borough Council Developer's Guide Parts 1-4

7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to:

- Principle of the proposed use
- Design, appearance and impact on the street scene

- Trees and landscaping
- Impact on neighbour amenity
- Transport and highway matters
- Flood risk and drainage
- Pollution and safety matters

8.0 **Principle of the proposed use**

- 8.1 The use of the site is as a supermarket with associated car parking.
- 8.2 The scale of the proposed petrol station is stated as being based on anticipated demand. The pumps would be fully automated and operated by way of customer card authorisation only.
- 8.3 The proposed petrol filling station would be considered to be a sui generis use meaning that it does not fall within a specific use class as defined by The Town and Country Planning (Use Classes) Order 1987.
- 8.4 With regard to the acceptability of the principle of the proposed use, the proposal is not considered to be defined as a main town centre use as set out in the National Planning Policy Framework. The proposal does not include the provision of a kiosk or associated shop. As such, the application of a sequential test is not considered to be applicable.
- 8.5 The National Planning Policy Framework refers to ‘roadside facilities for motorists’ at para. 31. The National Planning Policy Framework sets out that Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure and that the primary function of roadside facilities for motorists should be to *“support the safety and welfare of the road user.”*
- 8.6 Whilst the proposed development would be for the sale of fuel only and would not appear therefore to directly support the safety of the road user, it would support the welfare of the road user to an extent insofar as it would provide a source of domestic fuel supply to the general public in this location.
- 8.7 It is considered that petrol filling stations are an increasingly common feature of supermarkets. Filling stations complementing supermarket retail offers can be found elsewhere within the borough (for example, Tesco Extra on Wellington Street) and the wider surrounding area.
- 8.8 Core Policy 1 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 sets out an overarching spatial strategy for proposed development within the Borough. This policy states that the scale and density of development will be related to the site’s current or proposed accessibility, character and surroundings. Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited.
- 8.9 As will be noted from the planning history section above, the site has been in use as a supermarket for a number of years. It is considered that the proposal would comply with Core Policy 1 in that the scale of development will be related to the site’s current character.
- 8.10 Furthermore, the supplementary text to Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

which relates to retail, leisure and community facilities states that *“Small scale facilities which serve local needs may be allowed in appropriate locations throughout the Borough.”*

8.11 Turning to employment matters, Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 states that the location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy and that intensive employment-generating uses will be located in the town centre in accordance with the spatial strategy.

8.12 It is confirmed that a ‘forecourt greeter’ will be present onsite to assist with the running of the proposed petrol filling station. The Agent has states that *“when the greeter is not in attendance customer assistance will always be readily available from the adjacent store. Customers requiring assistance including disabled customers are able to communicate with the store by dedicated help call points on the forecourt. These facilities are linked by pre-set communication lines direct to the store duty manager who carries a mobile and are available at all times. This person will organise immediate attendance and the colleague response time is to be on the forecourt within a 5 minutes period. The relationship of the PFS to store on this site is considered appropriate to meet this requirement.*

Customer communication points include a Help Point/telephone handset which is a bright yellow situated on the Control Unit alongside the forecourt which is highlighted by prominent signage at the dispensing position and has high visual background signage on the building.”

8.13 Whilst Core Policy 5 states that “Intensive employment generating uses which ... reduce employment opportunities for local people will be expected to contribute toward appropriate mitigation measures”; the proposed use is neither considered to be an intensive employment generating use, nor would it result in a reduction in employment opportunities for local people.

8.14 Whilst it is acknowledged that the operator could sell fuel at a competitive price which could make the proposed facility attractive and draw revenue away from other existing stations, matters relating to competition are not material planning considerations.

8.15 The principle of the proposal is therefore considered to be acceptable and would comply with Core Policies 1, 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

9.0 **Design, appearance and impact on the street scene**

9.1 The thrust of Policy EN1 of The Adopted Local Plan for Slough 2004 and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document is that the design of proposed development should be of a high standard of design and reflect the character and appearance of the surrounding area.

9.2 The proposed canopy would be 5.05 metres in height, 12.2 metres in length and 12.4 metres wide, supported by four columns. The proposed canopy and dispensing equipment are considered to be acceptable in design terms. It has been noted from the submitted drawings that with the exception of the lighting columns (8 metres) and CCTV pole (6 metres), no other structures exceed the height of the canopy.

9.3 The proposed petrol filling station would be approached from Telford Drive and would be viewed principally in the context of the existing supermarket building and car park. Whilst

there is an existing residential development beyond the eastern boundary of the site, there is an existing belt of trees which provides screening which would limit any potential street scene impact. As such, in terms of visual amenity, the proposal is considered to be acceptable in street scene terms.

- 9.4 With regard to any proposed signage required in conjunction with the proposed development, this would be subject to control under The Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

9.5 Crime prevention

- 9.6 The Thames Valley Crime Prevention Design Officer has been consulted and no objection has been raised with respect to opening hours and CCTV. A condition has been recommended regarding the implementation of the CCTV.

10.0 Trees and landscaping

- 10.1 To the southern and eastern boundary of the site, there is an existing row of trees planted as screening.

- 10.1 The maturing trees and shrubs form a screen between the parking area and adjacent properties to the east. This screening is considered to be an important feature in the area and should be retained.

- 10.2 The Tree Officer has been consulted and comments are below:

"The proposed filling station will require the removal of some poor trees within the car park but will not have an effect on other trees within the car park or the other vegetation on the boundaries of the site. This boundary vegetation will therefore continue to provide some but not complete screening from outside the site reducing the visual impact of the proposed development from the adjacent properties. Accordingly I would not object to the application as the impact on the tree cover of the area will be minimal."

11.0 Impact on neighbour amenity

11.1 Noise

- 11.2 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 states that development shall not give rise to unacceptable levels of pollution including noise.

- 11.3 The hours of opening of the existing store are understood to be 07.00 to 22.00 hrs, Mondays, Tuesdays, Wednesdays and Saturdays, 07.00 to 24.00 Thursdays and Fridays and 10.00 to 16.00 hours on Sundays (as approved under application P/05370/054 for a variation of condition to extend hours of opening, granted in January 2007).

- 11.4 The proposed hours of opening of the petrol filling station will be aligned with the hours of opening of the store.

- 11.5 The applicant has submitted a Noise Assessment. In summary, the findings of the noise assessment are that for a worst case 'most noise sensitive times scenario, calculations indicate that the external and internal noise criteria for neighbouring residential properties would be within recommended World Health Organisation guidance. The noise assessment which demonstrates that the petrol filling station trading activity confirms a negligible impact for the most noise sensitive period considered. Additionally, the

assessment confirms that the tanker deliveries associated with the proposed development would be acceptable for the proposed daytime period.

11.6 The Council's Neighbourhood Enforcement section have been consulted and no objections have been raised.

11.7 Impact on privacy, overlooking and dominance

11.8 The proposed pump islands and canopy would be sited directly opposite the rear elevations of no's. 11-35 Flamborough Spur. The separation distance between the proposed canopy and the rear boundary of these dwellings would be 115 metres. The proposed canopy would be 5.05 metres in height.

11.9 The proposed fuel tanks would be sited adjacent the rear elevations of no's. 30-28 Mitchell Close, the distance from the rear of the tanks to the rear elevation of these properties will be 14m. The tanks will measure 3.66m in height.

11.10 There is an existing belt of trees which screens views of the proposed car park from the rear gardens of the properties on Flamborough Spur and Mitchell Close and Garnet Close. Given the branch density of these trees, it is considered that the proposed tanks would not be adequately screened during summer months and less so in the autumn/winter months when these trees will have seasonal leaf loss. Given the separation distance of 14m and the height of the tanks at 3.66m, it is not considered that the proposal would be overly overdominant and overbearing by reason of its siting.

11.11 With regard to loss of privacy, the proposal is not considered to have the potential to result in an adverse impact on privacy through overlooking. The rear boundaries of those properties fronting Mitchell is marked by timber fencing of between 1.8 and 2 meters in height.

11.12 It must be acknowledge that this application seeks to address the issued raised with respect to the withdrawn application P/05370/061, whereby the proposal is now sited in the south east corner of the site, away residential properties fronting Flamborough Spur. The covering letter states that : *"In response to comments from both local residents and the Environment Agency and the petrol filling station has been relocated to avoid any impact on neighbours and utilises above ground tanks to address the previous concerns."*

11.13 The proposal is not considered to give rise to significant detriment to the surrounding area and is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

12.0 **Transport and highway matters**

12.1 The National Planning Policy Framework states at para. 32 that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, and that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

12.2 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to seek to ensure that development reinforces the principles of the transport strategy as set out in the Council's

Local Transport Plan and Spatial Strategy, and to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

- 12.3 The Council's Transport and Highways consultant has been consulted. The petrol filling station would be located in the south-east corner of the car park and involve the removal of 68 customer parking spaces, as the internal southern link road would be reconfigured. The Local Highway Authority has no objection to the location; it is well away from the site access which would allow the main site access to keep flowing smoothly. The proposals also include the relocation of the hand car wash away from its current position to be adjacent to the petrol filling station.
- 12.4 The petrol filling station will include Fast Track lanes, incorporating pay-at pump card payment systems; there will be no retail kiosk and hence all transactions will take place at the pump. It will include extendable pump hoses, allowing customers to use any pump and therefore reducing the likelihood of queues developing. It is stated in the Transport Assessment (TA) that a 'forecourt greeter' will be available during busier trading times.
- 12.5 Car parking
- 12.6 The current ASDA store car park includes 611 car parking spaces. In addition there are 33 disability spaces and 27 other (mother and toddler) spaces which will not be affected. The proposals would result in the removal of 68 spaces, resulting in a revised total of 543 spaces.
- 12.7 To demonstrate that the proposed reduction in parking capacity can be accommodated without detriment to the car parking operation, the applicant carried out a four week data collection exercise (25 June to 19 July 2015) to determine the maximum car park occupancy each day and the time this occurred. It was evident from the survey that there would be adequate capacity to accommodate the reduction in spaces, as maximum occupancy was recorded as 60% on a Sunday with 366 spaces utilised. No raw data has been provided for checking, but a site visit by the Local Highway Authority has confirmed that there is surplus capacity.
- 12.8 Access
- 12.9 The proposals do not alter the external store access. It is proposed that customers would enter the petrol filling station from the internal link road and travel west through the petrol filling station forecourt to exit the petrol filling station from a new give-way junction to rejoin the internal link road.
- 12.10 Trip Generation
- 12.11 It is expected that whilst many trips will be linked trips, there will still likely be an increase in trips expected as a result of the new service offering at the store. The TA has assumed that of all trips attracted to the petrol filling station, 70% will already be associated with the food store and 30% will be new to the site.
- 12.12 Of the new trips it has been assumed that some will be "pass-by" trips i.e. trips already passing the store (at an assumed rate of 30% and 10% for weekday and weekend respectively). Based on a TRICS analysis of PFS sites (without significant retail), and taking account of these reductions the applicant has predicted the following vehicle trips to the site, which are considered robust by the Local Highway Authority.
- 12.13 Servicing

12.14 Articulated vehicles will arrive at the site via Telford Drive in the same way as the existing goods vehicles serving the ASDA store. A swept path analysis has been provided to show how a standard 15.2 ASDA articulated oil tanker will move through the site and through the petrol filling station. This would obviously need to occur out of operating hours to ensure customer safety is not compromised.

12.15 Development Impact

12.16 The development is increasing vehicle-only trips to the site by 316 (daily two-way) and nearby Cippenham Lane is already a congested corridor and as a result this increase in trips will have an impact on the operational performance of the Cippenham Lane / Telford Drive junction as well as other junctions on Cippenham Lane. The Telford Drive junction does not benefit from any controlled pedestrian crossing facilities and as this is already an important route to local schools and facilities the increase in traffic will make it harder for pedestrians, particularly those with sight disabilities, to cross the junction. Taking account of the increase in traffic the contribution should also be used to implement MOVA and link its operation to the nearby Twiches Lane junction. It is therefore reasonable that the development provides a contribution towards the implementation of junction improvements and a contribution is sought and this should be secured through a S106 agreement.

12.17 Construction Management Plan and Routing Agreement

12.18 The construction impact has not been discussed in the TS. The applicant should ensure that existing users of the site are not affected by the construction process and a routing agreement for vehicles to the site should be agreed using Telford Drive and Cippenham Lane.

13.0 Flood risk and drainage

13.1 Surface water

13.2 The National Planning Policy Framework states at para. 109 that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

13.3 The applicant has prepared and submitted a flood risk assessment. The site lies within flood zones 2 and 3. The Environment Agency have been consulted.

13.4 The Environment Agency have commented with the following:

13.5 *"The EWE Associates Ltd. Flood Risk Assessment dated June 2012 states that surface water around the tanker delivery area and also the forecourt will drain to a 9000 litre Class 1 full retention interceptor and then to the foul sewer. The plan is not clear if there will be two separate interceptors or one. It is also not clear from the drawing Proposed PFS Plan (PA/04) if the 75,000 litre above ground fuel tanks are factored into the provision for spills within the tanker delivery area.*

The applicant should make clear what provision has been made for surface water drainage for the area around the tanks in the event of spillage during filling. The applicant should also make clear the surface water drainage proposals for the car wash (this should not pass through the interceptor)."

- 13.6 On the basis of the above, a condition has been recommended.
- 13.7 Ground water
- 13.8 The Environment Agency had previously objected to planning application P/05370/061 to the underground storage of hazardous substances on principal and secondary aquifers. As a result the tanks have now been located above ground and the Environment Agency have commented:
- "We are pleased to see that the applicant has responded to our prior objection by proposing the use of ground storage tanks in the application."*
- 13.9 Based on these comments and recommended condition, the proposal is therefore considered to be acceptable in terms of the impact on groundwater.
- 14.0 **Pollution and safety matters**
- 14.1 The National Planning Policy Framework states at para. 120 that planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.
- 14.2 Concerns have been expressed in representations received regarding the potential impact on health as a result of pollution arising from petrol and diesel vapour, fumes and spillages.
- 14.3 The Agent has provided a response:
- "When assessing the impact of the Petrol Filling Station on residential properties we have been advised that:*
- The PFS will comply with all guidance and European directives.*
- This includes;*
- Directive 1994/63/EC - Stage 1b vapour recovery - controls to capture petrol vapour displaced from underground storage tanks when they are filled with the tanker*
 - Directive 2009/126/EC - Stage II vapour recovery – controls to capture Petrol Vapour Recovery during Refuelling of Passenger Cars - requires that capture efficiency limits be equal to or greater than 85%.*
- The PFS to trade will require a vapour recovery permit, which will ensure compliance with the above conditions.*
- In light of this it is not envisaged that there will be a significant negative on residential properties."*
- 14.4 The Council's Contaminated Land Officer has been consulted and advised that no condition are required as the operator will be required to obtain an Environmental Permit and a Petroleum Storage Certificate, both issued by the Petroleum Enforcement Authority.
- 14.5 It should be noted that matters relating to the design and safety of proposed petrol filling stations is covered in detail under the Environmental Permit and a Petroleum Storage

Certificate. The Petroleum Enforcement Authority is responsible for ensuring safety at sites where petrol is delivered, stored and dispensed.

- 14.6 In general terms, if planning permission were to be granted for a petrol filling station then it would need to comply with the guidance contained within Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations (Revised June 2011) (the 'Blue Book'). This covers legal requirements as well as good practice and is recognised by the petroleum industry. It is understood that when plans are submitted to the Petroleum Licensing Authority they will be checked against this guidance and a licence issued only if they can demonstrate that the facility complies.

15.0 **PART C: RECOMMENDATION**

- 15.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, following consideration of outstanding consultations, resolution of Highways and Transport matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

16.0 **PART D: CONDITIONS**

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

DRAFT CONDITIONS

1. Time Limit

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

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

2. Approved Plans

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

TBC

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

3. Sample of external materials - Development

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

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

the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. Sample of external materials - Access

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

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

5. External Lighting

Approved details submitted – Plans TBC

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

6. Surface Water (EA)

The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

REASON To prevent pollution of the water environment, this is accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

7. Working Method Statement

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

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

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

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

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

8. Hours of Operation

The development hereby permitted shall be open for business only between the hours of 7am to 10pm on Monday to Wednesday; 7am – Midnight on Thursday & Friday; 7am - 10pm on Saturday and 10am to 4pm on Sundays and Bank Holidays. The development shall be closed at all other times unless the Local Planning Authority gives written consent to the variation.

REASON To ensure that trading does not take place at hours which would be detrimental to the amenities of adjoining residents in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

9. Hours of Delivery

Any deliveries to the petrol filling station shall only be made in the times specified: Monday to Saturday: 07.00am - 11.00pm and Sunday: 10.00am - 4.00pm and at no other times unless agreed in writing by the Local Planning Authority.

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

10. No additional storage

No goods, materials or plant shall be deposited or stored outside the buildings except for temporary periods during loading/unloading of delivery vehicles, and except for the provision made for customer recycling facilities in the main car park.

REASON To safeguard the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

11. Flood Risk Assessment

The Flood Risk Assessment (Final Rev0), prepared by EWE Associates Ltd, dated June 2012, including the recommendation set out within the Assessment shall be implemented prior to completion of the development hereby approved and shall be permanently maintained thereafter.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

12. CCTV

Prior to completion of the development hereby approved, the CCTV shall be installed, maintained and retained in accordance with the following drawings XXXXXXXXXXXXX

REASON For the protection of customer safety, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

13. Drainage (LPA)

Prior to commencement of the development hereby permitted, a full drainage detailed

design ((including the use of sustainable drainage principles) shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

REASON To ensure that the proposal is provided with a satisfactory means of drainage and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

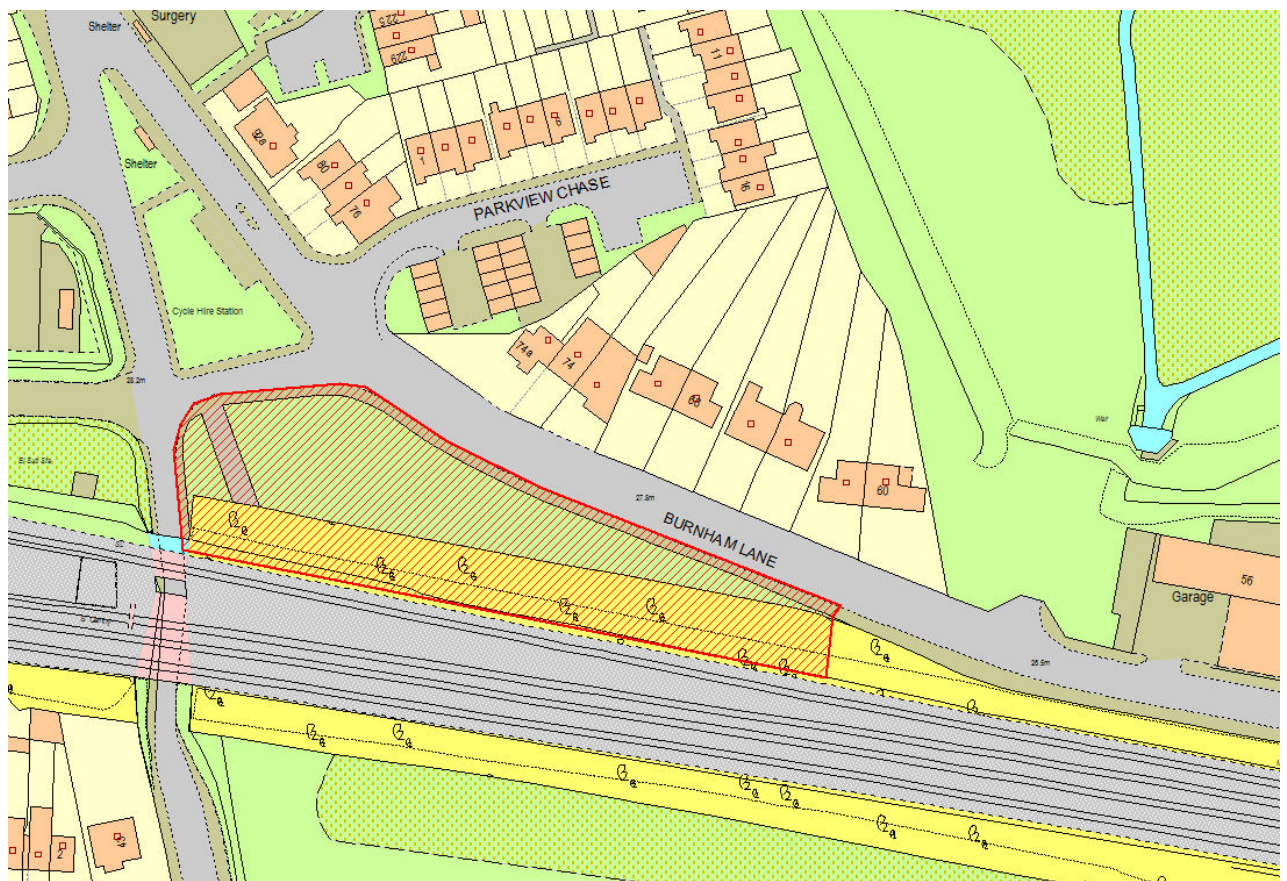
Informatives:

1. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
2. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
3. The applicant is advised that with respect to the condition referring to 'full drainage detailed design', the calculations for the proposed surface water network are to be provided to ensure that no flooding occurs on site during the worst case storm for a 1 in 100 year return period, with an additional 30% flow for climate change. The full drainage proposals should utilise attenuation to limit the amount of surface water going into the existing system.
4. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
5. 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:	15 th September 2016	Applic. No:	S/00725/000
Officer:	Christian Morrone	Ward:	Haymill and Lynch Hill
Applicant:	Slough Borough Council	Applic type:	Major
Agent:	N/A	13 week date:	10 th November 2016
Location:	Land Opposite Burnham Train Station, Slough, SL1 6LS		
Proposal:	Proposed pay and display car park for 41 car parking spaces. Proposal relates to development within the red line only as shown on the submitted site plan.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and third parties, and all other relevant material considerations, it is recommended that planning application be delegated to the Planning Manager for approval, subject to minor highway alterations; no further substantive objections, and the conditions set out at the end of this report.
- 1.2 This application is to be determined at Planning Committee as it has been submitted by the Local Authority and objections have been received.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application submitted by the Local Highway Authority for Slough Borough Council. The application proposes a pay and display car park for 41 car parking spaces within an existing grass island on the southern side of Burnham Lane.
- 2.2 The plans have been submitted by the Local Highway Authority and show some works outside of the red line which may be undertaken through the Highways Act and/or permitted development. These works do not form part of this planning application. The proposal relates to development within the red line only as shown on the submitted site plan.

3.0 Application Site

- 3.1 The site is a green island site on the south side of Burnham Lane. The site currently occupies mature and recently planted trees, a small Network Rail compound, and some public benches.
- 3.2 The site is bounded by the public highway and the train line to the south. The site is positioned adjacent to the Slough Trading Estate to the east, where there are a number of commercial buildings varying in form and appearance, and to the north and west are residential dwellings.

4.0 Relevant Planning History

P/15357/000 TEMPORARY CONSTRUCTION ARRANGEMENTS FOR
CROSSRAIL INFRASTRUCTURE WORKS.
Approved Unconditional; Informatives; 18-Sep-2012

5.0 **Neighbour Notification**

- 5.1 60, Burnham Lane, Slough, SL1 6LS, 70, Burnham Lane, Slough, SL1 6LS, 74, Burnham Lane, Slough, SL1 6LS, 66, Burnham Lane, Slough, SL1 6LS, 72, Burnham Lane, Slough, SL1 6LS, 62, Burnham Lane, Slough, SL1 6LS, 68, Burnham Lane, Slough, SL1 6LS, Burnham Lane Garage, 56, Burnham Lane, Slough, SL1 6LP, 64, Burnham Lane, Slough, SL1 6LS, 74a, Burnham Lane, Slough, SL1 6LS, Burnham Taxis, Station Road, Cippenham, Slough, SL1 6JT.

Neighbour letters were sent out on 19/09/2016. The plans were then revised to omit some highways works shown outside the red line. On receipt of these plans, further neighbour letters were sent out on 14/10/2016 giving 14 days consultation.

To date, three letters of representation have been received from occupiers of the neighbouring properties objecting to the proposal with comments based on the following:

- The application is unclear as there are works outside the red line which are not in the description
- Planning notice not displayed for appropriate time [Officer Response: the Council are not required to display a site notice for this proposal]
- The application would have an impact on the Burnham Cars (private hire), and its employees
- Traffic generation
- Highways safety, particularly for the existing vehicular accesses to the dwellings on the opposite side of Burnham Lane
- Overshadowing and overlooking to the dwellings on the opposite side of Burnham Lane
- Detrimental impact on visual amenity
- Increase in noise generation impacting residents
- Loss of public amenity space

RESPONSE: These are material planning considerations and are considered in the report below. Any further comments received will be reported on the amendment sheet.

6.0 **Consultation Responses**

6.1 **Contaminated Land**

I reviewed the information submitted for the above application and I have no objections to the proposed scheme

6.2 Parking and Highways

Scheme Purpose

No supporting information is provided with the application to explain the need for the scheme, however the business case submitted to the Local Growth Fund to secure funding for this scheme is available on the Council's website.

This scheme responds to the arrival of the new Crossrail services, which in the local highway authority's view will attract more passengers and lead to greater demand for short stay car parking and dropping off facilities of the station. Pedestrian and cycle demand will also increase. This scheme provides more car and cycle parking to serve this need.

Car Parking

Car parking for disabled users, drop off and private hire was previously provided within the forecourt of the station, but the proposed scheme relocates drop off and disabled use to this new car park. The location of the private hire office is issue for Network Rail / First Great Western who manage the station and is not a planning consideration.

- The car park dimensions have been checked and each spaces measures a minimum of 2.4m x 4.8m with disabled spaces measuring 3.5m x 4.8m, car park aisles are 6m;
- The applicant must ensure that there is a vehicle restraint barrier, knee rail fence or some other physical measure (a single kerb will not be enough) that prevents vehicles egressing from the car park by driving over the footway. This will be a great temptation given that it is a considerable route around (turning left out of the car park, then up Station Road and turning right into Burnham Lane) in order to travel in an easterly direction out of the car park;
- The vehicle restraint barrier shall also prevent vehicles driving onto the green area to the east of the car park;
- I would recommend the applicant installs a height restriction barrier on the new car park so that the misuse of the car park is prevented as far as possible;
- The car park is proposed to be a pay and display car park, although the submitted drawings show no locations for parking payment meters. The designer should avoid locating this meter on the 1.8m wide footway as this will obstruct pedestrian movement.

Cycle Parking

New cycle parking is to be provided as part of the new station building. It is not quite clear when this is building is proposed to come forward or whether the basic layout is what is to be implemented. The designer does need to be aware that the dimensions of the store, as shown on the drawing, do not work as there would be insufficient aisle space to manoeuvre bikes into the two rows of racks.

Cycle Access

It is not clear from the submitted design how cyclists will access the station from the north.

- Station Road does not have a contra-flow cycle lane, although it is possible that some cyclists will attempt to cycle against the flow in the proposed northbound cycle lane. This situation already occurs on Ledgers Road;
- I would envisage cyclists from the north utilising the zebra crossing (in front of 92a Burnham Lane) to access the station and therefore the whole of the paved area on the central green island should be made shared cycle/pedestrian use. The 2 sections of cordoroy paving should be deleted;
- Under the new TSRGD designers can now provide a parallel pedestrian / cycle crossing, which would appear to be appropriate outside of 92a Burnham Lane;
- Cyclists using the hire bikes are likely to cycle around the southern side of the central green island to head south under the railway bridge. They would have to dismount and use the footway, but my experience would suggest that they are not going to dismount until the last moment so that is why all of the footway in central green area should be provided as shared unsegregated cycle/pedestrian use; and
- The width of the cycle lanes on Burnham Lane are below the recommended standard, but they are existing and without widening the carriageway it is not possible to widen them to the preferred minimum width of 1.5m wide. Widening the carriageway to achieve this would be cost prohibitive and it is not proposed nor would it be reasonable to request it.

Pedestrian Access

With the increase in passenger demand resulting from Crossrail the proposed scheme design will help to enhance the pedestrian environment in the vicinity of the station. However there are a few detailed points that need to be considered in respect of the pedestrian layout.

- It is known that the pedestrian desire line to the station from the Trading Estate is along the southern footway and the existing provision for pedestrians crossing Station Road and walking along the Station Access Road is limited and therefore the proposed scheme will make a substantial difference. But the shortest route between the station and the Trading Estate for pedestrians will be to hug the edge of the car park, but strangely this footway is only 1.8m wide, whereas the footway that is not on the desire line is 2.5m wide. The 1.8m wide footway will have vehicles overhanging it and therefore it will be circa 1.2m wide and therefore I do not follow logic of the two path design as pedestrians will just walk across the grass, which in time will become muddy and

- unkept;
- The tactile paving is also in the wrong location for the desire line;
- There is no need for two paths in this location. The path neither needs to be hard against the car park edge nor does it need to be hard against the carriageway. Pedestrians generally prefer to walk a couple metres back from the carriageway, as they are slightly safer, it is less noisy, less polluted and more pleasant walking away from the carriageway edge. Therefore the scheme can be tweaked to reduce the amount of footway (lower construction and maintenance cost) and achieve a better desire line and more pleasant route for pedestrians;
- The scheme provides two new zebra crossings which will greatly assist pedestrians to cross Burnham Lane, which is a heavily trafficked road. As commented below the northern of the two zebra crossings should be a combined cycle / pedestrian zebra crossing, otherwise pedestrians will have to share it with cyclists;
- The footway to the north of the junction of Sandringham Court is constrained in width as the bank is collapsing. The designer should widen the footway in this location, by regarding the bank so the pedestrians have a consistent wide path to walk along in this location;
- Where the existing traffic island is located, outside No. 80 Burnham Lane, the existing tactile paving should be removed and the full height kerb re-established across 50% of the frontage of No. 80 and then a joint crossover provided for No. 80 and No. 78. The detail of this will need to be shown on the plans otherwise the crossover will not comply the Council's adopted vehicular crossover policy;
- The carriageway width on Station Road south of station forecourt access is being narrowed to widen the already narrow footway for pedestrians, which is a benefit of the scheme.

Bus Stops

From the drawing it would appear that both the bus stops are being removed on Burnham Lane and being replaced by one stop in front of Burnham Station. The new stop does not benefit from a bus shelter or RTPI screen.

- The new stop location will clearly make it easier for bus passengers to access the bus stops as they will not need to cross either Station road or Burnham Lane;
- The use of the new stop by southbound buses will add significant additional journey time to services and therefore their commitment to this new location is important, otherwise there is a real risk that buses will not use the stop;
- Has the bus operator agreed to stop both northbound and southbound services at the new stop?
- If the bus operator is not willing to use the new stop for southbound services then the local highway authority will need to

- reinstate the existing stop or identify another location;
- Has the designer investigated the feasibility of implementing a bus shelter for the new stop? The shelter could be located within the embankment area if a retaining wall was constructed to hold back the bank;
- Without a shelter and RTPI screen the new stop will be less attractive for waiting customers;

Vehicle Tracking

The applicant should submit vehicle tracking drawings demonstrating that a bus can turn left (north) into Burnham Lane from Station Road without overrunning the southbound carriageway as a new traffic island has been implemented between the cycle lane and the traffic lane?

Traffic Flow on Burnham Lane

- The removal of the bus stops on Burnham Lane will improve traffic flow, which will help to reduce delays;
- The implementation of the zebra crossing should help to create a few more gaps in the flow for traffic egressing from Parkview Close.

Road Safety Audit

Taking account of the significant change to the highway layout in this location, the applicant should undertake a Road Safety Stage 1, if it has not already done so, and submit it with a Designers Response as part of the supporting documents with the planning application.

Drainage

A drainage design has not been submitted with the scheme, but it would need to be SuDs compliant.

Recommendation

Within these comments I recommend a number of small changes to the design, which in my view will improve the scheme for all users. Subject to the design changes being made and a safety audit being submitted with the Designers Response addressing the issues identified then I would not raise a highway objection.

6.3 Crime Prevention Officer

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

6.4 Environment Agency

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

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

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

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

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

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan 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.

National Planning Policy Framework

- Core Policies: Achieving Sustainable Development
- Chapter 1: Building a strong, competitive economy
- Chapter 4: Promoting sustainable transport
- Chapter 7: Requiring good design
- Chapter 11: Conserving and enhancing the natural environment
- Chapter 12: Conserving and enhancing the historic environment

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

OSC8 – Green Spaces

EN1 – Standard of Design

EN3 – Landscaping

T2 - Parking

7.2 The main planning considerations are therefore considered to be

- Transport Highways Implications
- Impact on Visual Amenity
- Impact on Neighbouring Amenity
- Impact on Trees
- Impact on Archeology
- Impact on Ecology
- Loss of Public Amenity Space
- Impact on Surrounding Businesses

8.0 **Impact on Transport and Highways**

- 8.1 Policy T2 of the Local Plan states it will be necessary to adopt a whole range of measures to encourage a greater number of journeys to be made on foot, by cycling and use of the bus or the train. These will include a combination of improving public transport and bicycling facilities.
- 8.2 Core Policy 7 requires provisions for widening travel choices and making travel by sustainable means of transport more attractive than the private car.
- 8.3 The NPPF encourages the development of sites and routes which could be critical in developing infrastructure to widen transport choice.
- 8.4 In terms of highway safety and traffic generation, the proposal has been assessed by the Council's Highways Officer, and has been deemed acceptable.
- 8.5 The use of public transport should be encouraged. The provision of a car park within short walking distance from Burnham train station would encourage the use of train, and thereby ultimately reducing the reliance on private car journeys within the borough.
- 8.6 As the proposal would have an acceptable impact on the surrounding highway network, and encourages the use of public transport the proposal

would comply with Policy T2 of the Adopted Local Plan for Slough; Core Policy 7 of the Core Strategy 2006-2026, Development Plan Document; and the requirements of the NPPF 2012

9.0 **Impact on Visual Amenity**

- 9.1 Policy EN1 of the Local Plan states development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings”.
- 9.2 Policy OSC8 of the Local Plan states development proposals which would result in the loss of green spaces will not be permitted unless the amenity value of the green space can be largely retained and enhanced through development of part of the site.
- 9.3 Core Policy 8 requires a high quality design that respects its location and surroundings.
- 9.4 Chapter 4 of the NPPF state: Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design
- 9.5 The site is positioned adjacent to the Slough Trading Estate, where there is a transition in character from commercial to residential. There are residential dwellings directly opposite the proposed site, and is adjacent to the railway line, within close proximity of Burnham train station. The provision of a car park in this location would not be wholly out of character with the surrounding area
- 9.6 The proposal would result in the loss of a green space which currently provides an aesthetically pleasing feature in the street scene. The loss of green space is not desirable, and at the scale of the landscaping to be retained, the proposal would fail comply with Policy OSC8 of the Local Plan.

10.0 **Impact on Neighbouring Amenity**

- 10.1 Policy EN1 of the Local Plan states: development must be compatible with and/or improve their surroundings in terms of nearby properties”.
- 10.2 Core Policy 8 requires all development within existing residential areas should respect the amenities of adjoining occupiers
- 10.3 The NPPF states planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.

- 10.4 There are a number of residential dwellings directly opposite the site, and concerns have been raised by a resident over potential noise and disturbance.
- 10.5 The proposal would result in an increase in activity within the site which could cause an increase in noise and disturbance. In the normal day to day use of the site, these impacts would not result in unacceptable living conditions for the occupiers of the surrounding residential dwellings.
- 10.6 There may be the occasional disturbance through loud car stereos, excessive slamming of doors or shouting, however, this is not considered to be a 'run of the mill' use of the site. Planning should not seek to refuse development based on potential and unplanned activities that can be controlled by other legislation such as the Environmental Protection Act.
- 10.7 Based on the above, the proposal would comply with Policy EN1 of the Adopted Local Plan for Slough; Core Policy 8 of the Core Strategy 2006-2026, Development Plan Document; and the requirements of the NPPF 2012
- 11.0 **Impact on Trees**
- 11.1 The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development clearly outweigh the loss.
- 11.2 There are a number of mature and recently planted trees on the site. The Council's Tree Officer has been consulted and a response is currently being awaited, which will be included within the amendment sheet.
- 12.0 **Impact on Archaeology**
- 12.1 The NPPF sets out that, as a core principle, planning should take account of the different roles and character of different areas and heritage assets, in a manner appropriate to their significance should be conserved. In considering proposals for development involving ground disturbance within Sites and Areas of High Archaeological Potential,
- 12.2 The site has potential archaeological implications with the proposed development. As such, it would be reasonable to provide appropriate conditions to any approval to ensure the any heritage asset is identified and preserved.
- 13.0 **Impact on Ecology**
- 13.1 The NPPF requires that when determining planning applications, local

planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for then planning permission should be refused.

In addition, Circular 06/2005 states 'It is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before planning permission is granted

13.2 The application property does not fall within a designated SPA, SAC, SNCI or SSSI. It is not within 200m of ancient woodland, and is not an agricultural building or barn. Furthermore, after undertaking a site visit, Officer's are satisfied there would be no likely harm on protected species or ecology resulting from the proposed development.

14.0 **Loss of Public Amenity Space**

14.1 The site land was opened up, circa 5 years ago when the thick vegetation was removed as part of landscaping maintenance scheme to reduce the fear of crime as pedestrians walked to Burnham Station. The site is not designated as public open space within the Local Plan, and therefore, its use as such, could come to an end at any time. Therefore, no objections are raised regarding the loss of public amenity space.

15.0 **Impact on Surrounding Business**

15.1 An objection has been raised regarding the impact on a nearby private hire business based at Burnham train station.

15.2 The proposal would be set away from the private hire business by a degree where it would not impact on its amenity or access. As such no objections are raised by Officers.

16.0 **Conclusion**

16.1 The proposal would fail to comply with Policy OSC8 of the Local Plan. However, regard should be given to planning policies as a whole, and whether the benefits outweigh the harm.

16.2 The benefits are identified as encouraging the use of public transport by train which will help towards reducing traffic congestion, reducing carbon emission and air pollution within the borough.

16.3 The harm is identified as the loss of green space which provides an

aesthetically pleasing feature in the street scene. A degree of green space would be retained and potentially enhanced (through the use of landscaping conditions). At the scale proposed, the scheme would fail comply with Policy OSC8 of the Local Plan.

- 16.4 In balancing the harm against the benefits, it is considered encouraging the use of public transport by train hold wider benefits for the Borough in terms of traffic congestion and pollution. The loss of green space, although regrettable, would not be lost to development that would be out of keeping with the surrounding area. Furthermore, a degree would be retained and can be enhanced through the use of landscaping condition.
- 16.5 Officers consider that the resulting harm would be significantly and demonstrably outweighed the benefits when assessed against the policies in the NPPF taken as a whole.

PART C: RECOMMENDATION

17.0 **Recommendation**

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 application be delegated to the Planning Manager for approval, subject to minor highway alterations; no further substantive objections, and the conditions set out at the end of this report.

18.0 **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.

18.1 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) Site Location Plan at A3 dated July 2016
- b) Drawing No. 5147105-ATK-HW01-ML-DR-D002 Rev P04; dated

06/06/2016; recd 22/06/2016

c) Proposed Site Layout at A3; recd 10/10/2016

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. No development shall take place within the application area until the applicant has secured the implementation of a programme of archaeological works, in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the Planning Authority.

REASON: The site is within an area of archaeological potential. A programme of works is required to mitigate the impact of development and to record any surviving remains so as to advance our understanding of their significance in accordance with national and local plan policy.

4. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

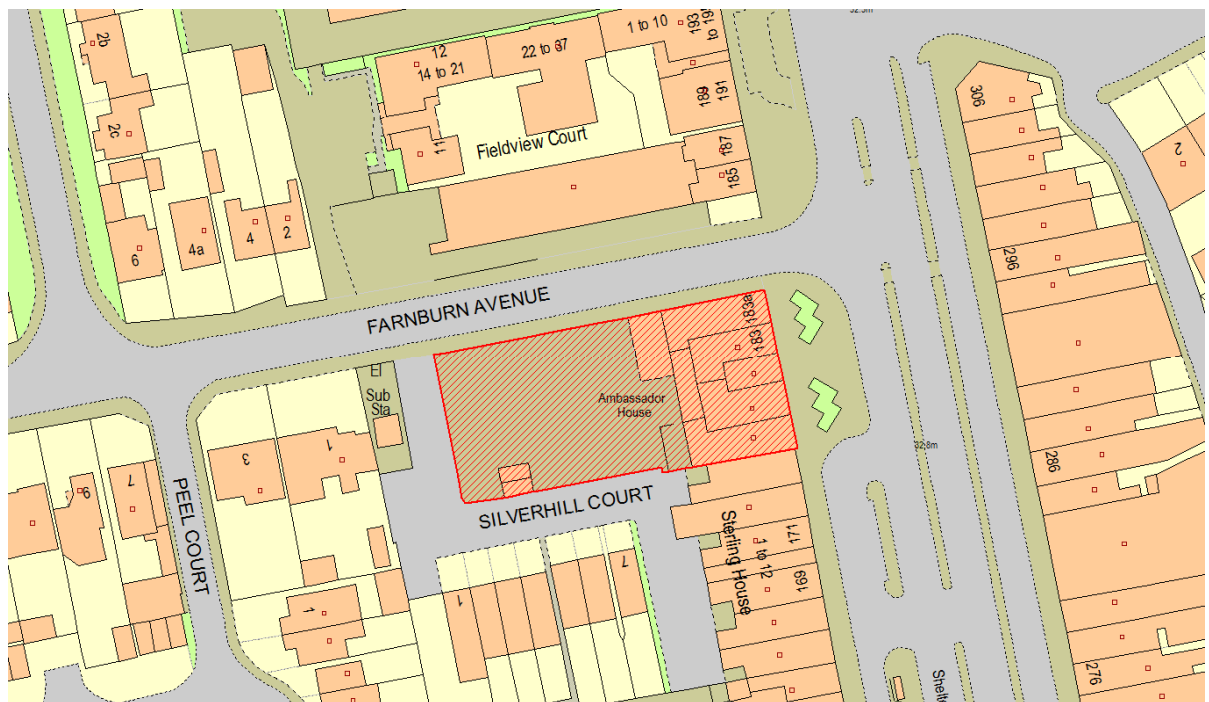
REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

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.

Registration Date:	08-Mar-2016	Applic. No:	P/02619/004
Officer:	Jonathan Dymond	Ward:	Farnham
Applicant:	Euroreach Ltd		
Agent:	Mr K Vekaria, Studio V Architect, 224 West Hendon Broadway, West Hendon, NW9 7ED		
Location:	177 Farnham Road, Slough, SL1 4XP		
Proposal:	Erection of a three storey building with pitched roof on part of an existing car park to provide 4no. one bedroom flats and 6no. two bedroom flats (class C3) with car parking, cycle storage and bin storage		

Recommendation: Approve



1.0 SUMMARY OF RECOMMENDATION

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

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the proposed erection of a three storey building on part of the existing car park to the rear of 177-183A Farnham Road. This building is known as Ambassador House. The proposed building would front Farnburn Avenue. The proposed development would provide ten flats (4 no. one bedroom flats and 6 no. two bedroom flats) (Class C3).
- 2.2 Associated car parking provision would be provided at ground floor level, underneath and around the building.
- 2.3 It will be noted from the planning history of the site that planning permission was granted for a similar development in October 2013. The difference between the previously approved scheme and the proposal now under consideration relates to a minor change to the rear of the building that is necessary owing to the site having been incorrectly surveyed.
- 2.4 It is understood that the previously approved building would have over sailed the onsite substation. This revised scheme therefore ensures that the proposed building is clear of the substation. There have been changes to the layout and sizes of some of the flats/rooms as a result. The number of flats and mix of one bedroom and two bedroom units remains as per the previously approved scheme.

3.0 Application Site

- 3.1 The site of the proposed development comprises an existing car park, currently understood to be utilised in association with Ambassador House.

- 3.2 To the north of the site is Farnburn Avenue. On the opposite side of Farnburn Avenue there is a supermarket occupied by Iceland.
- 3.3 To the north of the supermarket, there is a residential development comprising flats known as Fieldview Court.
- 3.4 To the south of the site, is Silverhill Court. Planning permission was granted for this development under planning application P/07851/004 dated 26th March 2012. The development comprises 3 no. two bed, 1 no. three bed and 4 no. four bed houses plus parking, landscaping and access road.
- 3.5 It should also be noted that planning permission has been granted for the change of use of the existing offices at first and second floor level to Class C3 flats at 165-175 Farnham Road to the south east under planning application P/07851/005 dated 23rd May 2012 and planning application P/07851/006 dated 23rd May 2012 respectively.
- 3.6 To the east of the site, the existing three storey building known as Ambassador House is understood to be in use for mixed commercial and residential uses.
- 3.7 There are two existing flats situated in the two storey rear projection. An inspection of the plans approved with the original application for the proposed erection of the building shows that these flats comprise two bedrooms respectively.
- 3.8 To the west of the site, there is an access which leads to the residential development to the south. Beyond this access, there are two storey dwellinghouses fronting Farnburn Avenue.
- 3.9 The surrounding area is therefore considered to comprise a mix of commercial and residential uses and the site is considered to be situated at what could be considered the interface between the district centre and the residential area.

4.0 Site History

- 4.1 Previous applications relating to the site are as follows:

P/01014/018 SUBDIVISION OF TWO FLATS (FLATS A AND B) AT SECOND FLOOR LEVEL TO CREATE 2 NO. STUDIO FLATS AND 2 NO. ONE BEDROOM FLATS (CLASS C3).

Approved with Conditions; Informatives 10-Dec-2013

P/01014/016 SUBMISSION OF DETAILS PURSUANT TO

CONDITIONS 4 (CYCLE PARKING) AND 5 (BIN STORAGE) OF PLANNING PERMISSION P/01014/014 DATED 03/10/2012 FOR THE CHANGE OF USE OF THE SECOND FLOOR FROM B1(A) OFFICES TO 6 NO. FLATS (4 NO. ONE BEDROOM, 2 NO. TWO BEDROOM).

Conditions Complied With; Informatives 13-Nov-2013

P/02619/003 ERECTION OF A THREE STOREY BUILDING WITH PITCHED ROOF ON PART OF EXISTING CAR PARK TO PROVIDE 4NO. ONE BEDROOM FLATS AND 6NO. TWO BEDROOM FLATS (CLASS C3) WITH CAR PARKING CYCLE STORAGE AND BIN STORAGE.

Approved with Conditions; Informatives 21-Oct-2013

F/01014/017 PRIOR APPROVAL FOR CHANGE OF USE OF FIRST FLOOR FROM CLASS B1(A) OFFICES TO CLASS C3 RESIDENTIAL COMPRISING 5 NO. STUDIO FLATS AND 3 NO. ONE BED FLATS (8 NO. UNITS IN TOTAL)

Prior Approval Not Required/Informatives 16-Sep-2013

P/01014/015 ERECTION OF A THREE STOREY STOREY BUILDING ON EXISTING CAR PARK TO PROVIDE 3. NO. RETAIL UNITS (CLASS A1) AT GROUND FLOOR LEVEL FRONTING FARNBURN AVENUE AND UNDERCROFT VEHICULAR ACCESS WITH 10 NO. ONE BEDROOM AND 4 NO. TWO BEDROOM FLATS (CLASS C3) ABOVE (14 NO. FLATS IN TOTAL), WITH CAR PARKING, CYCLE STORAGE AND BIN STORAGE AT GROUND FLOOR LEVEL TO REAR

Withdrawn by Applicant 01-Mar-2013

P/01014/014 CHANGE OF USE OF SECOND FLOOR FROM B1(A) OFFICES TO 6 NO. FLATS (4 NO. ONE BEDROOM, 2 NO. TWO BEDROOM)

Approved with Conditions; Informatives 03-Oct-2012

P/01014/013 INSTALLATION OF A DOUBLE SIDED PROJECTING BOX SIGN

Approved with Conditions 26-Feb-1988

P/01014/012 CHANGE OF USE FROM SHOP TO INSURANCE BROKERS.

Approved with Conditions 23-Jun-1987

P/01014/011 INSTALLATION OF NEW SHOPFRONT.

Approved with Conditions 16-May-1985

P/01014/010 INSTALLATION OF ILLUMINATED FASCIA SIGN.

11-Aug-1986

P/01014/009 INSTALLATION OF NEW SHOPFRONT.

11-Aug-1986

P/01014/008 INSTALLATION OF ILLUMINATED FASCIA &
PROJECTING BOX SIGN

Approved with Conditions 16-Nov-1984

P/01014/007 INSTALLATION OF NEW SHOP FRONT

Approved with Conditions 16-Nov-1984

P/01014/006 ERECTION OF TEMPORARY SHOP UNITS

Refused 29-Nov-1982

P/01014/005 ERECTION OF 4 SHOPS 4 SUITES OF OFFICES EACH
230 M2 AND 2 SERVICE FLATS AND FORMATION OF
ANCILLARY PARKING AND SERVICING AREA

Refused 29-Nov-1982

The following applications are also considered to be of relevance:

Car park at the rear of, 165-175, Farnham Road, Slough, Berkshire,
SL1 4XP

P/07851/011 - SUBMISSION OF DETAILS PURSUANT TO
CONDITIONS 5 (SURFACE WATER DRAINAGE) AND 10 (SITE
INVESTIGATION OF PLANNING PERMISSION P/07851/004
DATED 27/10/2011 FOR THE ERECTION OF 3 NO. TWO
BEDROOM, 1 NO. THREE BEDROOM AND 4 NO. FOUR
BEDROOM HOUSES PLUS PARKING, LANDSCAPING AND
ACCESS ROAD. - Approved 22-Nov-2012

P/07851/008 - SUBMISSION OF DETAILS PURSUANT TO
CONDITIONS 6 (SAMPLES OF EXTERNAL MATERIALS), 9
(LANDSCAPING AND TREE PLANTING SCHEME), 11 (BIN
STORE), 12 (CYCLE PARKING) AND 14 (SAMPLES OF
EXTERNAL MATERIALS) OF PLANNING PERMISSION
P/07851/004 DATED 27/10/2011 FOR ERECTION OF 3 NO. TWO

BEDROOM, 1 NO. THREE BEDROOM AND 4 NO. FOUR BEDROOM HOUSES PLUS PARKING, LANDSCAPING AND ACCESS ROAD. - Approved 05-Oct-2012

P/07851/007 - SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 6 (SAMPLES OF EXTERNAL MATERIALS), 9 (LANDSCAPING AND TREE PLANTING SCHEME), 11 (BIN STORE), 12 (CYCLE PARKING) AND 14 (SAMPLES OF EXTERNAL MATERIALS) OF PLANNING PERMISSION P/07851/004 DATED 27/10/2011 FOR ERECTION OF 3 NO. TWO BED, 1 NO. THREE BED AND 4 NO. FOUR BED HOUSES PLUS PARKING, LANDSCAPING AND ACCESS ROAD. - Approved 05-Oct-2012

P/07851/004 - ERECTION OF 3 NO. TWO BED, 1 NO. THREE BED AND 4 NO. FOUR BED HOUSES PLUS PARKING, LANDSCAPING AND ACCESS ROAD. - Approved with Conditions 26-Mar-2012

Stirling House, 165-175, Farnham Road, Slough, Berkshire

P/07851/010 - SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 4 (CYCLE PARKING), 5 (BIN STORE), 6 (SOUND INSULATION), 7 (SITE LIGHTING), 10 (WORKING METHOD STATEMENT), 11 (WASTE), 13 (ACOUSTIC REPORT), 14 (WASTE DISPOSAL) OF PLANNING PERMISSION P/07851/006 DATED 23/05/2012 FOR CHANGE OF USE OF EXISTING SECOND FLOOR OFFICES INTO 6 X TWO BEDROOM FLATS. - Approved 24-Oct-2012

P/07851/009 - SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 4 (CYCLE PARKING), 5 (BIN STORE), 6 (SOUND INSULATION), 7 (SITE LIGHTING), 11 (WORKING METHOD STATEMENT), 12 (WASTE), 14 (ACOUSTIC REPORT), 15 (WASTE DISPOSAL) OF PLANNING PERMISSION P/07851/005 DATED 23/05/2012 FOR CONVERT EXISTING B1 FIRST FLOOR OFFICES INTO 6 NO. TWO BEDROOM SELF CONTAINED FLATS. - Approved 24-Oct-2012

P/07851/006 - CHANGE OF USE OF EXISTING SECOND FLOOR OFFICES INTO 6 X TWO BEDROOM FLATS - Approved with Conditions 23-May-2012

P/07851/005 - CONVERT EXISTING B1 FIRST FLOOR OFFICES INTO 6 NO. TWO BEDROOM SELF CONTAINED FLATS - Approved with Conditions 23-May-2012

Land opposite & at Iceland Site, Farnburn Avenue, Off Farnham

Road, Slough, Berks

P/00419/015 - DEMOLITION OF EXISTING RETAIL UNIT AND CONSTRUCTION OF THREE STOREY BUILDING, WITH RETAIL AT GROUND FLOOR AND TWO RESIDENTIAL FLOORS ABOVE, CONSISTING OF 4 NO. ONE BEDROOM AND 4 NO. TWO BEDROOM FLATS WITH 12 NO. PARKING SPACES - Approved with Conditions 17-Mar-2009

5.0 Neighbour Notification

5.1 175, FARNHAM ROAD, SLOUGH, Iceland Foods Plc, Farnburn Avenue, Slough, SL1 4XT, Flat, 185, Farnham Road, Slough, SL1 4XS, 185a, Farnham Road, Slough, SL1 4XS, 185, Farnham Road, Slough, SL1 4XS, 1a, Farnburn Avenue, Slough, SL1 4XU, 1b, Farnburn Avenue, Slough, SL1 4XU, 1, Farnburn Avenue, Slough, SL1 4XU, Sava Centre, 183, Farnham Road, Slough, SL1 4XP, Golden Globe Phone Clinic, 177, Farnham Road, Slough, SL1 4XP, Salvation Army Care & Share Shop, 179, Farnham Road, Slough, SL1 4XP, Haines Watts, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, F M C Measurement Solutions, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Upper Floor, Unit, 1, Elystan Business Centre, Springfield Road, Hayes, Middlesex, UB4 0UP, Grooms, 183, Farnham Road, Slough, SL1 4XP, Contract Cleaning Services, 183, Farnham Road, Slough, SL1 4XP, Heycrest Ltd, 183, Farnham Road, Slough, SL1 4XP, Britvic Ltd, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Ikonnect Accessories, 177, Farnham Road, Slough, SL1 4XP, Silverhill Court, 4, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 5, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 6, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 1, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 7, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 2, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 3, Farnburn Avenue, Slough, SL1 4WS

5.2 One objection has been received from the commercial occupiers of 177 Farnham Road on the following grounds:

- Their lease gives them 11 parking spaces in the existing car park – concerned how this will continue during and after building works;
- When the landlord converted the second floor, noise was created which caused disruption to business;
- There are office windows onto the car park that will be overshadowed, overlooked and will have a loss of privacy.

Response: Issues regarding the objector's lease would be a matter between the landlord and tenant. The Council's Transport

consultant has considered the existing and proposed parking situation for the residential and commercial uses at the site in planning terms. Conditions are recommended regarding environmental protection matters. An assessment has also been undertaken as to the potential impact of the proposed development on neighboring occupiers.

- 5.3 A site notice has been displayed and the application has been advertised in the local newspaper.

6.0 Consultation

6.1 *Transport and Highways*

Concerns raised regarding access, car parking and refuse storage and collection.

6.2 *Drainage Engineer*

Drainage philosophy must be created; comments regarding surface water runoff.

6.3 *Environmental Protection*

Conditions recommended.

6.4 *Thames Water*

No comments received.

6.5 *Crime Prevention Design Advisor*

No comments received.

6.6 *Environmental Quality*

No comments.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document
Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004
Policy H10 – Minimum Density
Policy H14 – Amenity Space
Policy EN1 – Standard of Design
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

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

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

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

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

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be

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

Other relevant documents

Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)

Slough Local Development Framework Proposals Map

Slough Borough Council Developer's Guide Parts 1-4

Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)

Guidelines for Flat Conversions (April 1992)

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with and potential impact on neighbouring properties;
- 4) Amenity space for residents;
- 5) Parking and highway safety.

8.0 Principle of Development

- 8.1 The proposed development would be carried out on land which has been utilised as a car park in connection with Ambassador House. This building is located within a shopping area as shown on the Proposals Map, however the site of the proposed building under consideration falls outside of the shopping area and is thus considered to be situated within a residential area.

- 8.2 Whilst the parking and highway impact of the loss of the existing car parking is assessed below having regard to relevant parking standards, there is considered to be no in principle objection to the proposed development being carried out on this land.

- 8.3 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This policy states that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.

- 8.4 Whilst the site is located outside of the town centre, it is situated immediately adjacent to buildings occupying a primary frontage

within the Farnham Road district centre.

- 8.5 To the north and east of the site, surrounding developments mainly comprise a mixture of retail/office uses and flats. A backland residential development to provide family housing has recently been constructed to the south of the site. To the west, properties on Farnburn Avenue mainly consist of family housing.
- 8.6 Given the close proximity of the site to Farnham Road and the district centre, the site is considered to be a sustainable location for a development providing flats. It would be of a scale commensurate with its surroundings and would be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure. The proposal would not result in the loss of existing family housing.
- 8.7 The proposed flats would be acceptable in principle and would comply with Core Policies 1, 3 and 4 of the Core Strategy.

9.0 Design and Impact on the Street Scene

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would be three storeys in height. It would be constructed of facing bricks, rendered and painted walls and timber cladding. Recessed balconies are proposed to the front and rear. It is considered that the materials proposed would be inkeeping with the materials found in the locality.
- 9.3 The proposed building would front Farnburn Avenue and would be sited with the front elevation of the building facing the footway. The entrance to the building would be via a communal entrance. It is considered that this would provide an acceptable access arrangement.
- 9.4 Turning to noise matters, it is considered that the rooms within the proposed flats would be satisfactorily stacked to limit the potential for noise disturbance. Details of noise insulation could be covered by condition.
- 9.5 With regard to light provision, the windows serving habitable rooms are considered to be of an acceptable size and appropriately positioned.

- 9.6 The changes to the design of the rear of the building are considered to be acceptable. The proposal would respect building lines and would be of a high quality design and appearance. The proposed development is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

10.0 Relationship With and Potential Impact on Neighbouring Properties

- 10.1 It is considered that the main area for consideration in relation to the potential impact on neighbouring occupiers would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and overdominance.
- 10.2 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. This policy also states that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers.
- 10.3 The main areas of concern regarding the potential impact of the proposed development on adjoining occupiers are with respect to the relationship of the proposed development with the neighbouring residential development to the south, known as Silverhill Court; and the relationship of the proposed development with the flats to the rear of 177-183A Farnham Road to the east.
- 10.4 *Relationship with Silverhill Court:*
- 10.5 It appears that the proposed development would maintain a 20.3 metre gap between the rear elevation of the building and the front elevation of the neighbouring dwellings opposite. A separation distance of 21 metres between opposing primary elevations should normally be maintained.
- 10.6 Whilst the proposed development would therefore fail to achieve the minimum separation distance required, the 70cm shortfall would be of marginal significance and this would not result in unacceptable detriment and planning permission should therefore not be refused on these grounds as an acceptable relationship would be provided.
- 10.7 The proposed development would be acceptable having regard to the relationship of the proposal with Silverhill Court. The proposed development would comply with Core Policy 8 of The Slough Local

Development Framework, Core Strategy 2006 – 2026,
Development Plan Document, December 2008.

- 10.8 *Relationship with flats to the rear of 177-183A Farnham Road:*
- 10.9 The submitted plans show that the separation distance between the flank wall of the proposed development and the rear wall of the two storey rear projection of the existing building accommodating the two existing flats would be 11.4 metres. The separation distance between the flank wall of the proposed development and the main flank wall of Ambassador House would be 16.8 metres.
- 10.10 Windows in the flank wall elevation of proposed development facing the rear of Ambassador House would serve open plan kitchen and living room areas, and bedrooms.
- 10.11 Having regard to the standards contained within The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document, a separation distance of 15 metres should be maintained between opposing flank wall and primary elevations should normally be maintained.
- 10.12 Whilst the proposed development would result in separation distance of 11.4 metres between the flank wall of the proposed building and the rear wall of the two storey rear projection of the existing building accommodating the two existing flats, it is considered that adequate light provision and outlook would be maintained for these occupiers.
- 10.13 The 16.8 metre separation distance between the flank wall of the proposed building and the main rear wall of Ambassador House would exceed the 15 metre distance normally required.
- 10.14 It is considered that the proposed development would be acceptable and would comply with Core Policy 8 of the Core Strategy and the National Planning Policy Framework.
- 11.0 Amenity Space for Residents**
- 11.1 Balconies would be provided to the rear for use by future occupiers of some of the units.
- 11.2 The design of the proposed balconies is such that they would provide a usable outside seating area and the level of provision is considered to be acceptable given the location of the site.
- 11.3 It is considered that the proposal would comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for

Slough and the National Planning Policy Framework.

12.0 Parking and Highway Safety

- 12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The existing building is located within a shopping area as shown on the Proposals Map, however the site of the proposed building under consideration falls outside of the shopping area and is thus considered to be situated within a residential area.
- 12.4 Parking standards relevant to the proposed development, which is located within a residential area, as set out in the Adopted Local Plan for Slough are as follows:
- 12.5
- 1 bedroom flat (all spaces assigned) – min. 2 per unit
 - 1 bedroom flat (one space assigned) – min. 1 per unit, plus 0.5 communal
 - 1 bedroom flat (all spaces communal) – min. 1.25 per unit (a minimum of 1 per unit has been accepted in some locations)
 - 2 or 3 bedroom flat (all spaces assigned) – min. 2 per unit
 - 2 or 3 bedroom flat (all spaces communal) – min. 1.75 per unit
- 12.6 The applicant has submitted a parking layout showing a total of 18 no. spaces.
- 12.7 The Council's Transport consultant has objected to the proposed development on the grounds of car parking provision and refuse storage arrangements. A number of queries have been raised and responses will be sought from the applicant and reported on the Committee Amendment Sheet.
- 12.8 It should however be noted that planning permission has been granted for a similar scheme with a similar level of parking provision. The site is also located in what is considered to be a sustainable location where travel by means other than the private car should be encouraged and supported, the proximity of the site to the district shopping centre.

13.0 Process

- 13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The concerns arising in connection with the previously withdrawn scheme were discussed with the applicant and changes have been made. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

14.0 Summary

- 14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations.
- 14.2 It is recommended that the application be approved subject to conditions.

PART C: RECOMMENDATION

15.0 Recommendation

- 15.1 Approve subject to conditions.

PART D: CONDITIONS

CONDITIONS:

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

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

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

TBC

REASON To ensure that the site is developed in accordance

with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

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

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

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

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

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

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

6. The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

REASON In pursuance of the Council's duty under section 17 of

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

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

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

8. It is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial use(s) or otherwise. Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

Phase 1 shall incorporate a desk study and site walkover to identify all potential contaminative uses on site, and to inform the conceptual site model. If the potential for contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform any remediation strategy proposal. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 shall include a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use. This shall be submitted and approved in writing by the LPA prior to commencement. The remediation shall be carried out in accordance with the approved scheme and the applicant shall

provide written verification to that effect.

The development shall not be occupied until any approved remedial works, have been carried out and a full validation report has been submitted and approved to the satisfaction of LPA. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. The development shall not begin until details of on and off site 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 To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as such thereafter.

REASON In the interests of drainage in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11. No development shall commence until details of wall and floor sound insulation for the flats hereby approved has been submitted to the Local Planning Authority and approved in writing. Once approved, the approved details shall be implemented prior to the first occupation of the flats, and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON To protect the occupiers of the flats from internal noise transmission in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

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

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

13. No development shall commence until details of the proposed bin stores (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

14. No future occupier of the flats hereby approved shall be entitled to a car parking permit from the Council to park upon the public highway within any current or future local controlled parking zone.

REASON In order to ensure that the development does not harm the amenities of the occupiers of neighbouring residential properties by adding to on-street parking demand in the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

15. Notwithstanding the parking layout shown on the submitted plans, no development shall commence until a plan to show parking and vehicular access arrangements has been submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided on site in accordance with the

approved details prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004.

16. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources (as described in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007)). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the development hereby permitted. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document.

17. Following practical completion of the building hereby permitted, the building shall not be occupied until details of compliance with the Building Research Establishment BREEAM (or subsequent equivalent quality assured scheme) overall 'Very Good' has been achieved.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

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

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

(d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) during the construction have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

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

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

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

21. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

INFORMATIVES:

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.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The 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.
5. 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.
6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new

unit/s.

9. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 2nd November, 2016

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR COMMENT / CONSIDERATION

REVIEW OF THE LOCAL PLAN FOR SLOUGH – ISSUES AND OPTIONS
CONSULTATION DOCUMENT

1 Purpose of Report

The purpose of the report is to explain what the contents of the proposed Local Plan Issues and Options Consultation document will be and set out what the key policies will be. Any comments will then be forwarded to Cabinet.

2 Recommendation(s)/Proposed Action

The Committee is requested to make comments to Cabinet about the contents of proposed Issues and Options Consultation Document.

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 Council is proposing to produce an “Issues and Options” report as the first stage in the Review of the Local Plan for Slough. It is important to note that this is not a draft plan but a discussion document which is being put forward for public consultation.
- 5.2 It is proposed that the Cabinet will approve the “Issues and Options” report at its meeting on 21st November and it will then be the subject of a public consultation exercise for six weeks beginning in January. The results of this will be fed into a “Preferred Options” document which will be followed by the production of a “Submission” version of the plan which will be submitted to the Secretary of State and then be the subject of a public inquiry. The timing of the later stages of the plan will be at least partly dependent upon external factors such as any proposals for Heathrow airport and the results of Duty to Cooperate discussions with neighbouring authorities.
- 5.3 A previous report to this Committee highlighted what the key issues are for the Review of the Local Plan and the report to the last meeting set out what the possible Spatial Options are for distributing development throughout the Borough.
- 5.4 The main focus of this report is to set what out the overall themes of the Local Plan are and what the key policy responses could be.

- 5.5 A summary of the whole document is included in the appendix so that Members can understand what the key contents of the “Issues and Options” document will be and make any comments that they would wish to be forwarded to Cabinet.
- 5.6 It should be noted that it is intended to hold a second Member workshop on 27th October which will focus upon the issue of congestion within Slough. The results of this can also be forwarded to Cabinet.

Contents of the Consultation Document

- 5.7 The Issues and Options Consultation Document will contain the following sections:

Introduction

- 5.8 The introductory section will have a portrait of Slough today which will, amongst other things highlight the advantages of living, working and visiting Slough. There will also be a short section on the past which will show how the town has previously managed to successfully accommodate growth.
- 5.9 The “key drivers of change” section will highlight what the pressures are on Slough and that “do nothing” is not really an option. The most significant factor which drives everything that we are seeking to do in the Review of the Local Plan is that our population will grow by nearly 22,000 people over the twenty years of the plan period.
- 5.10 The reason for this can be seen from Figure 2 in the Appendix which shows that Slough currently has a very young population with a lot of young children. Figure 3 shows that as these children age we will have a larger but more balanced population. Critically this will result in there being more households in Slough who will need more homes.

Vision

- 5.11 In order to deal with the pressures for growth the document sets out an aspirational vision for Slough (see Appendix).
- 5.12 The first part of the vision sets the tone when it states that by 2036 Slough will...

...have a high profile image which reflects its important role in the region as a prosperous, confident, attractive metropolitan place where people choose to work, rest, play and stay.
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- 5.13 One of the key words within this is that we want Slough to be a place where people want to stay. There is currently a concern that some people are only in Slough because it is cheaper than other areas and not somewhere where they actually want to live. At the same time there may also be a lack of a range of suitable accommodation within Slough which means that people who do wish to remain in the town can't find the sort of place that matches their lifestyle.

- 5.14 We also need to make sure that in addition to having better housing for future generations there will also be a range of good jobs in Slough which local people have access to. As a result the vision states that Slough will...

...be an 'economic powerhouse' with a large skilled workforce and a reputation as an excellent place to do business which will encourage established and new companies to invest and grow in the Borough.

- 5.15 Putting all of this together the final part of the vision states that Slough will...

...be a town with cohesive residential and business communities where people think globally but are happy to work and live locally.

Objectives

- 5.16 The document also sets out the objectives for the plan which are intended to help develop the Vision.
- 5.17 One of the key ones is to meet the Objectively Assessed Housing Need within the Borough or as close as possible to where the needs arises. This means that we are planning to provide around 20,000 new houses in or around Slough during the plan period.
- 5.18 There are also similar objectives for facilitating the creation of another 15,000 jobs in order to ensure that the new population can find employment and that Slough maintains its role as major commercial centre.

The Big Strategic Issues

- 5.19 One of the critical things that the Issues and Options document has to do is identify what we think the big strategic issues are that the Local Plan will have to address. These are mainly concerned with how we will be able to achieve the Vision and meet the objectives that we have set ourselves.
- 5.20 The issues addressed in the document are:
- *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 impacts?*
 - *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?*

Proposed Policy Response

5.21 Taking into account all of the available information it is considered that the Local Plan needs to develop a strategy and new policies for the following key areas:

- Investment
- Housing
- Community
- Transport
- Design/Environment

5.22 An explanation as to what sort of policies the plan could adopt for each of these areas is set out below.

Creating an Environment for Investment

5.23 The Local Plan strategy will ultimately only work if people are prepared to invest in Slough. In 2012/3 there were only 182 houses built despite the fact that there were planning permissions for 4,323. In business terms in 2013 Slough was ranked 50th most competitive borough in the UK; the lowest in the Thames Valley Berkshire LEP area, and a drop of 2 places since 2008. Whilst we can't do anything about what is happening to the national economy we can do what we can to attract investment to Slough.

5.24 One of the biggest problems is Slough's perceived poor image. This can have a real impact if it means that house prices are depressed, shoppers no longer come to Slough, people don't want to work in the town and residents have less pride in where they live. As a result a cross cutting theme for the Local Plan is to try to improve the image of Slough which would also lead to more inward investment.

5.25 Public investment in the town is a positive indicator for attracting more from the private sector. The arrival of the Crossrail service in 2019 has already had an effect upon the housing and office market in Slough. The proposed rail link to Heathrow from Slough will also have a big impact in attracting inward investment when that opens.

5.26 The Council also has a role to play in promoting major regeneration schemes, such as the Heart of Slough, and the huge investment it is making in new developments through the Slough Urban Renewal partnership. It has also set up new Housing companies to start building residential development.

5.27 The Plan will need to ensure that necessary infrastructure is provided to support and accommodate the anticipated growth. This will include providing support for

better digital and broadband services, health care, and social infrastructure. The local plan policies will welcome the establishment of educational facilities supplying workplace learning and other tertiary education to meet the needs of business and raise the skill levels for residents.

- 5.28 It is recognised that development will not come forward if it is not viable. Brownfield sites with high alternative use values and high demolition and construction costs can be problematic. We will carry out a Viability Study of the Local Plan to establish what the baseline for development is. We have not so far sought to introduce the Community Infrastructure Levy in Slough in order to reduce costs of development. Any schemes that are unable to provide a full range of Section 106 contributions will have to produce a viability study to justify this. The Council will take account of abnormal costs but green field sites will be expected to provide full quota of infrastructure contributions and affordable housing.
- 5.29 Insisting upon good design will help support investment. In deciding what the priorities for individual sites will be we will adopt a “Slough Pound” principle which involves getting the best value from public and private assets through directing investment to where it will deliver the biggest improvement to the town’s image, such as investing in the public realm.
- 5.30 One of the priorities is to get new investment into the town centre in order to revitalise it as a commercial office centre and improve the retail and leisure offer. Where development does take place we will protect the investment from inappropriate competition by adopting a strong “Centre First” policy which will prevent “town centre uses” such as major retail and offices from being built elsewhere.
- 5.31 By identifying areas for comprehensive redevelopment and other policies we will endeavour to give investors the confidence that there will be an uplift in the quality and appearance of the area. Good design and attractive spaces are at the heart of this strategy. The Council will invest by leading key regeneration projects and we will be prepared to use CPO powers to assemble sites where this is necessary to see key developments delivered.
- 5.32 Economic Assessments have indicated that 15,000 new jobs are required to meet the needs of population and economic growth during the plan period. Little new employment land can be identified so it is important that the land in employment use is protected wherever possible except in the particular circumstances of option sites where a housing provision is considered a strategic priority. Where existing buildings in employment use are redundant, redevelopment for employment will be encouraged in order to make the most of the scarce land available.
- 5.33 Spatial options include the release of green belt land in Colnbrook and Poyle to accommodate employment development where businesses can demonstrate that it is essential for them to be located in close proximity to the airport.

- 5.34 In order to attract new businesses to Slough we have adopted a Simplified Planning Zone (SPZ) for Slough Trading Estate which means that development which meets the necessary criteria can take place without the need for planning permission. We will try to ensure that suitable commercial development elsewhere can go ahead with speed and certainty.
- 5.35 We will also make sure that we optimise the reasons that new businesses seek to come to Slough whether it is its proximity to Heathrow or being the best location in the country for data centres.
- 5.36 We will also try to protect the network of small businesses in the Borough which support the local economy and encourage the development of more incubator or nursery business premises, as clusters of such units provide both flexible premises for growing businesses and soft networks that support innovation and enhance market and supply chain contacts.
- 5.37 The correlation between a good supply of quality housing and economic growth is well known. In order to encourage more housing we will consider allowing suitable high density metropolitan style development in appropriate locations such as the town centre and be prepared to make major policy relaxations such as the release of Green Belt for development.

Housing – Providing Homes for the Future

- 5.38 The plan has the ambitious objective of planning to provide for around 20,000 new houses in and around Slough over the plan period. Some of this additional housing can be achieved by allowing redevelopment of some existing sites at a higher density than existing housing areas and past new-build housing sites. But much of the housing growth will need new land that is suitable for housing to be identified. As a result a number of Spatial Options have been developed which are explained below.
- 5.39 Some sites already have planning permission or are commitments in the Core Strategy/Site Allocations but have not yet been built out. These will be important for delivery of housing particularly in the first five years of the plan period. In addition the plan will have policies that encourage new housing to come forward on as yet unidentified small sites and windfall sites. The Council Housing Department's Housing Strategy aims to ensure that 200 homes per year are delivered through Slough's own five year housing investment programme.
- 5.40 Initial calculations show that even if all of the identified sites in Slough, including those in the Spatial Options, were developed and an allowance is made for continuing small site development there would still be a shortfall of around 8,000 houses. This is why the options of finding housing opportunities outside Slough's closely drawn boundaries either northwards or southwards, have been developed.
- 5.41 Obviously these options cannot be achieved without the agreement of the relevant authorities and so will have to be pursued through Duty to Cooperate negotiations. Discussions are currently taking place with South Bucks and Chiltern Councils to see if we can agree a Memorandum of Understanding which would set out a way forward for progressing the northern expansion of Slough through a partial review

of the South Buck/Chiltern Plan. This could mean that it could be considered at examination in public at the same time as the Local Plan for Slough.

- 5.42 The new Local Plan will be tested to ensure that its strategies are deliverable. The identification of sites and granting of planning permission cannot guarantee that housing will actually be built which is why a proactive approach to encouraging investment is required in order to make development of housing in Slough more financially attractive. Part of this strategy is to ensure that we build a range of houses that are attractive to people with different housing needs, including the skilled workers sought by existing and new businesses. In addition the Housing Strategy has plans for estate renewal to improve existing homes and increase the number of homes in some estates.
- 5.43 Between 2004 and 2016, 61% of all dwellings built in Slough were flats. The Strategic Housing Market Assessment (February 2016) identified a need for a range of accommodation in terms of both size and tenure. This showed that there will be a need for family sized accommodation in Slough with 45% being three bed 16% being four bed properties.
- 5.44 It is estimated that if we built everything in the current housing trajectory and all of the proposed spatial options around 80% of new dwellings would be flats. In future a proportion of these could be family apartments in order to provide affordable housing in the higher density new neighbourhoods rather than in traditional suburban development. This would also help to provide an opportunity for more mixed income and mixed tenure developments that also give scope for housing suitable for elderly or vulnerable people or those with special needs.
- 5.45 More green field development land, within Slough, will only be provided through the release of Green Belt land. Ultimately the best way of providing a substantial amount of family accommodation would be to build a “garden suburb” to the north of Slough. The other main policy response would be to ensure that the existing stock of family housing is not reduced. The Core Strategy currently has a policy of there being no net loss of family accommodation and limiting new development in the suburbs to infilling with family houses. This approach may have to be continued in the Review of the Local Plan.
- 5.46 Whilst there may be an increase in density within new development, housing standards will still need to be applied as explained in the Design/Environment section.
- 5.47 A key concern of the local plan is to provide affordable housing. House price inflation has increased 39% in the past three years and the average house price is now 11.1 times the average salary in the Borough. All other indicators such as the housing register and increases in homelessness also point to the urgency of providing more affordable housing. Recent and emerging government policy has widened the definition of affordable housing to include the traditional social rented sector, intermediate housing in schemes such as shared ownership and discounted starter homes. The Housing Strategy commits to providing 100 new

affordable homes on our own land over the next five years. Other forms of affordable housing will be sought through s106 developer contributions from new housing developments. The amount of affordable housing achieved is going to be dependent on increasing development viability and therefore the overarching commitment to raising the image of Slough and getting the best for the “Slough Pound” is relevant.

Fostering Choices for the Community

- 5.48 Our aspiration is to make Slough a place where people want to ‘live locally’ and are able to stay throughout the various stages of their life. The Plan therefore needs to provide for a full range of facilities and services to provide for people’s changing needs and feel a sense of belonging. The major element of this is providing residents with opportunities to live and work locally that meet their aspirations.
- 5.49 One of the strengths of Slough is the number of diverse and distinct local neighbourhoods that it has. Although some are not as prosperous as others they all have something to offer their residents. The policies in the plan need to recognise this, and provide scope for residents to determine the character of their area and the way that it develops to suit their needs and those in the future. There is also the need to provide for additional infrastructure to enable the Plan’s objective to provide opportunities for our residents to live positive, healthy, active and independent lives.
- 5.50 In the absence of any emerging Neighbourhood Plans, the Local Plan can provide the opportunity for residents to have a say in the way in which their area is developed and can potentially adopt different approaches to suit different areas.
- 5.51 We want residents to live their whole life in Slough if they want to, and make the most of their existing family and social networks. This is not always possible at present due to a lack of housing that people aspire to, or the services, schools and jobs they need or want within their local area.
- 5.52 To date the suburban areas have been able to accommodate the growth in population in an “organic” way which has not significantly affected their overall character. One example of this is the way in which outbuildings have been used as ancillary living space for larger families with a minority being utilised as self-contained accommodation (‘beds in sheds’). In addition many private homes have had large extensions or otherwise extended to meet particular needs. Another is the specialist and independent retailers in neighbourhood parades. There have however been negative impacts on the general street scene such as loss of greenery due to extra parking and bin storage, poorly maintained or inappropriate commercial frontages, and a lack of space for proper footpaths /cycleways.
- 5.53 Whilst there is an overall need to retain family housing within the suburbs there may be scope for some intensification of development. This would still have to

recognise the importance of protecting the overall character of the area and the street scene in particular. It would also have to take account of the need to provide adequate garden space, protect the amenities of neighbours and maintain the amount of greenery.

- 5.54 Slough has a very low level of tree cover even compared to built up areas like London, and street trees can have a positive impact on wellbeing and air quality. At present the majority of these are in the suburbs and so if, like London, we want to increase the greenery of the town it will be important that we encourage people to replace lost trees, hedges and shrubs and, where possible, plant more trees within new developments and along the verges.
- 5.55 We also want to enable people to meet many of their day to day needs without having to get in their car. This will mean a combination of providing local facilities within individual neighbourhoods and providing better access to health, education, active leisure and other services. This will help to improve fitness and well-being, foster a sense of community and reduce congestion.
- 5.56 Existing parks, public open spaces and buildings of interest are important for creating a sense of place and belonging so the Plan will include policies which adapt these so they can accommodate more and varied uses. It will also be important to ensure that existing neighbourhood parades, local shops and community facilities are utilised or re-provided in a way which optimises their use and community value.
- 5.57 The Spatial options include proposals for new neighbourhoods. In most cases they can be designed in a way which creates their own character with a distinctive architectural style. It will, however, be important that they include all of the necessary local facilities that the new residents will need.
- 5.58 It is also important that our neighbourhoods feel safe and well connected to the jobs, services and facilities nearby, and to the town centre, which means that new developments should provide attractive local links between existing and new facilities in order to make them feel more connected. ‘Smart’ technologies, good design and place-making mentioned elsewhere will also help deliver this.

Transport – Making it Easier to Move Around

- 5.59 We are currently in the process of constructing some major transport schemes which should help to ease congestion. These include the A355 Tuns Lane scheme which will improve traffic flow on this important north south route. The A322 Windsor Road widening scheme will make journeys quicker and more reliable on this strategic route.
- 5.60 There are proposals for further improvements to the roads which could provide additional capacity at “pinch points” and make the network operate more effectively. It has to be recognised that there is a limit to how far physical changes

to the roads can be made given the fact that Slough is so densely built up and constrained. At the same time any additional capacity created will quickly be used up by the latent demand for travel.

- 5.61 A lot of the congestion in Slough is caused by local people. 66% of residents commuting out of Slough do so by private car and many travel a short distance. This is the 6th highest proportion for all towns and cities in the South East. During the morning peak one in three car journeys is taking a child to school.
- 5.62 The overall policy response to the problem of ensuring that as many people as possible can travel around Slough more easily will have to be one of finding ways of encouraging a modal shift away from the private car.
- 5.63 Despite its compact nature a walking and cycling culture has not yet been established in Slough.
- 5.64 This could be due to a number of things such as the busyness of the roads, noise, fear of accidents, lack of permeable routes, the poor health of some residents or the view of the car as a status symbol.
- 5.65 Also use of public transport is not as high as it could be. We are carrying out the first phase of the Slough Mass Rapid Transit (SMaRT) which is a bus lane and bus priority scheme. This should increase patronage but further improvements to bus services will be required.
- 5.66 The new Crossrail service which comes in 2019 will improve rail services, particularly to Langley and Burnham stations. The proposed passenger link to Heathrow will make access to the airport by train very attractive from the town centre. How passengers will travel to the stations needs to be addressed.
- 5.67 There are a number of things that the Local Plan can do to help to bring about behavioural change that will be needed in order to reduce the use of the private car particularly for short journeys.
- 5.68 Firstly we can make sure that major new development is located in the most accessible locations near to railway stations and bus routes. We can also locate development so that it is close to major retail or employment centres and make sure that neighbourhoods have key the facilities needed to enable people to live locally.
- 5.69 We can improve the footway and cycleway networks to make them safer and more attractive to use. We can also ensure that new developments provide or contribute to some of the missing links in the network. Compulsory purchase powers may be needed to implement some key links.
- 5.70 We can provide better bus infrastructure such as the second phase of SMaRT which will provide an improved service to Heathrow for the 4,000 residents who

work there. More bus priority measures, that allow buses to bypass and move ahead of queues, can be introduced. New developments that generate extra traffic will need to contribute to infrastructure for non-car modes of travel.

- 5.71 There is also the possibility of having a Park and Ride which would reduce the number of cars in Slough and the need for on-site parking.
- 5.72 Major residential development on the edge of the town needs layouts that support viable bus routes.
- 5.73 The introduction of new digital infrastructure and technology should in the future reduce the need for people to travel and smooth out the peaks as people will be better informed as to when to travel and use public transport.
- 5.74 There is clearly a need to try to reduce the percentage of children who are being driven to school in the morning peak which will require coordinated action and enforcement of travel plans.
- 5.75 There will also have to be some form of parking restraint at the destination of the journey. The evidence shows that car commuting to places like the Trading Estate is much higher than town centre where private parking is limited. As a result selective parking controls will have to be introduced in order to reduce peak time car commuting.
- 5.76 Parking standards for new residential developments needs to be refined to generally limit parking in well located developments but still ensure the associated homes are attractive to a range of people. Initiatives to restrict car use, at peak times, rather than just car ownership need to be explored.
- 5.77 It may also be necessary to bring in traffic management measures which deter through traffic from coming through Slough.
- 5.78 Members will be aware that a workshop for all Councillors has been arranged for 27th October which will focus upon congestion. Any feedback from this will be reported to Committee.

Insisting Upon High Quality Design and Environmental Standards

- 5.79 An overarching theme of the plan is the need for good design in order to improve the image of Slough. This can improve the viability of development, enhance the wellbeing of residents and workers, and attract visitors and investors.
- 5.80 One of the key policy responses could be that good design is not negotiable and will be given top priority. This approach will need to be backed up by design guides and site development briefs. This would flag up to prospective developers that they need to factor in good quality design to their costing before they

purchase sites. This will need to be balanced with viability issues on brownfield development sites.

- 5.81 In residential areas the top priority will be to protect and enhance the appearance of the “street scene”. There will also be an emphasis upon greening the appearance of streets with an emphasis on street trees.
- 5.82 The Local Plan policy of “Residential Areas of Exceptional Character” can be adapted and expanded in order to recognise the importance of maintaining the appearance of key arterial residential and commercial roads.
- 5.83 Main road corridors, gateways to the town and other entry points such as stations can be made as attractive as possible so as to enhance the image of Slough and encourage walking and cycling. This will happen through design policy for new development and via the Council’s local highway authority role. Getting developers to contribute financially to neighbourhood wide enhancements will be explored.
- 5.84 The quality of the urban realm will be particularly important in the town centre and the other district and commercial centres. The Heart of Slough already has high quality hard and soft landscaping plus landmark buildings at the bus station and The Curve. This approach to comprehensive regeneration should be rolled out elsewhere.
- 5.85 Achieving high standard of design within the major new development areas which form part of the Spatial Options will be particularly important so that new neighbourhoods have a sense of place and are distinctive in appearance. What these areas look like could vary considerably from more traditional suburban type developments. Sites near the centre of Slough can be higher density and metropolitan in style. Very large edge of town sites can be ‘garden suburb’ in style. Connections to existing neighbouring developments will be important but they need not reflect their appearance.
- 5.86 For higher density development to succeed good quality design is essential. The spaces around the base of big buildings and the prominent tops of tall buildings against the skyline warrant special attention. Higher density can also be achieved through street based development; the traditional street is an enduring feature of successful towns. Design policy can promote this to help quell fears about high density development.
- 5.87 Part of the good design policy will need to cover building materials and surface treatments to ensure good quality and lasting finishes are used.
- 5.88 A good design policy will cover the natural environment also. Landscaping is often an afterthought but well planned and specified planting and surfaces can make a big difference to the attractiveness of developments.

- 5.89 Residential design policies will cover living conditions as well. This is associated with good design in terms of health and wellbeing objectives. Key aspects to be covered are garden/amenity space; day and sunlight; privacy and dwelling size.
- 5.90 For medium and high density development to succeed reasonable living conditions are important. However high density can mean some compromises in comparison to traditional suburban home living conditions. Policy will need to be flexible to provide for high density development but not compromise basic needs.
- 5.91 Introduction of a minimum dwelling size policy can be explored. Government policy allows Councils to adopt a nationally prescribed floor space standard if there is evidence that this is needed in the area. However blanket adoption of this policy can mean fewer homes might be built as extra space is taken up compared with what developers might otherwise design.
- 5.92 To assist with affordability allowing a few special small homes can be part of housing/design policy. To be successful the quality will need to be high; specialist developers involved, occupancy restricted and affordability protected long term.
- 5.93 Policies will, as now, prevent exposure to unacceptable levels of pollution. However greater emphasis on air quality will be needed. This relates to health objectives and, in terms of implementation, policies to reduce car use. Environmental quality policies will need to take account of any low emission strategy through, for example, promotion of electric vehicle use, where practical use of less polluting vehicles (in particular diesel trucks for large scale construction and development with significant net increase in commercial vehicle traffic), control of new homes in areas with poor air quality including fitting of air filters.
- 5.94 Existing policy on flood risk will be updated including on-site drainage (sustainable urban drainage) as this is still a significant issue in the town. Government policy now limits Councils' influence on limiting carbon emissions from buildings. However, at present, there are still opportunities to promote low carbon buildings and existing policy can be adapted to include this. Green infrastructure can be promoted via a number of policies – recreation space requirements, gardens, landscape, street trees/public realm quality etc. Biodiversity policy will protect key natural habitats but as important is the design of new landscaping to create new habitat that supports biodiversity. Whilst growth and intensification may mean loss of some existing green space and trees there is scope to help mitigate this loss even in an urban environment through careful design and appropriate management.

Development of the Spatial Options

- 5.95 Having established what the strategic issues are for the Local Plan and a possible policy response, it is necessary to consider how these can be addressed by identifying where major new development could go within the Borough.

5.96 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 meaningful options which can be used for public consultation.

5.97 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.

5.98 Some of the options such as "intensifying the suburbs" or "releasing employment land for housing" are more generic and so do not contain specific sites. The option to build new housing or employment elsewhere in other districts will have to be explored through the Duty to Cooperate process and cannot be defined at this stage apart from drawing up an area of search.

5.99 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 (to include land around the railway station)
- 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. Expansion of Slough
 - J1 – Northern expansion into South Bucks (Garden Suburb)
 - J2 – Southern expansion into Windsor & Maidenhead (small sites)
- K. Build in other areas outside of Slough

5.100 Details of these options were included in the previous report to this Committee and have been reproduced again in the Appendix.

5.101 The amount of housing that each option could produce has also been estimated. The Housing Trajectory in part 4 of the Appendix shows that if all known sites and all of the Options were to be developed, along with an allowance for ongoing small site completions, it is likely that we could be around 8,000 houses short of meeting the Objectively Assessed Need of 927 a year. Whilst it is likely that further windfall

sites will come forward in the latter part of the plan period there will still be such a shortfall that the options of building outside of Slough will have to be considered.

5.102 The expansion of Slough, either northwards or southwards, has been included as Option J even though this would involve building in land in South Bucks or Windsor & Maidenhead. Obviously this, and Option I (build in other areas outside of Slough), cannot be achieved without the agreement of the relevant authorities as a result of Duty to Cooperate negotiations. It is, however, important that as many details of Option J could look like are included in this consultation so that the public can understand what the implications of this option could involve and the necessary technical work can be carried out to assess the practicality of this option.

5.103 It should also be noted that with the exception of the option to provide for more airport related development at Colnbrook and Poyle none of the options provide any new employment land. Indeed many of the options involve the change of use of land which is currently in employment use. As a result it is extremely unlikely that we will be able to meet the need for up to 180 hectares of new employment land. This means that the objective of providing 15,000 new jobs will have to be achieved through having more intensive development upon existing employment land.

6 Conclusion

6.1 This report seeks to highlight what the key elements of the Issues and Options consultation document will be. Any comments that this Committee may have about the document can be forwarded to the Cabinet which will be asked to approve it for consultation purposes.

7 Background Papers

Core Strategy DPD
Site Allocations DPD
Call for Sites Consultation (3 June- 15 July 2016)

8 Appendices

Appendix – Summary of Issues and Options consultation document

SUMMARY OF ISSUES AND OPTIONS CONSULTATION DOCUMENT

1. Introduction

Context

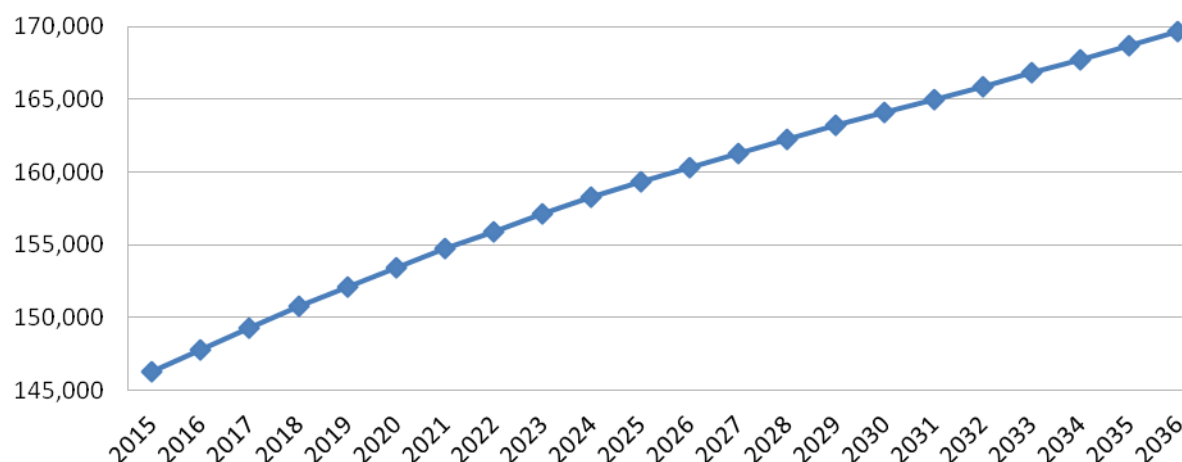
- 1.1 The Council is preparing a new Local Plan which will guide development in the Borough for the next 20 years and hopefully create a place where people want to live, work, play and stay.
- 1.2 To begin with we have to decide what the big issues are for Slough and how they could be addressed in the future.
- 1.3 The Council has prepared this Issues and Options document in order to begin the consultation process on the Plan. This is not a draft Local Plan rather it is a discussion paper about the main strategic issues and the spatial and planning policy response to addressing those. It sets out some realistic options for consideration that, taking on board consultation responses, can then be developed with more detailed technical evidence to feed into a Preferred Option document later in 2017.
- 1.4 This summary document contains the following :
- Part 1 (this section): explains how accommodating our projected population increase is a driver of change for the new Plan and provides a Vision, objectives and the big strategic issues the plan will need to address as a result
 - Part 2: summarises the policy response
 - Part 3: introduces some spatial options as examples where the policy response can be implemented and change delivered
 - Part 4: provides the Housing Trajectory to show how we are currently meeting our delivery targets but need the new Plan in future to continue to do this

Slough's population will continue to increase

- 1.5 The Government Office of National Statistics (ONS) projects that Slough's population will increase by over 15% from almost 148,000 in 2016 to around 169,611 in 2036 (

1.6 Figure 1: Slough Population Projections 2015-2036).

1.7 Figure 1: Slough Population Projections 2015-2036



2

- 1.8 The main reason for the high projected increase in population is that Slough has a high number of people in the 30 to 40 age bracket who in turn have a high number of children aged 0 to 10 (Figure

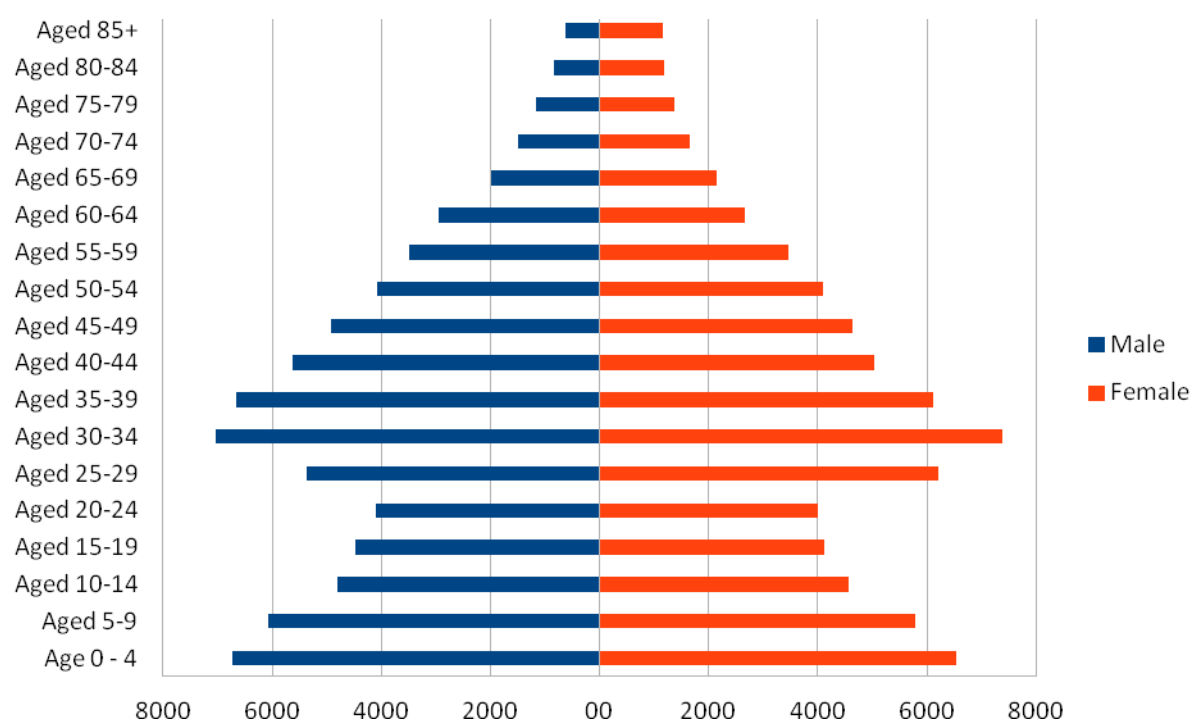
APPENDIX

2: Slough Population by Age and Sex 2014). In 2015 the fertility rate of Slough was 2.23 children per woman which is significantly higher than the national average of 1.82 children per woman¹.

1.9 In addition to the total number of people increasing in Slough over the plan period, the age profile will also change. A comparison of the Figure 2 in 2014 with Figure 3 for 2036 shows that Slough will have a much more balanced population with almost equal numbers of people in all age brackets up to 60. Although there will be relatively fewer people over 60 than other age groups there will still be a significant increase in the number of elderly people compared to today. This change in the age profile will have an effect upon the type of housing and services that we will have to provide.

1.10 Overall having a large percentage of people of working age will be an advantage providing we can ensure that there are enough jobs for them.

Figure 2: Slough Population by Age and Sex 2014



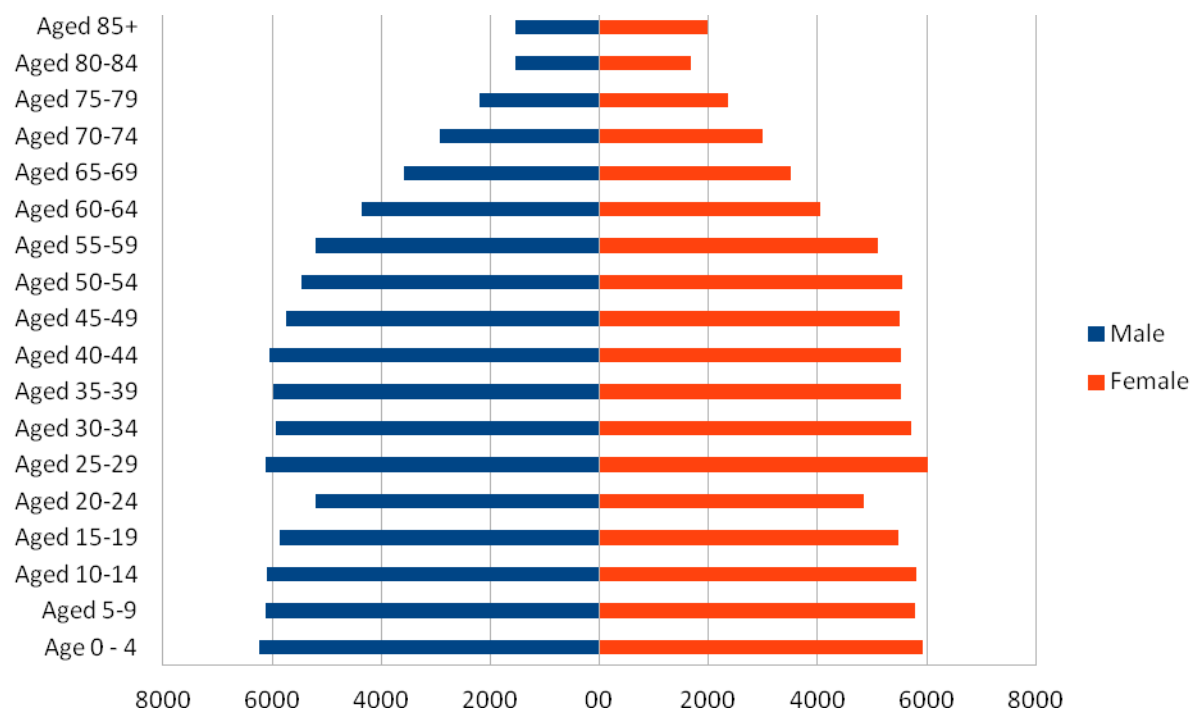
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¹ Office for National Statistics, Birth Summary Tables, www.ons.gov.uk

² Office for National Statistics, population projections. www.nomisweb.co.uk

APPENDIX

Figure 3: Slough Population by Age and Sex 2036



2

Vision

- 1.11 Very few local authorities in the UK have the growth opportunities on offer to Slough today. Yet to take advantage of these opportunities we need to address the real challenges that we face – most notably the shortage of development land and congestion. Setting out our Vision for Slough in 2036 is the start of the process of making a local plan to address these challenges.
- 1.12 This Vision is intentionally both aspirational and realistic. The Objectives below set out in more detail the Council's priorities. They also give an indication for how the Council's planning Strategy can work with the drivers of change to achieve the Vision.

A Vision for Slough in 2036

Supporting the Council and its Partners' ambitions for the Borough, by 2026 Slough's high profile image will reflect its important role in the region as a prosperous, confident, attractive, metropolitan place where people choose to work, rest, play and stay.

The centre of Slough will be an attractive vibrant hub providing high quality offices, retail, leisure, landmark buildings and cultural opportunities for our diverse communities.

Slough will be an 'economic powerhouse' with a large skilled labour force and a reputation as an excellent place to do business which will encourage established and new companies to invest and grow in the Borough.

As a result of Crossrail, the Western rail link to and expansion at Heathrow airport, Slough will be one of the best connected places. Accessibility within the town will have been improved through the development of convenient pedestrian, cycle and bus networks.

By encouraging investment, regeneration, innovation and high standards of design we will have created distinct environments with high quality public realm that creates a sense of place.

Our proactive approach to meeting our housing need locally means Slough is a place where our residents feel a sense of belonging, live in good quality and affordable homes. We are proud of our diversity and cohesion; we live in greener, safe and distinctive neighbourhoods with lifelong access to excellent education and job opportunities, and the facilities and services they need to live healthy lives.

Slough will have embraced new technologies for the benefit of the community to optimise the use of our spaces, places and transport network, and help our business and residents help themselves to a better quality of life.

This balanced approach to delivering growth means Slough will be a town with cohesive residential and business communities, where people think globally but are happy to work and live locally.

Objectives

- A. To meet the Objectively Assessed Housing Need (OAHN) within the Borough or as close as possible to where the needs arises and within a balanced housing market.
- B. To provide new homes of an appropriate mix, type and tenure for Slough's population that is designed and built to a high quality and environmentally sound standard.
- C. To support innovation, growth and regeneration and ensure the Town Centre is the focus for high density housing and major retail, leisure, office and cultural development.
- D. To ensure Slough's economy creates wealth and retains its status as a competitive powerhouse by retaining its multinationals HQ's, having a diverse resilient economic base, and including opportunities for business start-ups and Smart technology.
- E. To create 15,000 jobs supported by a competitive workforce who have the skills to meet local businesses' changing needs.
- F. To ensure Crossrail, the Western Rail Link to Heathrow and growth at Heathrow, deliver benefits for residents and businesses across the Borough.
- G. To encourage sustainable modes of travel such as walking, cycling and public transport, reduce the need to travel, make non-car modes the best choice for short journeys and tackle traffic congestion.
- H. To improve well-being of all residents and reduce deprivation through providing opportunities for our residents to live positive, healthy, active and independent lives.
- I. To provide for community infrastructure and facilities in appropriate and accessible locations that supports a viable and vibrant network of services.
- J. To make Slough feel like a safe place through minimising the opportunity for crime and antisocial behaviour.
- K. To improve the image and attractiveness of the town through insisting on high quality design and public realm that supports vitality, viability, distinctiveness and a sense of place across its residential neighbourhoods, district centres, neighbourhood shopping centres and local facilities.
- L. To optimise facilities at, links to, and use of Slough's parks, open green spaces, and surrounding countryside and landscapes including the Colne Valley Sub-Regional Park.

- M. Protect environment, and adapt to climate change and minimise its effects through protecting and enhancing the Borough's biodiversity and water environment, and addressing flood risk, carbon emissions and pollution.
- N. To protect maintain and enhance those elements of the built and natural environment of local or historic value.

The big strategic 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 can we offer a wide choice of high quality housing and create balanced communities?
- How can Slough maintain its role as an economic powerhouse?
- How can we support the creation of 15,000 additional jobs?
- 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?
- How can we provide the necessary infrastructure and facilities to support new housing and employment?

Growth

- 1.13 Slough has continued to grow at a significant rate over the last twenty years and all of the evidence shows that it will continue to grow over the plan period. Some things, such as the growth of the existing population, are likely to happen regardless of what the Plan's policies are. Other growth, such as the forecast increase in employment, is less certain and may require some intervention to make sure that it happens in the right way.
- 1.14 There are some potentially serious constraints to the amount of growth that can take place in Slough which include the shortage of land for development, the problem of congestion, and the impact upon the quality of the environment. As a result the Local Plan will have to find the right balance between social, economic and environmental needs to ensure that it is truly sustainable.
- 1.15 Our overall objective should be to aim to plan for housing needs within Slough or as close as possible to where these needs arise. We should also aim to plan for continued economic growth in a way which provides jobs, creates wealth and builds on the strengths of our existing successful business areas and potential in the town centre. In doing so we should aim to enhance the built and green environment and mitigate against any environmental impacts.

Housing

- 1.16 The evidence from the Strategic Housing Market Assessment (SHMA, Feb 2016) suggests that we need to build 927 houses a year to meet our "Objectively Assessed Housing Needs". It also identifies the need for a significant amount of affordable housing to meet local needs.
- 1.17 The Housing Trajectory, which is included in a separate report on this agenda, shows that we have never been able to build as many as 927 houses a year. We may be able to build around 800 a year over the next five years, but after this the rate of house completions is likely to reduce.

This is because the supply of greenfield sites is likely to dry up and the supply of office accommodation that can be converted into flats is likely to have been used up. The need to get high quality design standards and a wide range of house types may also reduce the number of dwellings that can be accommodated upon high density sites.

- 1.18 Failure to provide sufficient housing to meet overall needs will result in a combination of more overcrowding, homelessness, and forced outward migration.
- 1.19 As a result it is suggested that we should aim to meet our housing need in full as close as possible to where it arises. The proposed “spatial options” set out below show how we could begin to do this but it has to be recognised that we may not be able to meet all of our needs within our tight boundaries. The needs of local people will only be met if they can afford to live in the housing available, and it is of a size, type and standard that meets their requirements.
- 1.20 It is very unlikely that we will be able to meet all of the requirements for affordable housing but it is suggested that we should aim to provide a full range of accommodation which includes affordable housing for rent.
- 1.21 It is important that the quality of the existing housing is maintained and where necessary improved. It is suggested that we should make it a requirement that all new housing is of a high standard of design in terms of its appearance, layout, levels of amenity and environmental quality. In addition we need to specify the mix of house types to ensure that they are suitable for a wide range of households.
- 1.22 The Government places the highest priority to providing housing, and has introduced some measures that will affect the ability of the Plan to deliver affordable housing. The Local Plan will have to work with the emerging Housing Strategy to ensure an appropriate mix of housing is provided.

Economy

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

Town Centre

- 1.29 The future of the town centre is of particular significance for the way that Slough develops in the plan period. Not only will it become an increasingly important transport hub, it will also have

to continue to provide a full range of facilities including new offices and it will have an influence upon the perceived image of Slough as a whole.

- 1.30 The evidence shows that it has been declining as a shopping and commercial centre because of structural changes in the economy and it does not have the attractions of competing centres. It can also be subject to high levels of traffic congestion.
- 1.31 There are, however, high quality offices being built near the station which are starting to deliver the Corporate Five Year Plan strategy to promote the centre of the town as a new business, transport and employment hub. It is important that it becomes a major sub regional office centre in order to boost economic activity and create jobs. This will complement the town centre's role as a major new residential area which attracts a range of new residents. There are also indications that major investment can be encouraged to revitalise Slough as a retail and leisure centre.
- 1.32 All of this will require the plan to provide businesses with a clear, consistent and positive strategy to support the investment that is needed to regenerate the town centre as a major commercial centre. Failure to do so could undermine the strategy for the Review of the Local Plan as a whole.

Heathrow Airport

- 1.33 The Council supports the construction of a third runway at Heathrow because of the benefits that this will bring to the economy. We are still waiting for the Government to make a decision about this and it is likely to take some years before any planning permission could be granted. As a result the Local Plan will have to try to find a way in which we can deal with the uncertainty and make sure that we get the best form of development which can also mitigate the adverse environmental effects.
- 1.34 Even if the third runway does not go ahead Heathrow will continue to grow and have an important relationship with the Borough. This could result in an increase in the need for airport related warehousing and other services in the Colnbrook and Poyle area.
- 1.35 We will also have to ensure that places like Slough town centre are able to capitalise upon improved transport links and the inward investment opportunities that the continued growth of the airport will bring.

Neighbourhoods

- 1.36 The vast majority of Slough's residents live in the various neighbourhoods that make up the Borough. It is important that with all of the growth that is being proposed we continue to protect and enhance the distinctive character of these areas so our residents can meet their needs locally and live healthy lives.
- 1.37 Slough's suburbs have historically absorbed an increase in population through organic growth and the Local Plan will have to make sure that any new development within the suburban areas can be successfully accommodated.
- 1.38 This may mean adopting London style higher density living where appropriate. This does not mean having high rise blocks. There may be scope in some areas to have street based development such as terraced housing, small mansion blocks for flats and more town houses.

Transport

- 1.39 One of the reasons for Slough's success as an employment centre is its location in the Sub-region and excellent transport links to the rail, airport and road network. Whilst it is well connected to the outside world, travelling even short journeys within the Borough can be difficult as a result of high levels of congestion in the morning and evening peaks. Apart from making it difficult for local people to travel to work or school, increasing congestion could threaten our ability to deliver economic growth and revitalise the town centre.

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

2. Policy Response

- 2.1 In this section we set out broad policies that indicate potential directions of travel for managing growth in a way that responds positively to the challenges set out in the issues section. An explanation as to what sort of policies the plan could adopt for each of these areas is set out in the committee report. These should be read in conjunction with the spatial options that demonstrate capacity to meet the evidenced need for more homes and more employment.
- Investment
 - Housing
 - Community
 - Transport
 - Design/Environment

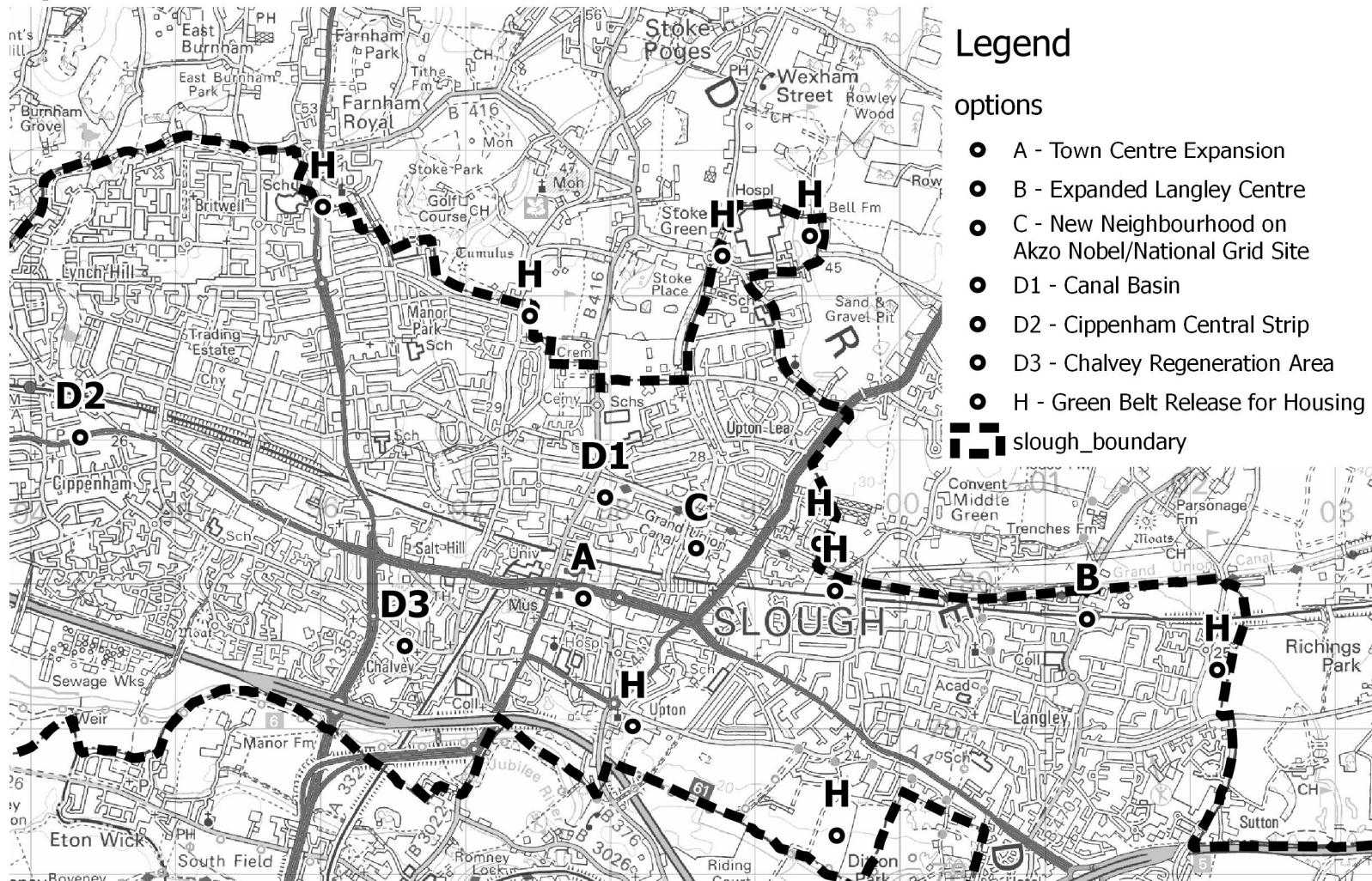
3. Spatial Options

- 3.1 Having established what the strategic issues are for the Local Plan and developed a possible policy response it is necessary to consider what the implications are for the future distribution of development around the Borough.
- 3.2 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
- 3.3 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
- 3.4 The Spatial Options being put forward for public consultation are as follows:
- A. Expand the centre of Slough (upwards and outwards)
 - B. Expand the Langley Centre (to include land around the railway station)
 - 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)

APPENDIX

- I. Release land from the Green Belt for employment (Heathrow related development in Colnbrook and Poyle)
 - J. Expansion of Slough
 - J1 – Northern expansion into South Bucks (Garden Suburb)
 - J2 – Southern expansion into Windsor & Maidenhead (small sites)
 - K. Build in other areas outside of Slough
- 3.5 Details of some of these options and sub-options are set out below. They have been worked up in order to illustrate how they could be implemented. For most this includes some of the key sites and how they could be implemented, and a broad indication as to how much additional housing each option could produce. The housing figures are provided to help the public consultation exercise and should not be taken as a definitive assessment at this stage.
- 3.6 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.

Options Index



Legend

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 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</p>	

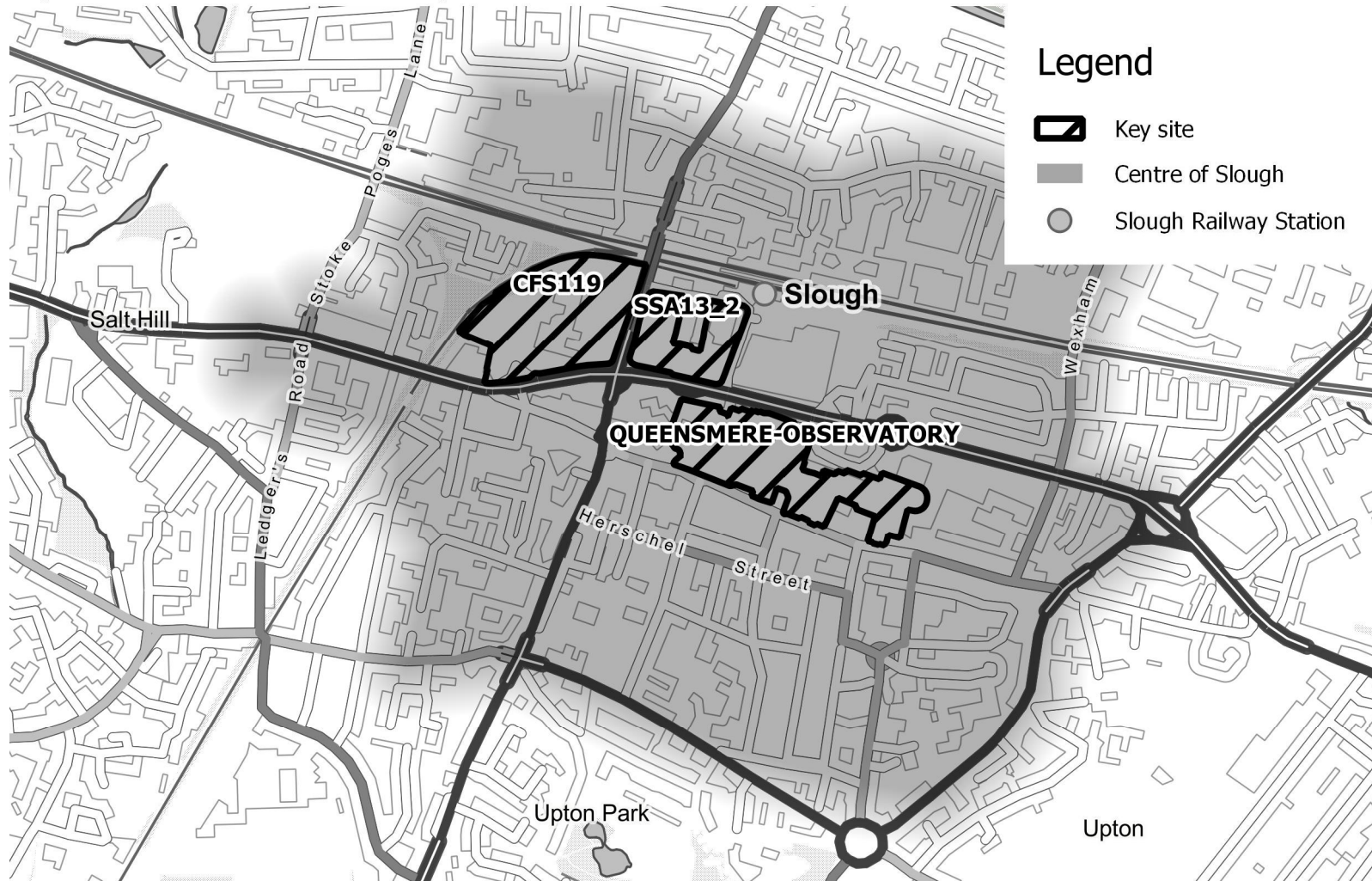
Option A	EXPANSION OF SLOUGH TOWN CENTRE
<p>selling it for development. It is recognised that this may mean having a new mix of uses which will create vitality in this area. This could involve having major office development and some ancillary retail and leisure uses.</p> <p>If the Tesco superstore comes 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> <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>	

Option A	EXPANSION OF SLOUGH TOWN CENTRE
<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 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>	
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>	

APPENDIX

<u>Option A</u>	EXPANSION OF SLOUGH TOWN CENTRE
Land west of Upton Court Park (OTH 149) South side of High Street (OTH 146 & 147) Slough Station North forecourt (INF 156) Slough Station east car park (INF 156) Railway Triangle Stranraer Gardens (OTH 145) Albion Close (OTH 143) Horlicks Playing Field, Plough Lees lane (OTH 137) Stoke Gardens (OTH 138)	
Related Sites/Areas	

Option A - Town Centre Expansion

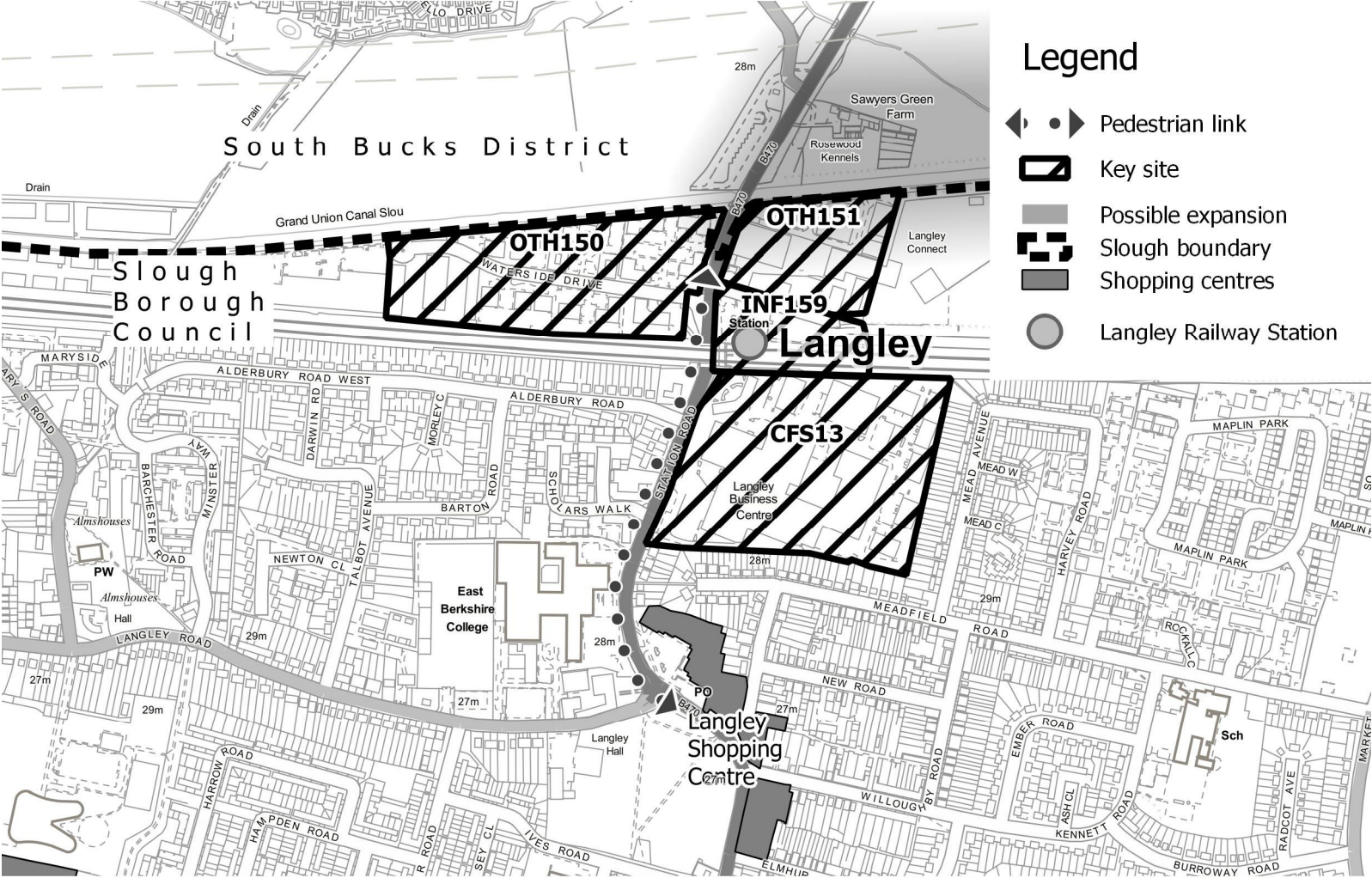


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<u>Option B</u>	EXPAND THE CENTRE OF LANGLEY
Background	
<p>It is considered that there is an opportunity to develop the area around Langley station in a way which will create new homes in an accessible location and provide new facilities as an expansion 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>	
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</p>	

Option B	EXPAND THE CENTRE OF LANGLEY
are able to use the road.	
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



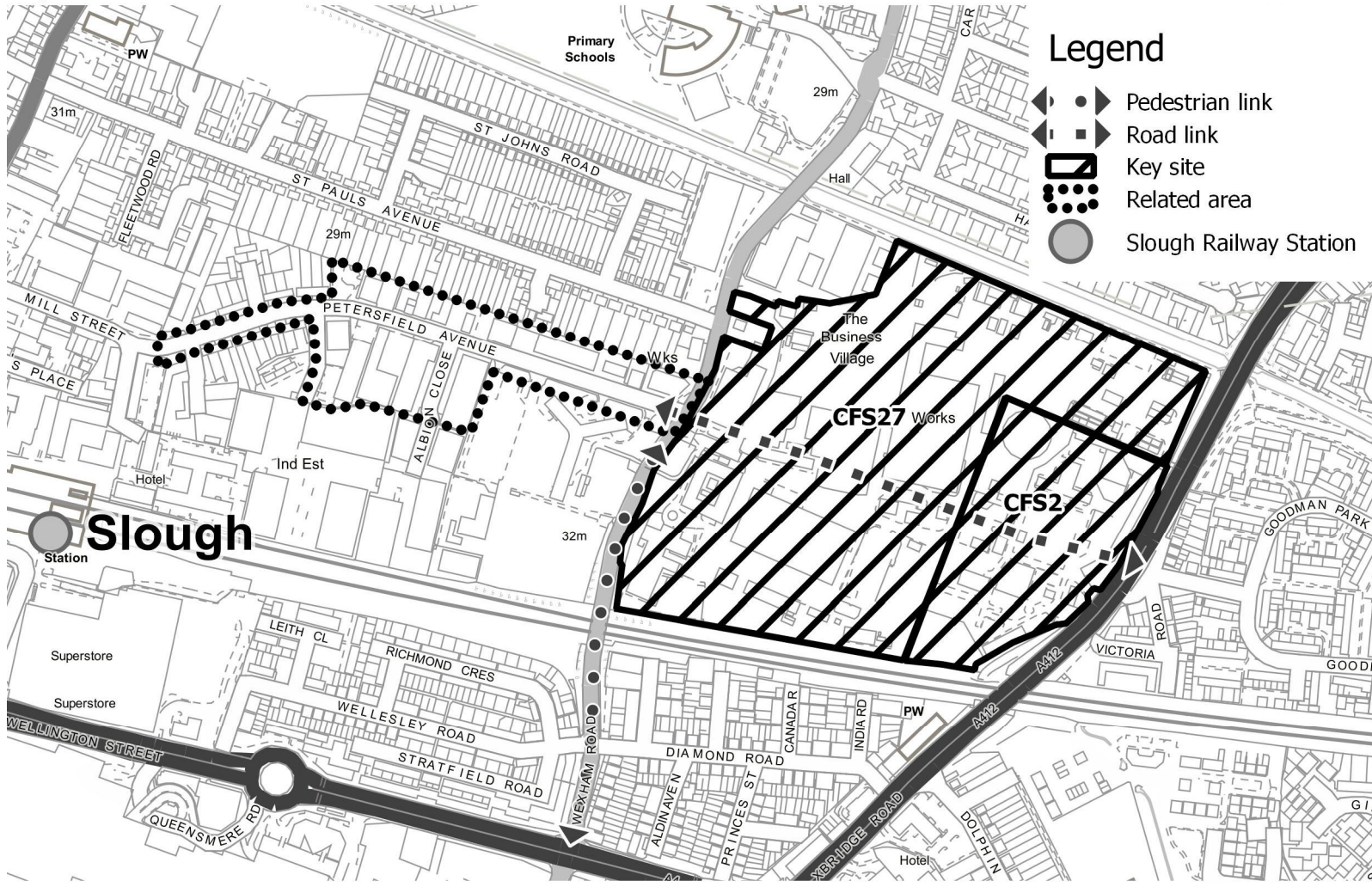
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OPTION C	NEW NEIGHBOURHOOD ON AKZO NOBEL/NATIONAL GRID SITE
Background	
<p>The Akzo Nobel site comprises the former ICI paint manufacturing plant and associated research and development buildings on the eastern side of Wexham Road. Manufacturing is 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>	
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</p>	

APPENDIX

OPTION C	NEW NEIGHBOURHOOD ON AKZO NOBEL/NATIONAL GRID SITE
<p>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	
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.	
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



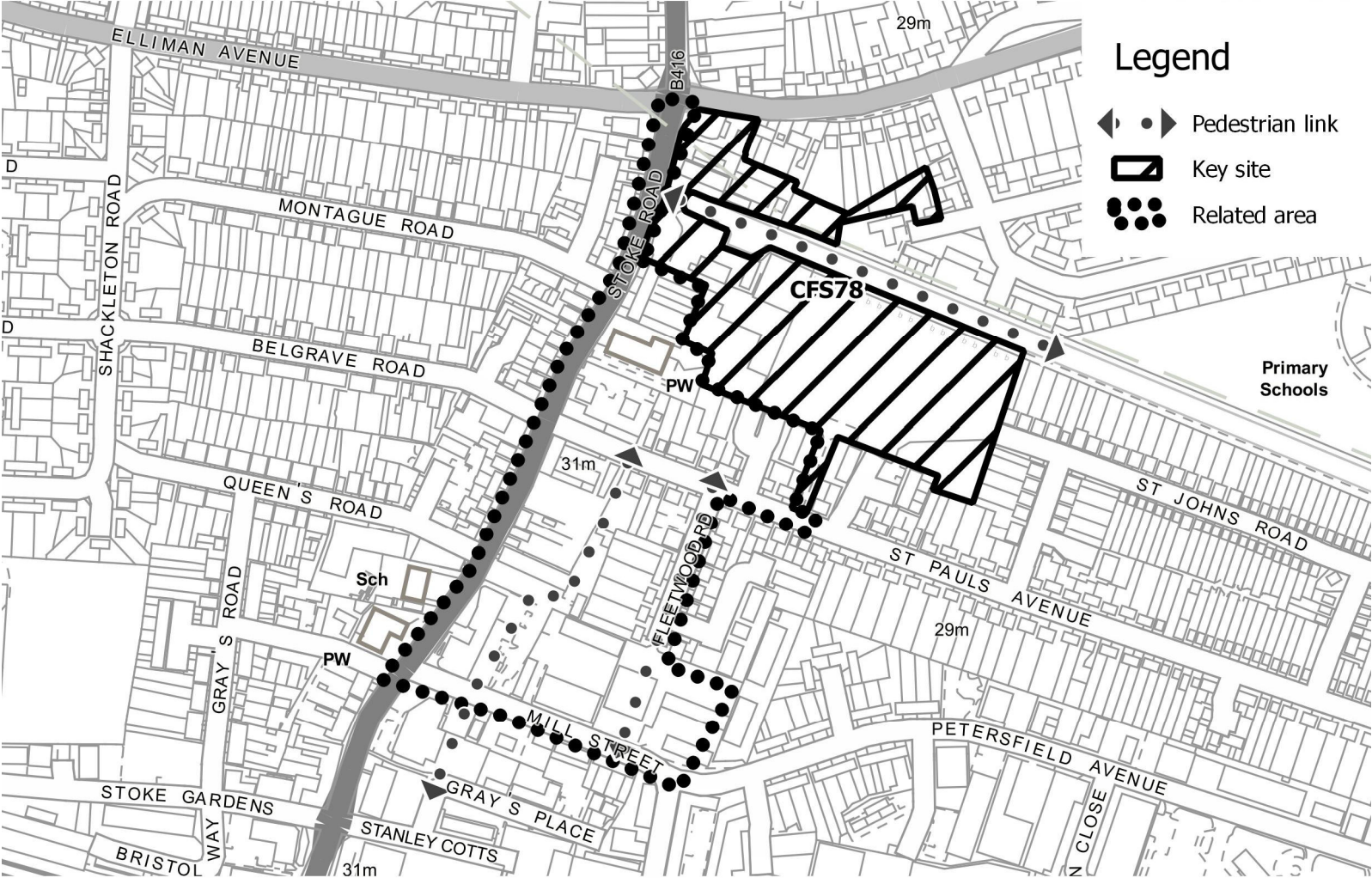
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<u>OPTION D1</u>	CANAL BASIN
Background	
<p>There has been a long standing proposal to redevelop the canal basin in Stoke Road.</p> <p>The main reasons for promoting development in this area is the desire to promote the basin as a visitor centre and 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</p>	

APPENDIX

OPTION D1	CANAL BASIN
part of the site which limits what can take place upon this 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.	
Key Links	
To canal for recreation and access to the countryside. Stoke Road to the town centre and alternative pedestrian and cycle access to the railway station and town centre.	
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	
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.	
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



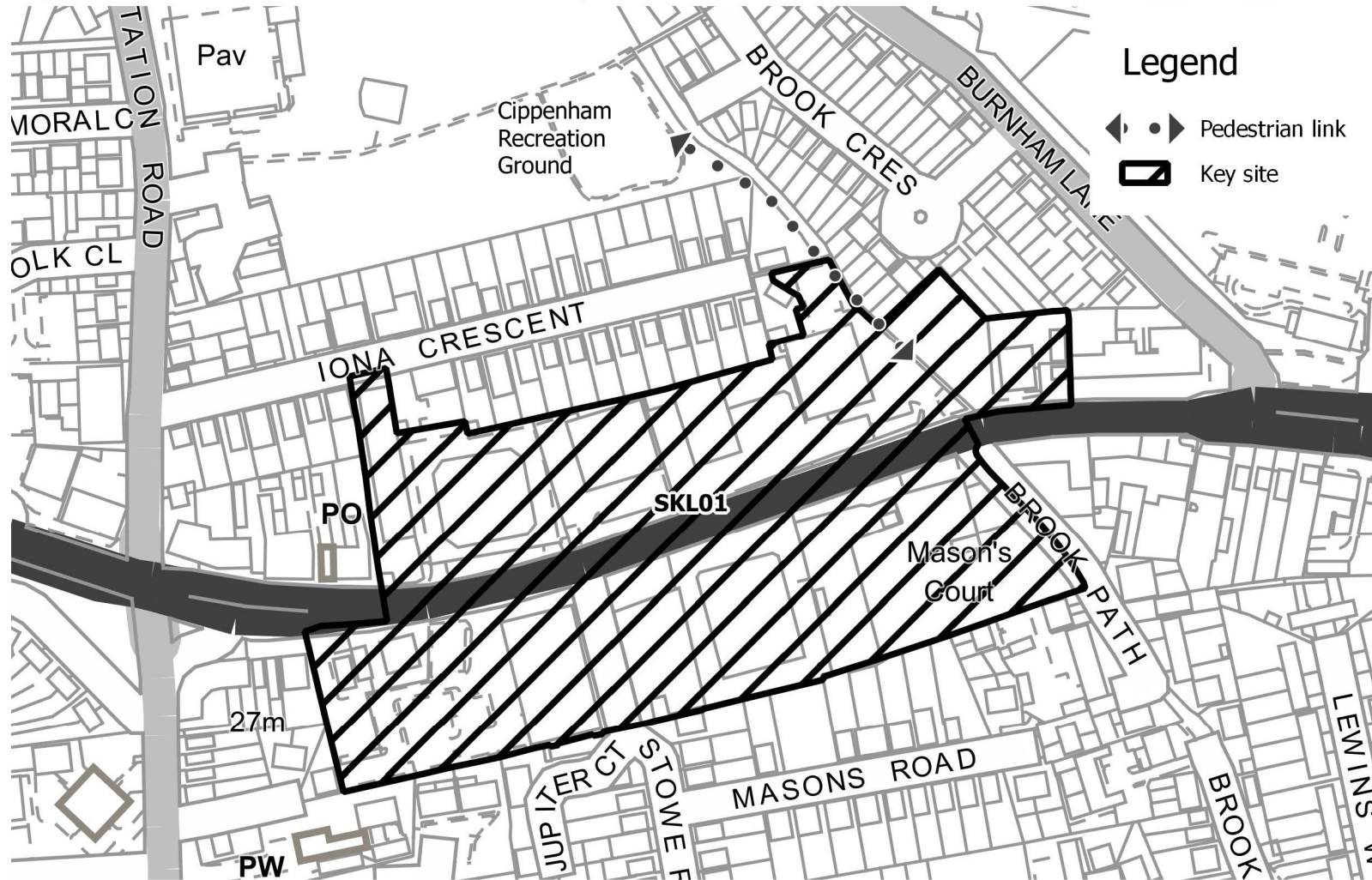
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<u>OPTION D2</u>	NEW CENTRAL CIPPENHAM STRIP
Background	
<p>The section of the A4 Bath Road west of the Slough Trading Estate is characterised by a mix of commercial uses and housing. This part of the Bath Road also doesn't have the tree lined avenue 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 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	

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<u>OPTION D2</u>	NEW CENTRAL CIPPENHAM STRIP
Approximately 200 additional homes	
Key Sites	
Bath Road Selected Key Location for Comprehensive Regeneration (SKL1)	
Related Sites/Areas	
Burnham Station (INF 152)	

Option D2 - Cippenham Central Strip



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<u>OPTION D3</u>	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 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</p>	

<u>OPTION D3</u>	CHALVEY REGENERATION AREA
<p>quality problems.</p> <p>It may be necessary to consider using Compulsory Purchase powers to facilitate comprehensive redevelopment.</p>	
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>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>	

Option D3 - Chalvey Regeneration Area



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<u>OPTION E</u>	ESTATE RENEWAL
Background	
<p>There are over 6,000 Council Houses in Slough located in a number of Estates throughout the Borough. The Council has an on-going programme of improvements to make sure that they meet the “decent homes” standard and continues to improve the public realm in these areas.</p> <p>As part of this the Council has carried out some major Estate Renewal projects. These have included demolishing two of the blocks of flats at Common Road Langley and replacing them with family housing. The Britwell regeneration scheme has involved demolishing the flats and shopping centre and replacing them with new facilities and family housing. It is proposed to demolish the Tower and Ashbourne flats in Chalvey.</p> <p>In addition the Council has carried out a programme of redeveloping unused garage courts for housing which makes better use of unsightly areas. Further phases of this are planned along with proposals to redevelop some old peoples units which do not meet modern needs.</p> <p>Most of the Council Estates in Slough such as Wexham Court, Trelawney Avenue in Langley and the Britwell have been built to a high standard. The Council will, however, be carrying out a stock condition survey to see whether there are areas which will need major investment or could benefit from being partially redeveloped during the plan period.</p>	
Proposed Option	
<p>This option would involve selectively redeveloping parts some of the housing Estates in Slough in order to improve the appearance and environment of the areas and increase the number of units as well as the quality of housing that is available to meet local needs.</p> <p>This would be carried out through a combination of schemes across the Borough which would range from the infilling of available small sites, to the demolition and redevelopment of large tower blocks.</p>	
Constraints	
<p>There may be physical constraints to the development or redevelopment of sites as a result of flooding, drainage, noise, air quality or other environmental problems.</p> <p>There may also be a number of practical constraints to development.</p> <p>The main constraint is the shortage of available land.</p>	
Key Links	
Issues	
<p>There are a number of issues associated with this option.</p> <p>Any refurbishment or redevelopment would inconvenience residents in the short term.</p> <p>New development would also have to be at a higher density than at present and so it would have to be carefully designed to make sure that it fitted into the existing neighbourhood. The type of new accommodation may also change with more apartments being provided.</p> <p>There is also a potential problem in carrying out comprehensive redevelopment or refurbishment schemes where some properties have been sold or leased to the occupiers. If it is not possible to buy properties back it may be necessary to use Compulsory Purchase powers on a selective basis.</p> <p>The critical issue is whether schemes will be economically viable taking account of the constraints to what the Council can do with its housing stock.</p>	
Capacity	
It is not possible to assess what the capacity is of this option at this stage.	

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<u>OPTION E</u>	ESTATE RENEWAL
Key Sites	
Whilst some key sites for redevelopment in the short term can be identified, such as Tower House and Ashbourne House, this option will be made up of multiple sites over the course of the plan period.	
Related Sites/Areas	

<u>OPTION H</u>	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 	

OPTION H	RELEASE OF GREEN BELT LAND FOR HOUSING
<ul style="list-style-type: none"> Land south of Castlevue Road 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>	

Legend

- Key site in Green Belt
- Slough boundary

The map displays the Slough Green Belt area, bounded by a dashed line. Key sites are marked with circles and labeled:

- St Anthony's Field
- Farnham Lane (CFS54)
- Wexham Park Hospital
- School of Nursing site
- Wexham street (CFS30)
- North of Muddy Lane
- Stoke Poges Lane
- Land to rear of Opal Court
- Wexham street (CFS29)
- Land East of Wexham Park Hospital
- Land East of Rochfords Gardens
- Bloom Park
- Middlegreen Road (CFS6)
- Land East of Market Lane
- Land South of Castleview Road

Other labeled locations include: Upton Court Farm, Upton, Langley, Sutton, Brands Hill, and various residential areas like George Green, Love Hill, and Shredding Green. The map also shows major roads, water features, and other landmarks like the Royal and Adventure Activities.

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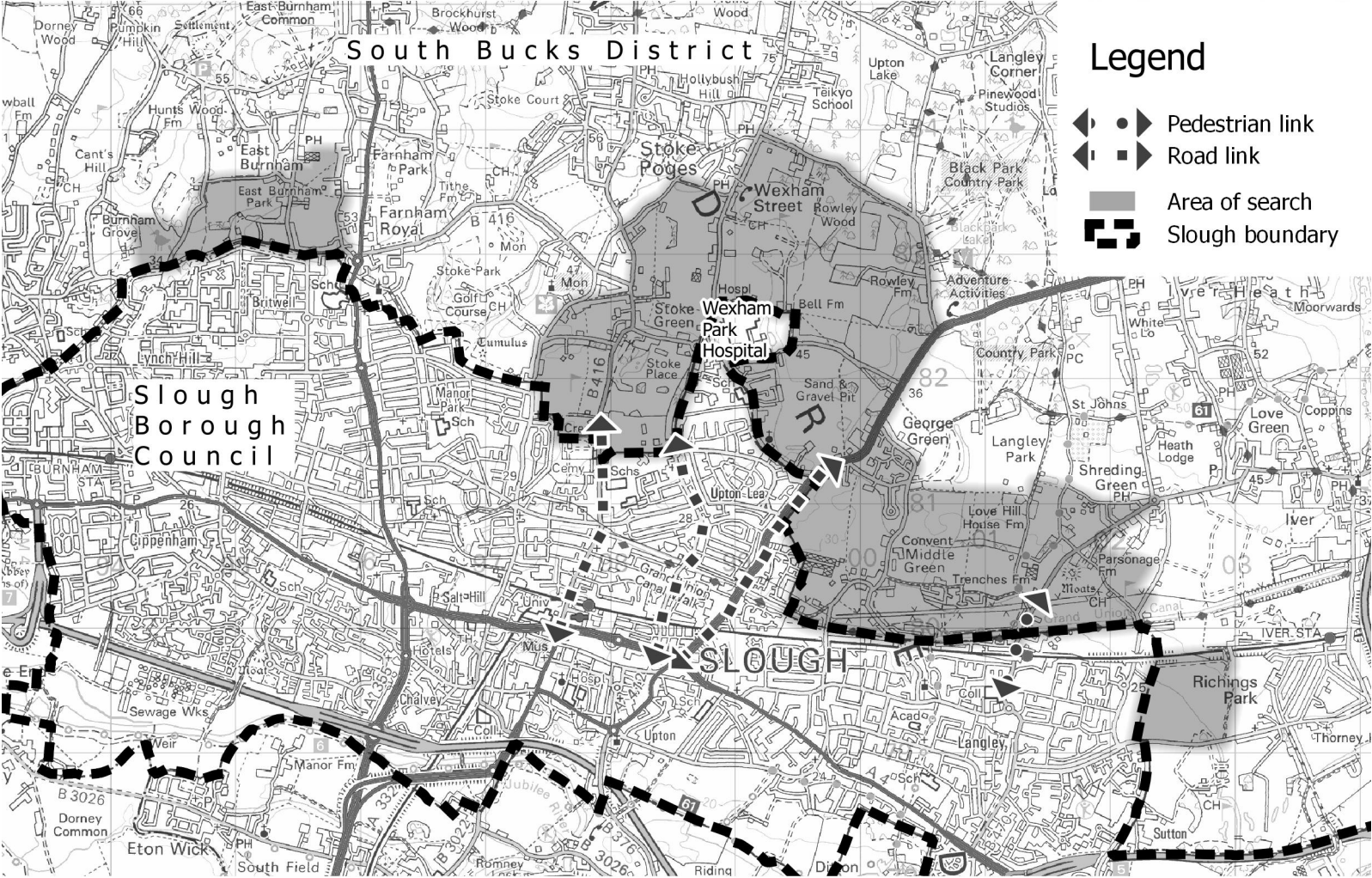
<p><u>OPTION I</u></p>	<p>RELEASE OF GREEN BELT LAND FOR EMPLOYMENT (IN THE COLNBROOK AND POYLE AREA)</p>
<p>Background</p> <p>As set out in Option H It is recognised that the Government attaches great importance to Green Belts, it is appropriate to carry out a review of the Green Belt as part of the 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>	
<p>Proposed Option</p> <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> <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>	
<p>Constraints</p>	
<p>The Colnbrook and Poyle area has a number of possible constraints to development. A large part of it is in an area liable</p>	

OPTION I	RELEASE OF GREEN BELT LAND FOR EMPLOYMENT (IN THE COLNBROOK AND POYLE AREA)
<p>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>	
Key Links	
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>	
Capacity	
Key Sites	
No specific sites have been identified at this stage	
Related Sites/Areas	
Proposed third runway at Heathrow Airport	

<u>OPTION J1</u>	NORTHERN EXPANSION OF SLOUGH (INTO SOUTH BUCKS)
Background	
<p>This option looks at the further expansion of Slough. Because of physical constraints such as the M4 motorway the main opportunity to do this is to the north although there is a small to the south in Windsor & Maidenhead which could be developed as Option J2.</p> <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 constraint to development. This could require the promotion of non-car modes of transport.</p>	

<u>OPTION J1</u>	NORTHERN EXPANSION OF SLOUGH (INTO SOUTH BUCKS)
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 J1 - Slough Northern Expansion



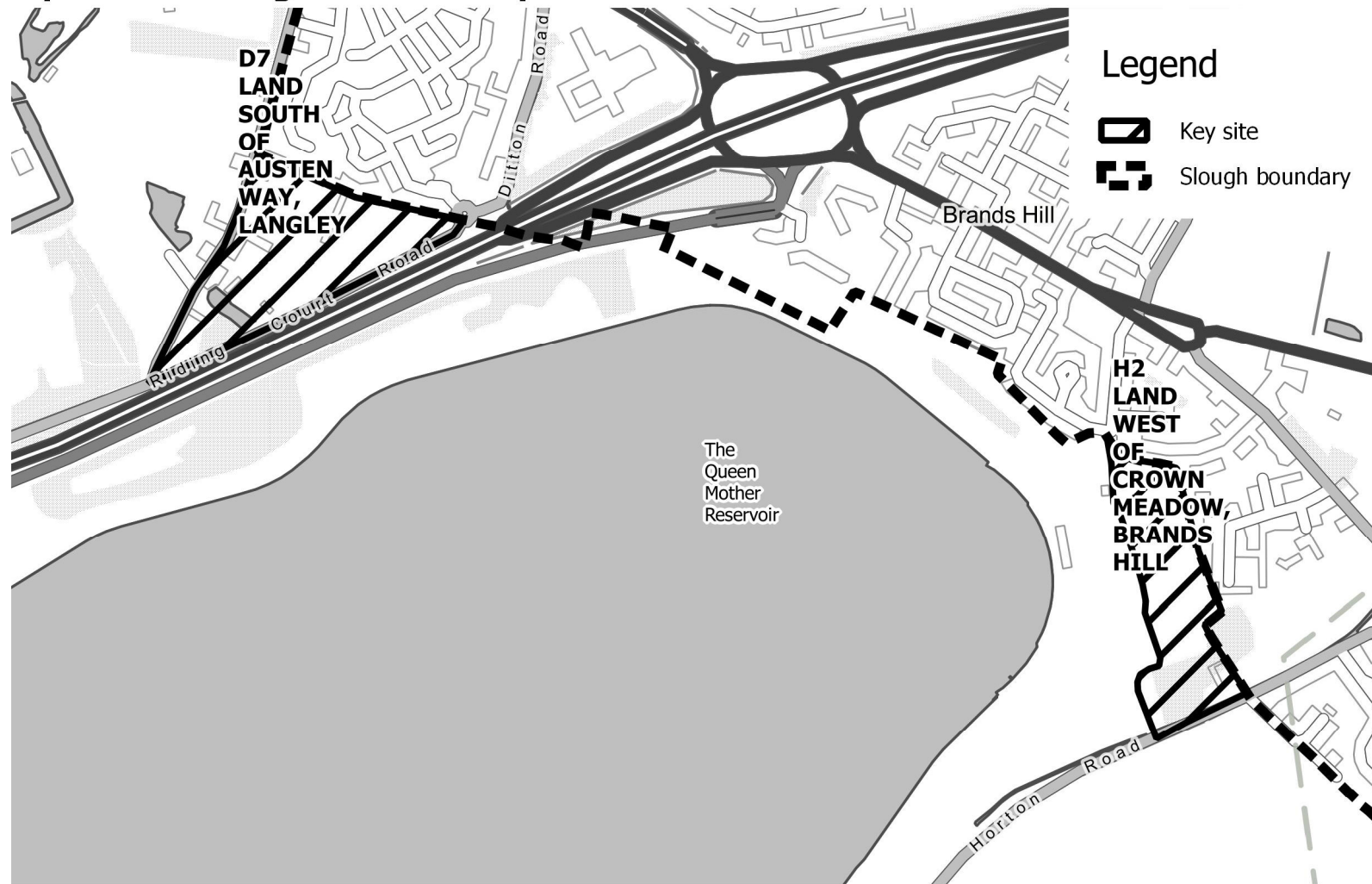
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OPTION J2	SOUTHERN EXPANSION OF SLOUGH (INTO WINDSOR AND MAIDENHEAD)
Background	
<p>Slough's administrative boundary to the south borders the Royal Borough of Windsor and Maidenhead, but much of the available land is not contiguous with the built up area of Slough. The M4 motorway prevents the southern expansion of west half of Slough and the only areas that abut the urban area are at Ditton Park and Brands Hill in the east.</p> <p>Most of the land at Ditton Park forms part of a Historic Park and Garden and so is not appropriate for development.</p> <p>To the east of this is a parcel of land south of Austen Way. This was considered in Part 1 of the Windsor & Maidenhead of the Edge of Settlement Analysis (January 2014). This concluded that the parcel made a "lower" contribution to meeting the purposes of Green Belt policy. As a result it was brought forward as Site D7 – Land south of Austen Way - for further consideration in the Part 2 Constraints, Opportunities and Delivery Assessment (July 2016).</p> <p>Whilst it is recognised that there are some constraints to the development of the site, including noise and air pollution from the M4, it is considered that it should be considered as an area of search for residential development as part of Option J2.</p> <p>Further east there is another small parcel of land in Windsor and Maidenhead Borough between the Queen Mother Reservoir and Brands Hill. This was also considered in the Windsor & Maidenhead of the Edge of Settlement Analysis (January 2014). This concluded that the parcel made "lower" contribution to meeting the purposes of Green Belt policy. As a result it was brought forward as Site H2 – Land west of Crown Meadow, Brands Hill - for further consideration in the Part 2 Constraints, Opportunities and Delivery Assessment (July 2016).</p> <p>This found that that the site was the subject of some constraints which included flooding on the southern part of the site and was subject to noise and air pollution from the M4 and Heathrow.</p> <p>Nevertheless it is considered that the site should be included as an area of search in Option J2 at this stage.</p>	
Proposed Option	
<p>The proposed Option would involve investigating a southern expansion of the urban area of Slough by building housing on open land that is in the administrative area of the Royal Borough of Windsor & Maidenhead. The areas of search is limited to those parcels of land which adjoin the built up area which have identified by Windsor and Maidenhead as land south of Austen Way, Langley and the land west of Crown Meadow, Brands Hill.</p>	
Constraints	
<p>Part of the southern section of the land west of Crown Meadow is located within Flood Zone 3a and is at high risk of flooding. Part is also in Flood Zone 2 which has medium risk of flooding. It suffers from noise and air pollution from the M4 and Heathrow Airport.</p> <p>Land south of Austen Way suffers from noise and air pollution from the M4.</p>	
Key Links	
Slough Linear Park	
Issues	
<p>The sites are outside of Slough and so cannot be brought forward through the Review of the Slough Local Plan. As a result they will have to be promoted in the Royal Borough of Windsor and Maidenhead Local Plan which is currently being prepared. They have not been identified as a possible housing site in any versions of the plan to date and so this will have to be pursued through the Duty to Cooperate process and representations to any consultations on the Plan.</p> <p>Both sites would potentially be affected by the proposed third runway at Heathrow in that they would be directly under the flight path. As a result they may not be suitable for residential development if this goes ahead.</p>	
Key Sites	

APPENDIX

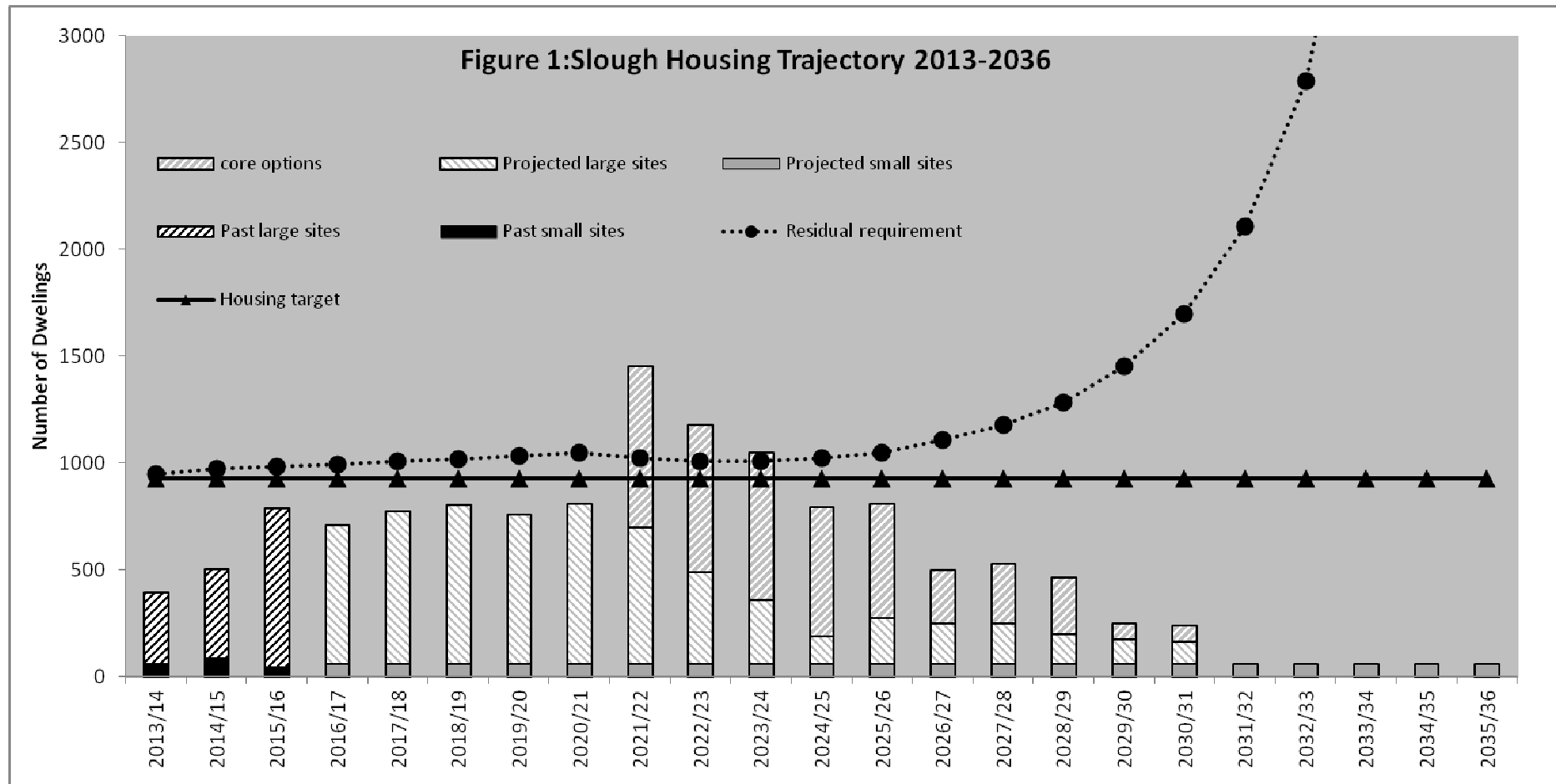
<u>OPTION J2</u>	SOUTHERN EXPANSION OF SLOUGH (INTO WINDSOR AND MAIDENHEAD)
Site H2 – Land west of Crown Meadow, Brands Hill Site D7 – Land south of Austen Way	

Option J2 - Slough Southern Expansion



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4. Housing Trajectory



Required residual at the end of the plan:8191

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee

DATE: 2nd November, 2016

PART 1

FOR INFORMATION

Planning Appeal Decisions

Set out below are summaries of the appeal decisions received recently from the Planning Inspectorate on appeals against the Council's decisions. Copies of the full decision letters are available from the Members Support Section on request. These decisions are also monitored in the Quarterly Performance Report and Annual Review.

WARD(S)	ALL	
Ref	Appeal	<u>Decision</u>
P/01691/011	18-31 Tilbury Walk, Slough, SL3 8EX Construction of 2 nd floor extension above existing ground & first floor southern wing. One additional car parking space & realignment of kerb.	Appeal Dismissed 5 th October 2016
2015/00160/ENF	26 Kent Avenue, Slough, SL1 3AA Rear Outbuilding in Habitation	Appeal Dismissed 7 th October 2016

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

P = Present for whole meeting
 Ap = Apologies given

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

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