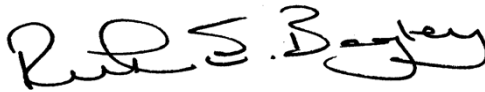


Date of issue: 29th November, 2016

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY 7 TH DECEMBER, 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 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

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	<i>exercising any right to speak in accordance with Paragraph 3.28 of the Code.</i>		
	<i>The Chair will ask Members to confirm that they do not have a declarable interest.</i>		
	<i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i>		
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	
3.	Minutes of the Last Meeting held on 2 nd November, 2016	3 - 6	
4.	Human Rights Act Statement - To Note	7 - 8	
PLANNING APPLICATIONS			
5.	P/06622/080 - Wexham Park Hospital, Wexham Street, Slough, SL2 4HL	9 - 52	Wexham Lea
	Officer Recommendation: Delegate to the Planning Manager for Approval		
6.	P/02823/003 - Sports Pavilion, Eton College, Willowbrook, Eton, SL4 6HL	53 - 74	Chalvey
	Officer Recommendation: Delegate to the Planning Manager for Approval		
7.	P/01028/035 - Grasmere Parade, Slough, SL2 5HZ	75 - 88	Elliman
	Officer Recommendation: Delegate to the Planning Manager for Approval		
8.	P/02465/014 - 228 High Street, Slough, SL1 1JS	89 - 106	Upton
	Officer Recommendation: Delegate to the Planning Manager for Approval		
MISCELLANEOUS REPORTS			
9.	Tree Preservation Order (TPO) 3 of 2016 - 8 Averil Court, Slough, SLO OLQ	107 - 118	Haymill and Lynch Hill
10.	Response to Windsor & Maidenhead Draft Borough Local Plan 2013-2032 (Regulation 18) Consultation	119 - 126	All

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
11.	Response to South Bucks & Chiltern Green Belt Preferred Options Consultation	127 - 134	All
12.	Planning Enforcement	135 - 136	All
MATTERS FOR INFORMATION			
13.	Members Attendance Record	137 - 138	
14.	Date of Next Meeting		
	18 th January, 2017		

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, 2nd November, 2016.

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

Apologies for Absence:- Councillor Swindlehurst.

PART I

73. Declarations of Interest

Councillor Rasib declared that he was a Ward Member for Planning Application P/02619/004 – 177 Farnham Road, Slough.

74. Guidance on Predetermination/Predisposition - To Note

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

75. Minutes of the Last Meeting held on 5th October, 2016

Resolved – That the minute of the meeting held on 5th October, 2016 be approved as a correct record.

76. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

77. 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 an Objector and the Applicant’s Agent under the Public Participation Scheme, prior to the planning applications being considered by the Committee as follows:-

Application: P/05370/069- Asda Stores Ltd, Telford Drive, Slough: an Objector and the Applicant’s Agent addressed the Committee.

78. P/05370/069 - Asda Stores Ltd, Telford Drive, Slough, SL1 9LA

Application	Decision
Construction of a four pump petrol filling station with air/water unit, control room and associated works.	Delegated to the Planning Manager for approval, following resolution of air quality matters and finalising of conditions; including an additional condition for the implementation of a Management Plan to monitor and address issues relating to the petrol filling station fore-court.

Planning Committee - 02.11.16

79. S/00725/000 - Land Opposite Burnham Train Station, Slough, SL1 6LS

Application	Decision
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.	Delegate to the Planning Manager for Approval with an additional conditional to secure a height barrier. The Committee agreed that officers also explore the possibility of installing an electric charging point within the car park.

80. P/02619/004 - 177 Farnham Road, Slough, SL1 4XP

Application	Decision
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.	Delegated to the Planning Manager for approval subject to consideration of any further observations or objections from neighbours / consultees and finalising conditions.

81. Review of The Local Plan For Slough - Issues and Options Consultation Document

Mr Stimpson, Planning Policy Lead Officer, outlined the proposed Local Plan Issues and Options Consultation document, including a summary of the key policies, for Members consideration.

The Committee were reminded that the Council was proposing to produce an "Issues and Options" report as the first stage in the Review of the Local Plan for Slough. It was brought to Members attention that this was not a draft plan but a discussion document which would be put forward for public consultation.

Members were informed that the Cabinet was due to consider the "Issues and Options" report at its meeting on 21st November, following which it would be the subject of a public consultation exercise for six weeks beginning in January 2017. The results of the consultation exercise would be fed into a "Preferred Options" document which would be followed by the production of a "Submission" version of the plan, for submission to the Secretary of State and 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.

A previous report to the Committee had highlighted what the key issues were for the Review of the Local Plan and the report to the last meeting set out what the possible Spatial Options were for distributing development throughout the Borough.

Planning Committee - 02.11.16

Details of the overall themes of the Local Plan and what the key policy responses could be were highlighted. The Committee noted details of the report and had no specific comments to make on the document prior to its consideration at the Cabinet.

Resolved – That details of the Issues and Options Consultation Document are noted.

82. Planning Appeal Decisions

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

83. Members Attendance Record

The Members Attendance record was noted.

84. Vote of Thanks

The Committee passed a vote of thanks to Jonathon Dymond, Planning Team Leader, who was leaving the Authority. The Committee thanked him for his input into the planning process in Slough and wished him well for the future.

85. Date of Next Meeting

The date of the next meeting was confirmed as 7th December 2016.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.20 pm)

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The Human Rights Act 1998 was brought into force in this country on 2nd October 2000, and it will now, subject to certain expectations, be directly unlawful for a public authority to act in a way which is incompatible with a Convention Right. In particular Article 8 (Respect for Private and Family Life) and Article 1 of Protocol 1 (Peaceful Enjoyment of Property) apply to planning decisions. When a planning decision is to be made, however, there is further provision that a public authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest, and therefore much of this authority's decision making will continue to take into account this balance.

The Human Rights Act 1998 will not be referred to in the Officers Report for individual applications beyond this general statement, unless there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues.

Please note the Ordnance Survey Maps for each of the planning applications are not to scale and measurements should not be taken from them. They are provided to show the location of the application sites.

CLU / CLUD	Certificate of Lawful Use / Development
GOSE	Government Office for the South East
HPSP	Head of Planning and Strategic Policy
HPPP	Head of Planning Policy & Projects
S106	Section 106 Planning Legal Agreement
SPZ	Simplified Planning Zone
TPO	Tree Preservation Order
LPA	Local Planning Authority

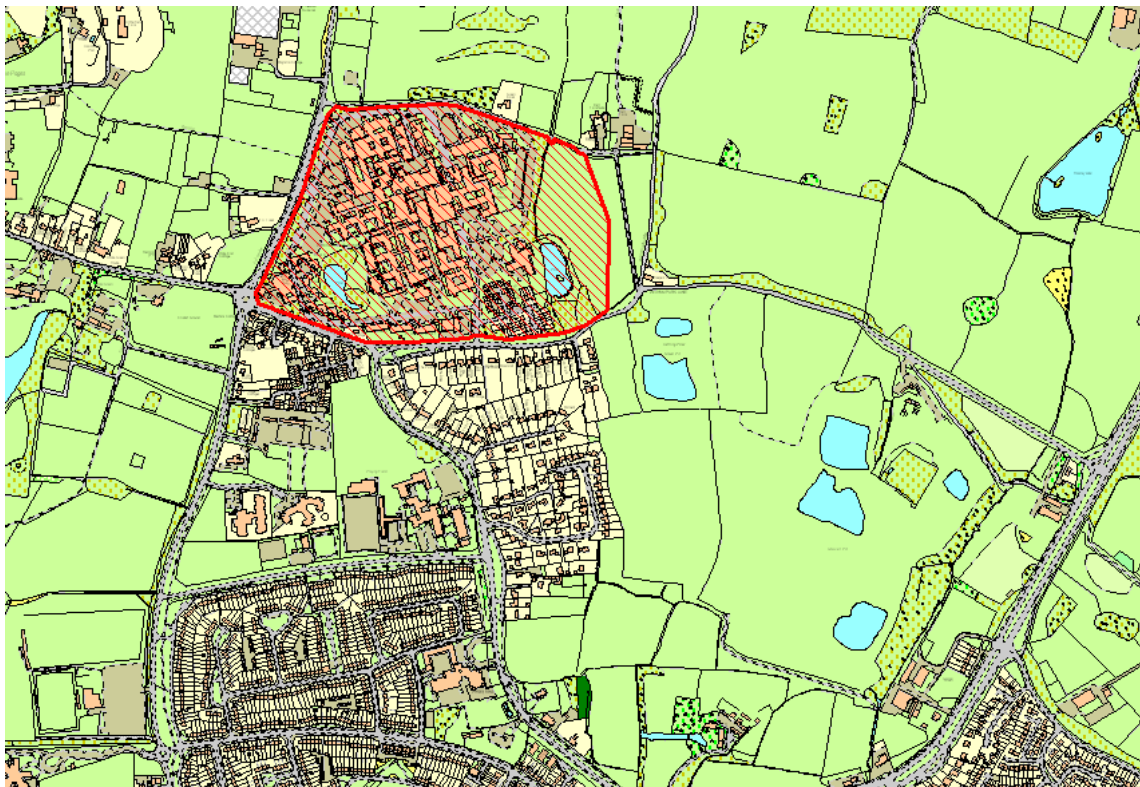
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
C2	Residential Institutions
C2(a)	Secure Residential Institutions
C3	Dwellinghouse
C4	Houses in Multiple Occupation
D1	Non Residential Institutions
D2	Assembly & Leisure

	OFFICER ABBREVIATIONS
WM	Wesley McCarthy
PS	Paul Stimpson
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:	19-Aug-2016	Application No:	P/06622/080
Officer:	Neetal Rajput	Ward:	Wexham Lea
Applicant:	Mrs. Janet King, Frimley NHS Foundation Trust	Application Type:	Major
		13 Week Date:	18 November 2016
Agent:	Jane Terry, Vail Williams LLP 550, Thames Valley Park, Reading, Berkshire, RG6 1RA		
Location:	Wexham Park Hospital, Wexham Street, Wexham, Slough, SL2 4HL		
Proposal:	Construction of an Emergency Department and Medical and Surgical Assessment unit, installation of Combined Heat and Power Plant at the existing energy Centre and associated service infrastructure, provision for 198 permanent visitor and 200 temporary staff parking spaces, together with associated access, roads, hard landscaping, infrastructure and associated works.		

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development and departure from the local planning policies.
- 1.2 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions, satisfactory completion of a S106 Agreement and final determination. This recommendation is subject to a referral to the Secretary of State as the proposed development falls within designated Green Belt.
- 1.3 Having considered the relevant policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Application Site**

- 2.1 The application site is Wexham Hospital which lies at the northern end of the borough, located on the east side of Wexham Street, Stoke Green, Slough. An access road runs to the north of the hospital and marks the boundary between Slough Borough Council and South Bucks District Council. The application site is a total of 3.4 hectares and overall the site measures 23.98 hectares.
- 2.2 The site comprises of a number of single storey blocks with a central multistorey tower. In addition a number of two to four storey blocks located adjacent to the maternity area. Access into the site is from two access points on Wexham Street and two on Wexham Park Lane. The site is encompassed by a belt of semi mature trees which restrict views into the site from the surrounding areas.
- 2.3 To the north is the Wexham Park Golf course and to the east is open farmland. To the south of the site is Wexham Park Lane with a residential development beyond.
- 2.4 A small unrelated part of the site is situated within flood risk zone. Ponds on the site also serve a water storage function.
- 2.5 The site is located within the Green Belt and is also identified on the Proposals Map as a 'Major Development Site in Green Belt' (CP2), an Area of Major Change (Proposals Map, Appendix. 5 para. 4), and Site Allocation Site No. 20 in the Site Allocations DPD.
- 2.6 For context, 111,327 patients attended Wexham Park Hospital's emergency department in 2014/15 and the hospital predominantly serves the communities of South Buckinghamshire, East and West Berkshires.

3.0 **Proposal**

- 3.1 A full planning application has been submitted for construction of an Emergency Department and Medical and Surgical Assessment unit, installation of Combined Heat and Power Plant at the existing energy Centre and associated service infrastructure, provision for 198 permanent visitor and 200 temporary staff parking spaces, together with associated access, roads, hard landscaping, infrastructure and associated works.
- 3.2 It should be noted that there is a car park which sits on the opposite side of Wexham Street adjacent to Pinewoods Nurseries is within the administrative boundary of South Bucks District Council (SBDC). Temporary consent (15/01264/TEMP) was granted by South Bucks District Council for 400 car parking spaces whilst the new car parking arrangements within the hospital site are completed. In parallel with this application, an application has also been submitted to South Bucks District Council for 198 permanent visitor car parking spaces and a further 200 temporary staff parking spaces on the Pinewoods Nurseries site. The temporary staff parking is being sought for a period of 5 years. This application is due to be heard at SBDC Planning Committee on the 23rd November 2016 with a recommendation of approval, subject to the receipt of the final comments from the county ecologist and completion of a legal agreement with Bucks County Council for the requisite provision of a road traffic order.
- 3.3 Planning approval (P/06622/075) in 2015 was granted to provide an additional 573 car parking, these works are currently being implemented on site. This will increase capacity on site and formalise the arrangement, with improved pedestrian circulation and better way-finding strategies with new digital display boards.
- 3.4 The development will comprise a new four storey building, situated on the existing tarmac hard standing car park. The proposed building will measure approximately 93.5m in width, 53.5m in depth and 22m in height.
- 3.5 The ground floor of the building incorporates the accident and emergency department, including treatment cubicles, imaging and diagnostic suites, visitor waiting areas and support functions. The first and second floor will cater for a number of specialist assessments and clinical teams who require further ongoing assessment from the emergency department at ground floor. The third floor will consist of the staff areas and workstations, main enclosed plant room space, and a screened open air plant space. Additional plant rooms which serve the building will also be located within a lower level basement.
- 3.6 The proposed building will be aligned parallel to Wexham Street but screened by a 15 metre deep belt of mature trees, up to 23m in height and woodland scrub. A new tree planting strategy will be introduced to replace the trees being removed. Important trees identified in the Arboricultural Survey will be retained.
- 3.7 Public access will be via 'Gate 2', which is the primary public entrance to the

hospital, whilst ambulance access will be via 'Gate 3'. There will be three principal entrances to the building, designated as the 'walk-in entrance' the 'assessment ward visitor entrance' and the 'emergency ambulance entrance'.

- 3.8 With respect to the Combined Heat and Power Plant (CHP) which would be located at the existing Energy Centre, this development is currently undergoing assessment by the Carbon Energy Fund in order to ascertain the energy needs and carbon reduction targets. A subsequent application will be made when the full extent of the proposals have been defined. Details of the CHP will be conditioned.
- 3.9 A 5 Year Illustrative Masterplan has been submitted with this application to inform the short and long-term strategy for the site and to avoid piecemeal development. Once the construction of the new department is complete, there will be a full 'decamp' of the existing department into the new building. The existing emergency department building will remain in situ. In the short to medium term, the existing emergency department building will be used to decant wards due for refurbishment. Over time and as part of the longer term masterplan for the hospital, other departments on site in buildings which are no longer fit for purpose will be relocated into the current emergency department building. Phased demolition of existing poor condition buildings located either around the perimeter or within existing courtyards is being explored by the Trust, as well as a study into the feasibility of demolishing the existing seven storey Tower Block which would reduce the scale of the site considerably.
- 3.10 The applicant's entered two pre-application discussions with the Council prior to submission of this application and advice was given with regards to what would be required to make the scheme acceptable in planning terms. It should be noted that as this development is situated within the Green Belt, the application will be referred to the Secretary of State following Planning Committee for consideration.
- 3.11 The applicant sought a Screening Opinion in July 2106 as to whether or not an Environmental Impact Assessment was required under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. An assessment was carried out with the conclusion reached that an EIA was not required. The Screening Opinion included advice from consultees and it was concluded that further information on matters such as land contamination, drainage and air quality should be provided with submission of the planning application.
- 3.12 A total of three public consultation events were held between May and July 2016, two at the hospital and one at Queensmere Shopping Centre with members of the public, stakeholders, staff and councillors being invited to the events. The events were widely advertised via personal invitation, newspaper, display boards, BBC Radio Berkshire, Trust's website and magazine articles. Feedback was gathered from 54 attendees (primarily staff and stakeholders). As exacted from the Statement of Community Involvement, the key themes identified as result of the consultation are listed below:
- *"Helipad - two respondents commented on the helipad although the*

- views on location were different.*
- *Parking - making sure that there is sufficient parking located nearby was the most common issue raised.*
- *Ensuring access for wheelchairs and beds, and storage for wheelchairs near entrance.*
- *Staff raised specific concerns around staff rooms and storage.”*

Furthermore, a survey concluded that 40% of participants strongly agreed that the new facility will offer a better experience for patients.

3.13 The following documents have been submitted along with this planning application:

- Application Form
- Plans
- Planning Statement
- Very Special Circumstances Case
- Alternative Sites Assessment (EDAR and car parking)
- Transport Assessment
- Travel Plan with Covering Letter
- Flood Risk Assessment for EDAR
- Flood Risk Assessment for Pinewoods
- Overshadowing and Amenity Report
- Ventilation and Flue Height Statement
- Noise Statement
- Sustainability Statement
- Waste Management Policy
- Statement of Community Involvement
- Air Quality Assessment
- BREEAM Pre- Assessment
- Noise, Dust and Vibration Environmental Monitoring Report
- Lighting Impact Assessment
- Great Crested Newt Survey
- Arboricultural Impact Assessment
- Tree Survey Report
- Archaeological Impact Assessment
- Ground Investigations Volume 1
- Ground Investigations Volume 2
- Design and Access Statement for EDAR
- Visual Impact Assessment for EDAR
- Design and Access Statement for Pinewoods
- Visual Impact Assessment for Pinewoods
- Ecology Report for EDAR
- Ecology Update Letter for EDAR
- Ecology Report and Update for Pinewoods
- Drainage Statement for Pinewoods
- Full Set of Planning Drawings for EDAR and Car Parking
- Preliminary s.278 Drawings

- Pre-application Consultation Report

4.0 Planning Background

4.1 Planning History:

P/06622/081 Non-material minor amendment to planning application P/06622/075 for reconfiguration of existing car parking and provision of an additional 573 car parking spaces to allow changes to car parking layout and reduction in car parking spaces to 467.

Currently under consideration.

P/06622/079 Submission of details pursuant to planning permission P/06622/076 dated 7th March 2016 - Condition 3 (external materials).

Conditions Complied With; Informatives 25-Aug-2016

P/06622/078 Non-material minor amendment to planning application P/06622/076 for construction of a single storey extension to existing unit to allow changes to cladding, rooftop and reduction in the canopy.

Approved with Conditions; Informatives 18-Aug-2016

P/06622/077 Variation of condition 2 (approved plans), submission of details for condition 3 (samples of materials) and removal of condition 4 (tree survey report & arboriculture method statement) pursuant to planning permission P/06622/074 dated 26th June 2014.

Approved with Conditions; Informatives 26-Apr-2016

P/06622/076 Construction of a single storey extension to the existing maternity unit and associated works

Approved with Conditions; Informatives 07-Mar-2016

P/06622/075 Reconfiguration of existing car parking and provision of an additional 573 car parking spaces.

Approved with Conditions; Informatives 30-Nov-2015

P/06622/074 Erection of single storey extension to paediatric high dependency unit.

Approved with Conditions; Informatives 26-Jun-2014

P/06622/073 Erection of single storey extension to existing wrvs cafe with mono pitch

roof.

Approved with Conditions; Informatives 23-Aug-2013

P/06622/072 Reorganisation of existing parking within 3 areas of the hospital:
Area 1 (northern end): removal of existing redundant buildings and the laying out of 65 no. replacement spaces for staff.
Area 2 (existing patient parking, western end): remodel parking layout to include new signs & road markings.
Area 3 (staff & patient parking, western end): re-designation to increase patient parking, some alterations & existing barrier to be relocated.

Approved with Conditions; Informatives 07-May-2013

P/06622/071 Application for the creation of 12 no. car parking spaces on existing temporary bin store.

Approved with Conditions; Informatives 10-Mar-2011

P/06622/070 Installation of a 40m guyed wind monitoring mast which will be required to monitor site conditions for a period of 3-12 months

Approved (LPP); Informatives 02-Mar-2009

P/06622/069 Erection of single storey extension to paediatric block to accommodate safeguarding unit for children at risk

Approved with Conditions; Informatives 25-Apr-2008

P/06622/068 Installation of feature roof supported on 4 no. glulam columns to enclose an existing courtyard to create an extended outpatients waiting area servicing pathology and x-ray department.

Approved with Conditions; Informatives 10-Sep-2007

P/06622/067 Installation of entrance / exit and vehicle control barriers

Approved with Conditions; Informatives 30-Aug-2006

P/06622/066 Conversion of former kitchen / dining area (including minor changes to the external appearance of the building) to create new day surgery unit together with the erection of a glazed link corridor and single storey extension to create an enlarged cleaners store and enclosure of existing courtyard

Approved with Conditions; Informatives 05-Jun-2006

- P/06622/065 Installation of entrance/exit barriers
Withdrawn by Applicant 06-Apr-2006
- P/06622/064 Installation of 2no. 600mm, 7no. 300mm and 1 no. 150mm diameter transmission dishes.
Approved with Conditions; Informatives 14-Mar-2006
- P/06622/063 Erection of single storey infilling extension to existing accident and emergency and acute medical unit
Approved with Conditions; Informatives 08-Sep-2005
- P/06622/062 Erection of single storey extension with flat roof to the southern elevation of block 31 to provide a therapy room for chemotherapy treatment for children
Approved with Conditions; Informatives 22-Sep-2004
- P/06622/061 Installation of telecommunications apparatus attached to roof comprising 3 no. slim antennas, 4 no. transmission dishes, 1 no. service cabinet and 1 no. meter cabinet.
Approved with Conditions; Informatives 23-Sep-2004
- P/06622/060 Extension to coronary care unit to provide six additional beds, angiography suite and associated road and eighteen parking spaces
Approved with Conditions; Informatives 04-Sep-2003
- P/06622/059 Provision of additional car parking spaces totalling 34
Approved with Conditions 25-Mar-2003
- P/06622/058 Installation of temporary buildings for use as hospital wards to provide 26 additional bed spaces
Withdrawn (Treated As) 21-Jul-2011
- P/06622/057 Extension to existing library and construction of a new skills laboratory store
Approved with Conditions 25-Mar-2003
- P/06622/056 New building for MRI suite

- Approved with Conditions 25-Mar-2003
- P/06622/055 Erection of new labour ward, operating theatre and ancillary accommodation
Approved with Conditions 14-Jun-2002
- P/06622/054 Demolition of 3 no. bungalows and the erection of 3 no blocks of two storey accommodation with use of roofspace to provide 120 no bedsits with parking, landscaping, bin stores and cycle stores
Approved with Conditions; Informatives 11-Sep-2003
- P/06622/053 Erection of two storey building to provide new surgical services including new operating theatres and expansion of sterile services department and construction of temporary car park.
(AMENDED PLANS 16/11/01 & 19/3/02)
Approved with Conditions; Informatives 24-Apr-2002
- P/06622/052 Erection of a single storey flat roof building (temporary permission for 5 years) (amended plans 10/01/02)
Approved (Limited Period Permission) 13-Feb-2002
- P/06622/046 Erection of an extension to the gastro intestinal unit
Approved with Conditions 05-Sep-2000
- P/06622/042 Additional car parking
Withdrawn (Treated As) 29-Jan-2003
- P/06622/035 Erection of pitched roof single storey extension to provide a surgical/medical skills laboratory
Approved with Conditions; Informatives 16-Oct-1998
- P/06622/031 Erection of extension to psychiatric block to house new low voltage switch gear. (amended plans received 01.05.97)
Approved with Conditions 02-May-1997
- P/06622/024 Submission of reserved matters regarding design external appearance and landscaping pursuant to planning permission

p/6622/008.(conditions 2 and 4)(amended plans dated 16/09/95 and 22/09/95)

Approved with Conditions; Informatives 22-Sep-1995

P/06622/020 Erection of extension to existing special care baby unit

Approved with Conditions 29-Mar-1995

P/06622/017 Construction of compounds for waste disposal compactor, clinical waste trailer, and refuse bins.(amended plans dated 12.01.94)

Approved with Conditions 07-Feb-1994

P/06622/013 Installation of 3no 600mm microwave dishes on roof.

Approved with Conditions 01-Feb-1993

P/06622/009 Extension to car park to provide an additional 57 spaces

Approved with Conditions 07-Sep-1992

P/06622/006 Installation of gas fired boiler flues and gas meter chamber to block 4 nurses home.

Approved with Conditions 31-Jul-1992

P/06622/002 Erection of single storey extension to cardiac research unit to provide two offices meeting/waiting room.

Withdrawn (Treated As) 24-Jan-1991

5.0 Consultation

5.1 Highways and Transport

In summary, it is considered that the proposed scheme will lead to an increase in trip generation from the new enlarged Emergency Department and Assessment Redevelopment (EDAR) compared to the existing A&E, including the additional staff required to work within the EDAR and in the future when the existing the A&E wards are redeveloped. The Transport Assessment (TA) has not provided a full analysis of the level of trip generation, but it's the Local Highway Authority's (LHA) view that it will be greater than what is in the TA currently.

The offsite highway works at the Wexham Street / Church Lane roundabout still need to be agreed with the local highway authority; they are not considered adequate at present to improve junction operation in terms of capacity and pedestrian crossing facilities. This should be resolved with further consultation with the local highway authority on this matter.

The off-site measures also include:

- A reduction in the speed limit from 40mph to 30mph along Wexham Street from a location just north of Gate 1 to the roundabout (Wexham Street / Stoke Green / Church Lane / Wexham Road) including all approaches;
- A zebra crossing from the Pinewood car park to link to the pedestrian facilities on site at Gate 2; and a shared footway/cycleway scheme; and
- Amendments to the site access.

The LHA's view on the proposed measures is as follows:

- The reduction in the speed limit from 40mph to 30mph is welcomed, but the start of the 30mph limit should be on the south of Wexham Court Primary School rather than where suggested. The consultant was made aware of an existing speeding problem on the bend to the south of the junction with Wexham Park Lane / Church Lane in pre-application discussions and therefore given the speed limit is being changed I see no reason why the start of the reduction in speed limit cannot be extended further along Church Lane. This change should be agreed with BCC, which is the LHA for Church Lane;
- The design of the roundabout does not meet the requirements of the LHA and changes need to be made to address capacity, safety and reduced crossing distance. Further discussions should be held with SBC/BCC LHAs;
- The proposed zebra crossing is accepted in principle, but could be provided as a tiger crossing and the scheme should be implemented through a S278 agreement with BCC;
- The proposed shared footway/cycleway is welcomed, but further design attention is needed at the roundabout to ensure that safe crossing to the south side is achieved.

Required Changes or Further Information to the Application:

- Further information on the justification for the need for the new car parking and full future baseline position of the parking including the additional 422 spaces;
- Width of the footway on the west side of the EDAR is too narrow and can be widened by amending the dimension of the parallel parking bays opposite;
- Review the design of the raised table near the main pedestrian entrance to the hospital as buses may ground themselves on the length of the crossing and other design issues in this area as set out above;
- Cycle parking provision at the EDAR needs to be separate for staff and visitors as this will affect security. Ensure that cycle parking agreed as part of P/06622/075 is delivered;
- Re-design the roundabout in discussion with BCC and SBC jointly;
- Make changes to the 398 space Car Park Layout in South Bucks;
- Make changes to the site access as set out above;
- Make changes to the zebra crossing to include cycles (tiger crossing);
- Ensure other points listed above are addressed.

Section 106 Agreement with the Trust, Slough BC, SBDC and BCC:

The applicant will need to enter into a Section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule. The S278 agreement will be with BCC and possibly SBC depending on the precise location of the borough boundary and the extent of the cross boundary agreement between BCC and SBC.

Where it is stated as necessary, it is not fully clear at this time whether this is required,

but at detailed design this may become necessary.

The highways schedule includes:

- All necessary changes to lining and signing on Wexham Street to remove the parking bays and introduce double yellow lines;
- Temporary access point (as necessary);
- Installation of permanent access to new Pinewoods car park;
- Reconstruct of the footway fronting the application site (as necessary);
- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications (as necessary);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas for the new car park access (as necessary);
- Construction and dedication as highway maintainable at the public expense, free of charge, the amendments to the main access road and adjoining footway;
- Highway boundary marking using granite setts at the main access (Gate 2);
- Zebra crossing or tiger crossing on Wexham Street and associated lighting;
- Changes to the site access (Gate 2) including splitter island, footway alterations, double height kerbs, amendments to site signing;
- The roundabout improvement scheme (final design still to be agreed);
- Changes to the speed limit signing from 40 to 30mph;
- The footway/cycleway scheme on the west side of Wexham Street;
- Potential dedication of land, free of charge, for maintenance at the public expense in the north east corner of the roundabout to enable a better scheme.

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

The transport schedule includes:

- Contribution to fund amendments to waiting restrictions in BCC on Wexham Street (sum to be provided by BCC);
- VMS and car park guidance system for new car park linked to wider Trust scheme on rest of hospital site;
- Circa £6,000 contribution to fund amendments to speed limit on Wexham Street, Stoke Green, Church Lane, Wexham Road (sum to be provided by BCC and SBC jointly);
- Detail of how the contribution will be repaid by SBC to the Trust;
- Any obligations from previous S106s that are required to be included (SBC legal to advise).

5.2

Tree Officer

“The report by Silverback Arboricultural Consultancy, Arboricultural Impact Assessment dated May 2016 gives details of trees to be lost by and those to be retained in a table below section 2.2. The report is supported by a plan, without reference number, plotting the position of the trees in relation to the proposed development.

Some trees to be removed listed in the table have already been removed and most of the others still to be removed are poor quality or small trees which it

would be acceptable to remove in the context of this development.

However I have two issues with the proposal:-

- Tree T24 a B category oak is shown as removed and there seems to be no reason to remove it, accordingly I would like the tree to be retained.
- Trees T28 a B category Oak and T29 a B Category Hornbeam are shown as retained. These trees, especially the Oak are import to the density of the wooded screen along Wexham Street and are important individually. These trees are unfortunately plotted incorrectly, they in fact are on and forward of the proposed curb line and are in the proposed parking spaces PS05 PS06. The plan is annotated that the existing curb will be retained but as the curb aside these trees are not straight but borders a large shrub bed which extends into the proposed road. This bed should be modified in shape but mostly retained which will allow the trees to be retained and the road used, this cannot be achieved unless the parking spaces PS05 and PS06 are lost. I believe it is desirable to retain these trees we therefore need the plans to show the modification so the trees are not lost to the development.

Further to the above it would be necessary to have a tree protection plan that relates to this development and the trees now to be retained, including the above. In addition an Arboricultural Method Statement describing the implementation of the protection measures and describing methods to be used for any work within any Root Protection Areas, including the reshaping of the above area near trees T28 and T29.

An amended drawing has been provided, whereby T24, T28 and T29 now properly considered and protected to allow their retention. This has addressed the issues with the original proposals effect on the trees of the site. Condition the tree protection scheme.”

5.3

Drainage Officer

“In principle I am happy with the drainage strategy for the Emergency department and the drainage design that has been provided as it is an improvement to the existing discharge rate, I will require information on 5.0 Existing Surface Water Drainage once results have been gathered for our approval.

The proposed car park to the west of the Hospital site falls within South Berks ownership, therefore approval of the drainage strategy will need to come from them as it is outside of our boundary.”

5.4

Berkshire Archaeology

“CgMs Consulting, June 2015, this report was prepared in relation to a previous proposal within the existing Hospital site (Application P/06622/075) relating to new car parking. This previous proposal included works to the existing hard

surface car park to the south of the main Hospital entrance off Wexham Street (Area J in CgMs' report), which is the site of the proposed new Emergency Department. CgMs' report does not include an assessment of the proposed new staff and visitor car park on a green field site to the west of Wexham Street. This element of the proposal lies within the authority of South Bucks District Council. Berkshire Archaeology is aware that the Council's archaeological advisor, Buckinghamshire County Council's Historic Environment Service, has recommended a programme of field evaluation and investigation in relation this proposed new car park.

As regards those elements of the proposal within the authority of Slough Borough Council, this is primarily focused on the site of the new Emergency Department. This is a proposed building of considerable size (a footprint of c. 0.35ha) whose construction has the potential to impact significantly on below ground deposits. The site of the proposed new building is currently a hard surface car park, the construction of which may have had some impact on below ground deposits but only at a superficial level.

CgMs' desk based assessment report broadly concludes that, in areas outside of the main Hospital buildings, there is a low to moderate potential for prehistoric and Saxon evidence and a moderate potential for post-medieval evidence in the south-west of the site. In its assessment of Area J, the report concluded that, as the car park works would consist only of alteration to the layout of the existing car parking spaces and would involve minimal groundworks, no archaeological work was required. It can also be noted that a recent archaeological watching brief during car park construction in Area A of CgMs' report, to the south of the proposed new Emergency Department, did not reveal any evidence for buried remains.

On balance and in view of the more significant impacts associated with the proposed new Emergency Department building, Berkshire Archaeology recommends that a watching brief is maintained during construction work as a precautionary measure, should the proposal be permitted."

The condition recommended has been included.

5.5 Wexham Court Parish Council

"We see this application as falling into 2 parts – 1) the proposed A&E unit and 2) the proposed car park which falls within green belt land.

With regard to the proposed A&E unit, we do not object to this development. The parish council fully recognizes the state of the existing A&E unit, which is not fit for purpose in respect of current demands and agrees that the development of a 21st century facility is of paramount importance. We would though insist that the County Council Highways Dept undertakes a full and thorough assessment of the proposed vehicle movements, as this stretch of Wexham Street has for a long time been a significant problem and a wide reaching redevelopment of this stretch of road and associated parking restrictions seems long overdue.

With regard to the car park, which currently has temporary permission only, we do recognize that a more permanent car parking facility is required to supplement the additional hospital on-site development, which already suffers from chronic car parking shortage which results in dangerous overspill onto Wexham Street and adjacent residential roads which are now the subject of parking restrictions, with the proposed A&E Unit significantly eroding the existing level of car parking further. However, the proposed car park is to be located on green belt land which we see as contrary to NPPF. On the one hand, we appreciate and accept that a more altruistic view may have to be taken with regard to the proposed overall development. On the other hand, this Parish Council has long opposed any proposed car park incursion onto green belt land, whether this is Wexham Park Hospital or the Spire Hospital (also on Wexham Street). We note that the accompanying Very Special Circumstances report contains commentary from the Case Officer that in his / her opinion very special circumstances exist to have allowed the initial temporary car park approval. (It is not clear to us if this is a Slough or South Bucks Case Officer). However, it is not the role of this Parish Council to interpret planning law and to decide if 'very special circumstances' exist; our view is that this land is green belt and needs to be protected. Therefore for this reason we object to the proposed car park development as it stands."

5.6 Police Architectural Liaison

No response has been received at the time of writing this report. Members will be updated via the Amendment Sheet should any response be received.

5.7 South Bucks District Council

Bucks County Highway Authority should be consulted in order to assess whether the proposal would lead to any adverse highway implications within South Bucks.

5.8 South Bucks would raise an objection if only the car park element of the scheme, which falls within SBDC was implemented and not the works on the hospital site. Similarly, if the development on the hospital site is approved without the scheme for parking in South Bucks, it would have severely negative implications for the car parking in the vicinity where parking is already a significant problem.

5.9 Natural England

"Natural England has no comments to make on this application.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes."

5.10 Environment Agency

“We consider that planning permission could be granted to the proposed development as submitted if planning conditions are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.”

The recommended conditions have been included.

5.11 Land Contamination

“I have reviewed the documents submitted with the above application, especially the two reports prepared by ESG Ltd.

Please see my comments below:

A. *“Volume 1 Desk Study” (Report no. D6013-16/1, dated July 2016):*

- *Section 9 Geotechnical Aspects: the need for piling foundations identified in this section warrants additional intrusive site investigation in order to assess the likelihood of creating a preferential vertical pathway for contaminants to migrate, should they be present;*
- *Section 10 Conclusions: based on the findings of the Desk Study carried out it was recommended that an intrusive site investigation should to be carried out; this was completed, and the report below produced to summarise the result:*

B. *“Volume 2 Factual Interpretative Report” (Report no. D6013-16/2, dated July 2016):*

- *Section 6 Proposed Works & Section 7.5.2 Excavation and Earthworks: it is proposed that as part of the development a “cut and fill exercise” it is likely to be carried out in order to level the ground. Although it is acknowledged that the full details are unknown at this stage, once available this should be submitted to the Local planning Authority for review and approval.*

It is also suggested that some of the excavated materials will be reused on site. Depending on the proposed re-use it is highly recommended that additional sampling and analysis is carried out on these soils in order to deem them suitable for the proposed new use, without posing harm to future site users. Details on the excavated materials should be submitted to the LPA, once available, including quantity, marked up plans with the areas where these are stockpiled, quantity re-used on site and were, quantity exported off-site (if necessary), and any other relevant information, etc.

- *Section 8 Geoenvironmental Assessment: the revised Conceptual Site Model and Risk Assessment using the results of the intrusive investigation conclude that the site did not exceed the Soil Guide Values (SGVs) and Generic Assessment Criteria (GACs) for a “residential without plant uptake” scenario. Thus, no additional remedial actions will be required.*
- *Section 9 Gas: although just one gas monitoring session was carried out, it is acknowledged that no exceedances were recorded, and thus no remedial*

gas protection measures will be required.

Based on the above I recommend that a Watching Brief should be kept during the development works in order to deal with any unexpected contamination that could be encountered.”

5.12 Royal Borough of Windsor and Maidenhead

“No objection to the above proposal.”

5.13 Environmental Quality Team:

“The development will not give rise to a significant impacts on local air quality and dispersion modelling (although this needs to be treated with caution particular as recently emission factors have been revised upwards in line with real world emission testing of EURO 6 diesel cars EFT V7 – which this assessment predates uses EFT V6.2) indicates the development will not give rise to any breaches of the air quality standard. However this does not mean as the consultant states ‘the location is considered suitable for the proposed end-use without the inclusion of mitigation methods’

The development needs to proceed in line with sustainable transport objectives as outlined within NPPF therefore the Trust should prepare a sustainable travel plan which includes a target driven approach to supporting more uptake of ULEVs as well as public transport, cycling and walking (both visitors and staff). It is recommended that 10% of the car parking should include Electric vehicle infrastructure but this shall be phased in as part of the sustainable travel plan over a period of 4 years (up to 2020). At the commencement of the development it is strongly recommended a ‘rapid charger’ 50 kW DC with AC Type 2 CCS/Chademo connections is installed within the visitor car park and at least 2 Type 2 post mounted ‘fast chargers’ within the temporary staff car park to promote uptake of ULEVs.

The construction phase of the development will not give rise to adverse air quality impacts subject to suitable dust controls and mitigation as outlined in table 19 of the REC air quality assessment report. It is recommended that these control are implemented a part of a Construction Environmental Management Plan. It is recommended a condition is imposed within the consent requiring a CEMP to be completed and approved by the LPA.”

6.0 **Neighbour Notification**

6.1 The following neighbours have been consulted with regards to this application:

No’s. 1-40 Opal Court, Wexham, Slough

Flats 1-78, Block A, Opecks Close, Wexham, Slough

Flats 1-48, Block B, Opecks Close, Wexham, Slough

Flats 1-96, Block C, Opecks Close, Wexham, Slough
Flats 1-35, Block D, Opecks Close, Wexham, Slough
Flats 1- 36, Block E, Opecks Close, Wexham, Slough
Flats 1-36, Block F, Opecks Close, Wexham, Slough
Slough Ambulance Station, Wexham Park Lane, Wexham, Slough
Greenacres, Wexham Park Lane, Wexham, Slough, SL3 6LX
Old Cottage, Church Lane, Wexham, Slough, SL3 6LB
Fir Trees, Wexham Street, Stoke Poges, Slough, SL3 6NA
PINEWOOD NURSERIES, Wexham Street, Stoke Poges, Slough, SL3 6NB
Stoke End Cottage, Stoke Green, Stoke Poges, Slough, SL2 4HN
No's. 1 - 2 Park View, Stoke Green, Stoke Poges, Slough, SL2 4HW
No's. 1 - 7, Red Lion Cottages, Stoke Green, Stoke Poges, Slough, SL2 4HP
RED LION, Stoke Green, Stoke Poges, Slough, SL2 4HN
THE CRICKET CLUB, Stoke Green, Stoke Poges, Slough, SL2 4HT
No's. 2 - 3 Wexham Cottages, Church Lane, Wexham, Slough, SL3 6LA
No's. 2- 6, Church Lane, Wexham, Slough, SL3 6LB
Orchard End, Church Lane, Wexham, Slough, SL3 6LB
The Old Reading Room, Church Lane, Wexham, Slough, SL3 6LB
The Old Corner House, Church Lane, Wexham, Slough, SL3 6LB
No's. 1 – 18 (odd and even), Huxley Close, Wexham, Slough, SL3 6LW
Wexham House, Wexham Park Lane, Wexham, Slough, SL3 6LX
Greystones, Wexham Park Lane, Wexham, Slough, SL3 6LX
The Pantiles, Wexham Park Lane, Wexham, Slough, SL3 6LX
The Oaks, Wexham Park Lane, Wexham, Slough, SL3 6LX
Magnolia, Wexham Park Lane, Wexham, Slough, SL3 6LX

Little Cottage, Wexham Park Lane, Wexham, Slough, SL3 6LX

Lammas House, Wexham Park Lane, Wexham, Slough, SL3 6LX

Merry Lea, Wexham Park Lane, Wexham, Slough, SL3 6LX

House In The Wood, Wexham Park Lane, Wexham, Slough, SL3 6LX

No's. 1 – 2, Lodge Cottages, Wexham Road, Wexham, Slough, SL2 4HQ

Tudor Cottage, Wexham Road, Wexham, Slough, SL2 4HE

No's. 1 -2 Post Office Cottages, Wexham Road, Wexham, Slough, SL2 4HH

Post Office, Wexham Road, Wexham, Slough, SL2 4HE

Wexham Cottage, Wexham Road, Wexham, Slough, SL2 4HJ

Sunnyside, Wexham Road, Wexham, Slough, SL2 4HE

No's. 2 – 68 (odd and even), Benjamin Lane, Wexham, Slough, SL3 6AB

Magnolia Cottage, Wexham Street, Slough

Publicity: In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, site notices were displayed at the site. The application was advertised in the edition of the Slough Express, 23rd September 2016.

- 6.2 There has been an enquiry from a resident regarding the intensification of the helicopter pad as a result of this application. The following response has been received from the agent:
- 6.3 *"Currently air ambulance use averages out at about once or twice a month only. No changes are proposed to the use of the helipad as a result of the current application... the Trust have confirmed at over the past 2 years the helipad was used a total of 13 times so it is not in regular use. It is not anticipated this will increase as a consequence of the proposal."*
- 6.4 An objection was also received regarding the proposed car park, the resident was given the contact details of the case officer at SBDC.
- 6.5 Members will be updated via the Amendment Sheet should any further responses be received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

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

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

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay and that weight should be given to existing local policies and plans will be dependent on their degree of consistency with the NPPF.

It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

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

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 12 (Community Safety)

7.4 Adopted Local Plan for Slough, Adopted March 2004

- EN1 (Standard of Design)
- EN3 (landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)

Other relevant documents

7.5

- The Slough Local Development Framework Site Allocations Development Plan Document, Adopted November 2010
- Site Allocation Policy 1 Site Specific Allocation 20
- Proposals Map Policy 1 Area of Major Change
- Slough Borough Council Developer's Guide Parts 1-4

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

7.6

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.

New Local Plan

7.7

The Council agreed at its Planning Committee meeting in February to review its Local Plan. In October the Council released its figure for expected unconstrained housing need. The new local plan will seek to accommodate a significant increase in housing and associated infrastructure to meet the needs of its community.

7.8

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

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring residents
- Transport and parking
- Other issues

8.0 Principle of development

8.1 Green Belt Assessment

8.2 The fundamental aim of Green Belt is its openness and permanence. The exemption from the 'presumption in favour of development'¹ of Green Belt designated land requires proposals for inappropriate development to demonstrate Very Special Circumstances (VSC) to be permitted. Any case in support of the scheme would need to refer back to National Planning Guidance as set out within the National Planning Policy Framework which states:

87. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

88. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt [exceptions given].

8.3 The hospital site is designated as a Major Developed Site in the Green Belt. The Core Strategy allows for some infilling or redevelopment to take place 'provided it has no greater impact on the Green Belt' (Core Strategy Para 7.27, see also 7.24) and proposals for major redevelopment or replacement of the hospital are managed through the preparation of an Action Area Plan for the site in conjunction with the Trust.' (Core Strategy Para 7.33).

8.4 Core Policy 2 further states that *the existing areas of Metropolitan Green Belt will be maintained and Wexham Park Hospital and Slough Sewage Works will continue to be designated as Major Existing Developed Sites within the Green Belt.*

8.5 The principles of the Core Strategy are developed in the Site Allocations DPD. Site Allocations Policy 1 states that proposals in accordance with their Proposed Use and Site Planning Requirements will be considered acceptable in principle. It also confirms that proposals will need to be developed in accordance with the Development Plan and national planning guidance unless material considerations determine otherwise.

8.6 Site Allocation SSA1 allocates the site for medical and healthcare uses. The associated schedule for Wexham Hospital (ref. SSA20) requires proposals for comprehensive redevelopment to:-

- Be for hospital and healthcare related development only as per a

¹ NPPF Para 14.

Masterplan.

- Ensure the footprint does not extend further east beyond the existing developed envelope.
- Address car parking (in particular staff parking) issues in advance of or alongside any proposals to increase the intensity of use on the site.
- Include a full transport assessment, the study area of which to be agreed with Slough Borough Council in advance.

- 8.7 Given the footprint, scale and location of the proposed building it is not considered the application can be determined under the policy principle within the Core Strategy, and it must therefore be assessed in line with its Green Belt designation. The proposed building is greater in terms of scale than the existing buildings on site which are predominantly single storey. As such, this accompanying this application, a 'Very Special Circumstances Report' and 'Alternative Sites Assessment' has been submitted to allow the Council to assess whether in balance the need for and benefits of the proposal outweigh the harm to the purposes of the Green Belt and Other Harm.
- 8.8 It is recognised that whilst there may be some harm to the openness of the Green Belt by virtue of the scale and mass of the proposed built form, this harm will be minimal given that the location of the proposed building is sited on previously developed land. The proposed building will sit within the existing envelope of Wexham Park Hospital and when viewed from outside the site boundary the visual impact will be limited due to the existing tree line providing screening of the building.
- 8.9 As a result, of the location of the proposed building within the existing hospital site, the proposed development will not lead to unrestricted sprawl, there will be no increased risk of merging or encroachment on a neighbouring town, there is no impact on the character of a historic town and the proposal will, *'assist in urban regeneration, by encouraging the recycling of derelict and other urban land.'* Permission for the new Emergency Department is sought to provide a hospital facilities that meet modern day standards and for the site to operate and function more efficiently. The proposed building will provide a new facility incorporating both modern emergency care and specialist medical and surgical services to create an integrated acute care centre to meet the needs of the local and wider community.
- 8.10 Furthermore, benefits of the proposal include provision of essential healthcare infrastructure, additional capacity to accommodate population growth, delivery of a Masterplan to improve legibility, landscaping and the public realm of the site, and the extent to which the proposal supports delivery of the Governments agenda for Sustainable Development². These matters are further discussed in the section below.

2 NPPF Para.s 6 and 7 and references therein

8.11 Very Special Circumstances

8.12 A Very Special Circumstances Case has been prepared to support the justification for Green Belt development:

8.13 Prior to the Trust acquiring Wexham Park Hospital, refurbishment and redevelopment of the site was undertaken in an ad hoc manner throughout the 1990s to the present day. This led to the site developing in a piecemeal fashion where buildings are not 'future-proofed' and services are currently not fit for purpose as they no longer meet modern day clinical requirements. The Trust have identified a number of constraints at the site which need to be overcome; those fundamentally being poor and inefficient circulation and flow of patients, poor quality ward accommodation, with a low proportion of single rooms, emergency department is undersized and dysfunction.

8.14 The Trust are seeking to comprehensively redevelopment the site to provide a significantly improved emergency department and address the issues above. The submitted Masterplan reflects the Trusts commitments to develop the site more holistically, taking to consideration what the hospital requires both now and in the future.

8.15 The existing emergency department covers a large catchment area including Slough, South Bucks, Windsor and Maidenhead, Wycombe and Chiltern, with thousands of patients attending everyday. It is therefore of vital importance that the hospital can provide a high quality emergency department that can provide for the local population but also improved working environment for staff.

8.16 It is understood that the Trust has explored a number of options for the Emergency Department including refurbishment, demolition and rebuild and a standalone new building. It was concluded that the most viable, practical and least disruptive option would be to provide an improved Emergency Department within a new standalone building.

8.17 In terms of need, the layout is to provide a comprehensive patient care within one building to avoid moving patients long distances across the site which is how the hospital currently operates. The Emergency Department will also provide a number of single rooms for patients which will upgrade existing facilities and contribute to the hospital's current undersupply of single rooms.

8.18 Overall, the new building will improve the patient experience by improving patient flow, meet the growth in demand for unscheduled healthcare services. This is considered to be a major step in the redevelopment and modernisation of the whole hospital site which is welcomed as the proposal will provide a far higher quality of care to patients and working environment for staff.

8.19 A full 'Alternative Sites Assessment' has been undertaken to assess other potential sites which could accommodate the proposed development. This

assessment concludes that there are no other suitable sites or solutions which could provide the required Emergency Department. Sites were discounted from this process for a number of reasons including, cost, practicalities, accessibility, whereby new facility must be co-located within an existing Acute Hospital; patient capacity (accommodate 110,000 emergency attendees a year) and size, catchment - ambulance travel/distance times from other Acute Hospitals is too great.

8.20 The Trust therefore considers that there are no other alternatives but to provide a new building within the envelope of the existing hospital site. The design and layout of the proposed development has been carefully considered to ensure the impact on the openness of the Green Belt and any 'urbanising' effect has been kept to a minimum.

8.21 The inappropriateness, and other harm, by the introduction of a new building needs to be balanced against the very special circumstances, those being; the extremely important public service and health facility that the hospital provides to cater for the local and wider community, the significant need to improve and modernise and expand the existing hospital facilities and the justification that there are no other suitable locations for the proposed development.

8.22 When balancing all of these above matters together, it is considered that very special circumstances do exist that outweigh the harm caused by the inappropriateness and other harm of the proposed development and it is considered that the proposal should be supported.

9.0 Design and appearance on the character of the area

9.1 The National Planning Policy Framework confirms the following:

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

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

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

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

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

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

9.4 The site currently benefits from extensive and mature planting around its boundaries which restricts views in and out of the site. Notwithstanding the screening, given the scale, height, bulk and mass of the proposed development, the siting and design must be given careful consideration.

9.5 *Visual Landscape Assessment:*

A 'Visual Impact Assessment' has been undertaken which highlights that during summer months the proposed building will be barely visible looking north east along Wexham Street screened by the line of mature trees and only the northern elevation will be visible looking south east. During winter months the new building will be slightly more visible from outside the site but will still be very much concealed by the existing tree line. The new building will therefore only be fully visible when viewed from within the site. In addition, when viewing the building from the public highway (Wexham Street) it can only be viewed against the well-developed backdrop of the existing hospital site and not against open Green Belt land.

9.6 A visual survey of the proposed development was also undertaken to assess the impact of the development on views from existing sensitive sites and boundaries, notably historic buildings, parkland and public vantage points along key roads/settlements and public rights of way. These views identified were as follows:

- Grade 1 listed Stoke Park Mansion, within the Grade II registered Stoke Park
- The B416 running through Stoke Green
- The edge of the existing greenbelt settlement Wexham Street
- The A412, which runs along the boundary of Grade II registered Langley Park and Caine Valley Regional Park
- The edge of the existing greenbelt settlement George Green and adjacent public footpath
- Pinewood Nursery North-West of the hospital
- The principal northbound and southbound approaches to the site/ hospital entrance from Wexham Road and Wexham Street

The survey concludes that due to the surrounding landscape character; fields

9.7 and paddocks with mature tree cover along boundaries, golf courses with mature tree plantations, private residences and small greenbelt settlements with good vegetation cover, there are few views of the hospital complex and the proposed Emergency Department. It is therefore considered that the proposed development has minimal impact on the surrounding conservation areas and historic parkland. The development will have no impact on the setting of Stoke Park Mansion or on long distance views from the property.

9.8 The proposed development will have an impact on the immediate views of the site at the main entrance, from the A412. As the existing view is of car parking and existing low density buildings it is considered that although the change is significant, it will not have a detrimental impact on the overall view. It is considered that the new building will provide a high quality design and an opportunity to redevelop this site more comprehensively.

Height:

9.9 Furthermore, it should be noted that the proposed building will measure approximately 22m in height, it will still be significantly lower than the existing tower which measures approximately 31m in height. The following will be viewed from each elevation:

North elevation:

9.10 The north elevation will be seen both from the public highway and existing 'Gate 2', bus and taxi forecourt. This elevation is one of the public faces of the building when viewed from the existing gate 2. The overall massing of the building is below the existing mature tree belt.

South elevation:

9.11 The proposed south elevation will be seen from the existing residential accommodation onsite and is composed primarily of the emergency egress stair core and the covered ambulance apron. The proposed windows on this elevation are either high level or reduced to prevent overlooking. The infrequent use and temporary nature of this space does not pose an overlooking issue.

East elevation:

9.12 The east elevation is not overlooked from the public highway, however it is viewed by the existing hospital estate. The façade maintains the same rhythm of windows and high quality cladding material. The plant room is set back from the main facade to reduce the appearance of the building from the street level.

West elevation:

9.13 The assessment ward entrance and stair core is located on the west elevation and forms the main element in order to break up the rhythm of the facade. This elevation is screened from the public highway by the mature tree belt but is

viewed by the public who have access along the western side of the building.

9.14 *Materials:*

Given the size of the proposed development, a pallet of materials are proposed to break up the bulk and mass, this includes brick plinth which wraps around the perimeter of the ground floor storey and vertically on the stair cores. The stair core is the only element with a large window in order break up the mass and overall scale of the core. A band of lightweight rain screen aluminium cladding panels, set as grey and colour ribbons within the stories above to break up the massing of the second element. The materials that have been chosen are considered to be of a high quality as they will provide a robust and durable finish.

9.15 *Soft Landscaping/ Trees:*

9.16 The application proposes an extensive and detailed landscape plan for the site and the Council's Tree Officer raises no objection to the proposal.

9.17 Due to the tight constraints of the site, soft landscape areas will be limited to the 'Arrival Forecourt' and zones adjacent to the existing patient ward and MRI building. The 'Arrival Forecourt' will provide a welcoming, high quality setting to the public entrance with a generous planted backdrop as the existing trees are retained. The smaller sheltered spaces to the east of the building will be planted to provide attractive reflection spaces, overlooked by the adjacent wards.

9.18 The principal aims of the planting zones are to create an attractive, calming outdoor environment. This will include ornamental, shade tolerant species to both attract wildlife and provide all year interest. The proposed landscaping plan is to be conditioned.

9.19 The west and south are laid out as efficiently as possible to provide circulation, parking and servicing space within the tight constraints of the site. The design ensures there is minimal infringement of the existing mature tree belt in order to protect this important asset.

9.20 *Hard Landscaping:*

9.21 A simple palette of robust, durable materials is proposed to provide clear spatial definition around the site. The Arrival Forecourt, and small staff terrace to the rear, will be concrete paving flags to compliment the building elevation.

9.22 Public and private pedestrian routes will be tarmac, the table-top crossing will be surfaced in heavy duty concrete setts to create a 'shared surface' for pedestrians to cross the road to the Arrival Forecourt.

9.23 Access roads, parking bays and the ambulance drop-off will be also be tarmac, or red tarmac for the ambulance bays. Existing tarmac will be retained where feasible, or dressed with a new wearing course, along Opecks Close and the Main Entrance Road. Robust, quality seating, with backs and arm

rests, will be introduced at key entrance locations.

9.24 On balance, it is considered that the proposal will not have a detrimental impact upon the character and appearance of the surrounding area complying with the relevant policies in this regard.

10.0 **Impact on neighbouring residents**

10.1 The National Planning Policy Framework outlines the following:

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

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

10.3 An Overshadowing and Amenity Report and Lighting Impact Assessment has been undertaken to assess the impact of the new building on the closest residential occupiers onsite. The report has identified that the shadows which are cast by the proposed development fall away from the residential building and therefore in terms of impact on residential amenity, no concerns are raised.

10.4 The proposed building maintains the privacy of the habitable rooms to the south residential accommodation by orientating the new patient windows approximately east-west. Small windows are placed on the south facade to limit overlooking, whilst one larger stair core window enlivens the composition. This larger window is offset 20.7m from the closest adjacent window; combined with the infrequent use of this secondary stair by staff only this would not create an overlooking issue. With such a separation distance there will be no impact on loss of privacy or any other impact on residential amenity.

10.5 There will be a separation distance of over 50m to the nearest neighbouring properties, located on Wexham Street and Church Lane. Given this distance and the relationship of the site with neighbouring properties, it is considered that there would be no adverse impacts on the amenities of these neighbouring properties as a result of the proposed development.

10.6 A Lighting Impact Assessment has also been undertaken to analyse the spill light of exterior lighting for the proposed development. The technical report sets out that ambulance drop off lighting will be positioned close to the existing building façade directed towards the road. Additional obtrusive light shields will be applied to minimize light spill from luminaires. Roadway and on street parking lighting layout has also been assessed and sets out that obtrusive light

shields will be applied to minimize light spill. Lighting has been carefully considered and designed in a manner which will minimise the impact on the surrounding environment and there will a compliance condition.

10.7 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding occupiers and complies with the relevant policies.

11.0 **Transport and Parking**

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

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

11.2 The Councils Transport Consultants has undertaken a detailed assessment, the following issues have been raised below. It should be noted that the agent has responded to the matters raised in a Technical Note.

11.3 *Trip Generation:*

In summary the comments indicate that the proposals could lead to a higher trip generation than that set out in the Transport Assessment submitted with the planning application. This is due to the fact that the existing Emergency Department building could be used to provide additional services, over and above its proposed role to accommodate existing wards during periods of refurbishment. The agent has confirmed that this is not the position of the Trust. However, capacity testing undertaken at the access junctions closest to the existing Emergency Department (Gates 1 and 2) indicate that they will operate with significant spare capacity in future years, namely 2021. As such, despite it not being the intention of the Trust, the provision of additional low levels of use of the existing Department would not have a material impact on the operation of the junctions used to access the building. In addition the proposals provide for additional parking which, if necessary could accommodate any additional demand.

11.4 *Parking Strategy:*

Key points raised regarding the parking strategy:

- The baseline parking space provision was unclear from the TA;
- Consideration should have been made to the future baseline i.e. the total number of spaces that will be available on the hospital site when the EDAR building is built out and all of the spaces on the previous car park

expansion scheme P/06622/075 are available;

- Based on the car park survey peak time of 1200-1230hrs, it was perceived that none of the spaces located at The Park were needed, nor would the additional 398 spaces at Pinewoods (permanent car park proposed as part of the planning application) in the long term; and
- Variable Message Signing (VMS) should be provided for the new parking area on the Pinewoods site.

The agents have sought to address the issues raised above in a supplementary Technical Note, this provides clarification regarding the baseline parking space provision and agreement that VMS can be conditioned, although as the car park falls within the SBDC, the onus is them to seek this requirement.

11.5 *Impact on the network and roundabout:*

The offsite highway works at the Wexham Street / Church Lane roundabout still need to be agreed with the local highway authority as proposed they are not considered adequate at present to improve junction operation in terms of capacity and pedestrian crossing facilities. The agents have suggested a way forward Way to liaise and work closely with Highways Officers at both Slough Borough Council and Bucks County Council to ensure that an agreed and deliverable roundabout design can be prepared and constructed. A condition has been recommended:

'The EDAR shall not be occupied until detailed plans have been submitted to and approved in writing by the Local Planning Authority relating to line, level, layout and construction of the off-site highway works hereby approved on Wexham Street, including the roundabout improvement works at the junction to Stoke Green / Wexham Road and Church Lane. In addition these works shall also be laid out and constructed and all the works completed prior to the first occupation of any part of the aforementioned development.'

Reason: In the interests of maintaining a safe and efficient highway network in accordance with paragraph 32 of the National Planning Policy Framework'.

11.6 *Ambulance Parking:*

There is provision for 11 ambulance bays adjacent to the proposed development which is accepted. Vehicle tracking confirms the ambulances can access and egress these appropriately.

11.7 *Cycle Parking:*

64 cycle parking spaces are currently provided on the hospital site, 38 of these are Sheffield stand spaces, 20 spaces are within bike sheds and there are 6 bike boxes. The number it does not include the additional 100 cycle parking spaces that were to be provided with P/06622/075 and therefore cycle details have been conditioned.

11.8 *Vehicle, Pedestrian and Cycle Access:*

Minor changes are proposed to the design of the Main vehicle access (Gate 2), these changes relate to a new splitter island to accommodate pedestrian crossing and the introduction of tactile paving. The Highways Officer has requested minor changes should be made to the alignment of footways on the north side of the main access (Gate 2) and land to be dedicated.

A new pedestrian crossing (zebra crossing) will be implemented across Wexham Street to provide access from the proposed Pinewood parking and Gate 2.

A shared footway / cycleway is proposed along Wexham Street (western side) between the roundabout and just north of the Pinewood parking area as requested by the LHA. However it is requested that the applicant re-considers how this ties into the roundabout to ensure a safer crossing environment on the west side of the roundabout i.e. kerb realignment rather than just white lining.

11.9 *Construction Traffic:*

It is stated in the TA that a detailed Construction Traffic Management Plan will be provided prior to the commencement of construction of the new EDAR. This will be secured by a planning condition and will include, but not exclusively:

- Information on the consultation that has been held with local interest groups, residents and local Councils and how the concerns raised by these groups will be addressed;
- Information on the proposed build timetable;
- Details of the typical number of HGV and construction worker car movements per day during peak construction periods;
- Details of the routing of construction vehicles and in particular HGVs. The routing will be agreed with the appropriate Highways Officers and will seek to avoid the main urban areas of Slough;
- A commitment to limit the number of HGV movements to and from the site during the morning and evening peak hours;
- Information on how construction worker parking will be managed during the overall build phase;
- Details of construction worker welfare provision including site compound facilities; and
- A commitment to provide wheel washing facilities to limit the amount of mud/spoil transferred from the site to the adopted highway.

11.10 *Servicing and Deliveries:*

The proposed bin store location is marked on the plans. This is an acceptable location, however no refuse vehicle tracking is provided. A delivery and drop-off bay is provided immediately outside the ED building. The swept paths for the vehicles accessing this are acceptable (small rigid NHS delivery vehicle).

A fuel tanker delivery bay will also be provided to service the emergency backup electricity generator required as part of the EDAR proposals. Whilst the internal

roads have been designed to allow for large articulated HGV movements these are likely to be very limited and scheduled well in advance. As such any large vehicle movements will be managed to ensure they do not interfere with the day to day operation of the EDAR. The swept path for this vehicle is considered acceptable.

11.11 *Travel Plan:*

The Trust have submitted a completed Travel Plan Monitoring Report as part of this application, within the template provided by SBC, detailing the actions undertaken by the Trust since the last Travel Plan document was produced in 2015. The Trust have made good progress with various actions since the Travel Plan was updated in 2015, including the appointment of an officer, the implementation of cycle parking, and the implementation of staff benefits schemes such as Cycle scheme, incentives for staff to use public transport, and promotional activities / events to support and promote the use of sustainable transport to the site. The next staff travel survey will be in Spring 2017, with the next TRICS SAM survey planned for 2018.

The Trust has made good progress with the implementation of actions since the last Travel Plan was drafted in 2015. The Travel Plan Monitoring Report submitted is acceptable. The Trust are already bound to Section 106 agreements relating to the Travel Plan and monitoring via TRICS SAM surveys, so there is no additional requirement for commitments or contributions from a Travel Plan point of view.

11.12 With respect to mitigation, please refer to the Highways & Transport Consultation section of the report. Any updates from the Council's Transport Consultant regarding the Technical Note will be provided on the Amendment Sheet.

12.0 **Other Issues**

12.1 *Flooding / Drainage:*

The site is situated within flood zone 1 and therefore is suitable for all development with no risk of fluvial flooding. The Councils Drainage Officer and Lead Local Flood Authority, have assessed the application and the proposed drainage strategy that accompanies the application. No objections to the proposal from a flooding or drainage point of view is raised, subject to the inclusion of relevant conditions on any permission granted.

12.2 *Ecology:*

While there may be some ecological value in the ponds, streams, trees and hedgerows in the site there is no evidence found of protected / noticeable species. Ecology reports have been undertaken for Wexham Park Hospital and concluded that no further survey work is required. The proposals will enhance the quality of the environment through the use of additional landscaping and planting to encourage biodiversity and ecology onto the site.

12.3 *Archaeology:*

Berkshire Archaeology have confirmed that there is the potential for the site to contain archaeological remains and the proposed development may impact such remains so a condition should be added to secure a programme of archaeological works prior to the commencement of works.

12.4 *Sustainability:*

A BREEAM Pre-Assessment has been submitted which confirms that a rating of excellent will be achieved, as such this has been conditioned accordingly. The BREEAM criteria seeks to ensure that the development is sustainable on terms of design by reducing carbon emissions outputs.

Furthermore, the proposals incorporate the installation of Combined Heat and Power (CHP) Plant at the existing Energy Centre. The details of the CHP plant will be conditioned and ensure that the construction of the CHP will be undertaken prior to occupation of the Emergency Department.

12.5 *Noise:*

A Noise Impact Assessment has been undertaken which assesses the plant noise emission levels from the proposed building. With appropriate noise mitigation measures in place, acceptable plant noise emission limits should be met, this will be conditioned accordingly. With respect to the residents living in Opecks Close, as sirens and blue lights will be turned off when ambulances arrive at Gate 3, it is not considered that there will be an adverse impact on residents living along Opecks Close.

12.6 *Air Quality:*

The site lies outside the Air Quality Management Area. The Environmental Quality Team have assessed the submitted Air Quality Assessment, there are no concerns raised. For further details, please refer to section 5.13 of this report.

13.0 **Summary**

13.1 The proposed development would not have a detrimental impact upon the Green Belt or the character and appearance of the surrounding area or neighbouring residential amenity.

PART C: RECOMMENDATION

14.0 **Recommendation**

- 14.1 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, finalising of conditions, satisfactory completion of a S106 Agreement, if required and final determination. This recommendation is subject to a referral to the Secretary of State as the proposed development falls within designated Green Belt.

15.0 **PART D: DRAFT CONDITIONS AND INFORMATIVES**

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

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:

- a) Drawing No. WED-BDP-XX-XX-PL-A-919001 Rev P05, Dated 11/07/2016, Recd On 19/08/2016
- b) Drawing No. WED-BDP-XX-00-PL-A-209001 Rev P04, Dated Apr 16, Recd On 19/08/2016
- c) Drawing No. WED-BDP-XX-01-PL-A-209001 Rev P03, Dated May 16, Recd On 19/08/2016
- d) Drawing No. WED-BDP-XX-02-PL-A-209001 Rev P03, Dated May 16, Recd On 19/08/2016
- e) Drawing No. WED-BDP-XX-03-PL-A-209001 Rev P03, Dated May 16, Recd On 19/08/2016
- f) Drawing No. WED-BDP-XX-05-PL-A-209001 Rev P02, Dated Mar 16, Recd On

19/08/2016

- g) Drawing No. WED-BDP-XX-XX-EL-A-209002 Rev P04, Dated Mar 16, Recd On 19/08/2016
- h) Drawing No. WED-BDP-XX-XX-EL-A-209001 Rev P04, Dated Mar 16, Recd On 19/08/2016
- i) Drawing No. WED-BDP-XX-XX-EL-A-209005 Rev P02, Dated Jul 16, Recd On 19/08/2016
- j) Drawing No. WED-BDP-XX-XX-EL-A-209011 Rev P02, Dated Jul 16, Recd On 19/08/2016
- k) Drawing No. WED-BDP-XX-XX-EL-A-209007 Rev P02, Dated Jul 16, Recd On 19/08/2016
- l) Drawing No. WED-BDP-XX-XX-DT-L-900004 Rev P01, Dated 06/07/2016, Recd On 19/08/2016
- m) Drawing No. WED-BDP-XX-XX-DT-L-90000 Rev P02, Dated 01/08/2016, Recd On 19/08/2016

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

3. Details of external materials

The external materials to be used on the development hereby approved shall carried out in accordance with:

Sample Board, Recd On 19/08/2016

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

4. Contamination – Remediation strategy (EA)

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON The site is within a Total Catchment Source Protection Zone (SPZ3) for an abstraction from the Chalk which needs to be protected from contamination, in accordance with National Planning Policy Framework, para 109.

5. Dispose of 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 The site is within a Total Catchment Source Protection Zone (SPZ3) for an abstraction from the Chalk, in accordance with National Planning Policy Framework , para 109.

6. Watching Brief (LPA)

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

7. BREEAM 'Excellent' Rating

Evidence confirming that the development achieves a BREEAM New Construction rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the form of a post construction assessment, conducted by an

accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months following the first occupation of the development.

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.

8. CHP

Prior to commencement of the proposed development, details of the Combined Heat and Power Plant (CHP) shall be submitted to and approved in writing by the Local Planning Authority. The CHP shall be installed prior to first occupation of the proposed development and maintained and retained in perpetuity.

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.

9. Construction Management Plan

Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plan and programme shall include details of the following:

- (a) Construction Traffic Management Plan shall include the following details:
- Information on the consultation that has been held with local interest groups, residents and local Councils and how the concerns raised by these groups will be addressed;
 - Information on the proposed build timetable;
 - Details of the typical number of HGV and construction worker car movements per day during peak construction periods;
 - Details of the routing of construction vehicles and in particular HGVs. The routing will be agreed with the appropriate Highways Officers and will seek to avoid the main urban areas of Slough;
 - A commitment to limit the number of HGV movements to and from the site during the morning and evening peak hours;
 - Information on how construction worker parking will be managed during the overall build phase;
 - Details of construction worker welfare provision including site compound facilities;
 - A commitment to provide wheel washing facilities to limit the amount of mud/spoil transferred from the site to the adopted highway.;
 - Identification of the times when major items of plant and equipment are to be transported to and from the site; and
 - Specification of haul route(s) and of any temporary signage to be

provided to identify the route and promote its safe use.

(b) storage of plant and materials to be used;

(c) a scheme for recycling /disposal of waste from demolition and construction works;

(d) Before the site works and construction of the development commences, details of all temporary external lighting shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out in accordance with the approved details.

(e) The Noise, Dust and Vibration Environmental Monitoring Procedure, Rev A, Dated 28/07/2016 shall be implemented during the construction works.

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

10. Archaeology

No development, including demolition, 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.

Should the exploratory archaeological investigation for the new staff and visitor car park to the west of Wexham Street not reveal any or only limited archaeological remains, the need for an archaeological response for the new Emergency Department can be reviewed and, if appropriate, rescinded.

REASON This is in accordance with Paragraph 141 of the NPPF which states that local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

11. Access

Prior to commencement of the proposed development, details of the changes to the main access has been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to occupation.

REASON In order to minimise danger, obstruction and inconvenience to users

of the highway and of the development.

12. Cycle Parking

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

13. Electrical Charging points

Prior to first occupation of the proposed development, details of electric vehicle charging bays and electric vehicle charging points, including full specification details, plans and location shall be submitted to and approved in writing by the Local Planning Authority. The minimum standards for the EV Charging points are as follows:

- EV chargers shall be smart metered in compliance with Article 2 and Annex Z of Directive 2012/27/EU on energy efficiency
- EV chargers shall be open access for all EV users so it can be used on 'ad hoc basis' and therefore does not require a scheme membership, pre-registration, or specialist identification or any form of contractual obligation with the electricity supplier or operator of the charging point.
- EV chargers shall comply with a minimum standard a rapid charger' 50 kW DC with AC Type 2 CCS/Chademo connections.
- EV chargers shall be post mounted dual charging units.
- EV Chargers shall comply with technical specification set out in point 1.1 of Annex 11 of the EU Directive 2014/94/EU if installed or replaced after 18 November 2017.

Prior to first occupation of the proposed development, the electric vehicle bays and points shall be installed, maintained and retained in accordance with the approved details and manufacturer's requirements.

REASON To promote electrical vehicle car use and to offset the additional emissions associated with the proposed development, in accordance with Core Policy 8 of The Slough Local Development Framework.

14. Landscaping Strategy

The landscaping shall be carried out in accordance with:

- Drawing No. WED-BDP-XX-XX-PL-L-900003 Rev P02, Dated 27/07/16, Recd On 19/08/2016; and
- Drawing No. WED-BDP-XX-XX-PL-L-900001, Rev P04, Dated 27/07/16, Recd On 19/08/2016.

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. Tree Protection

No development shall commence until the tree protection measures detailed in the submitted Arboricultural Report, prepared by Sliverback Arboricultural Consultancy, Dated May 2016 and Drawing No. WED-BDP-XX-XX-PL-L-900004, Rev P01, Dated 13/10/2016 have been implemented, in accordance with the recommendations set out in BS 5837:2012 – Trees in relation to design, demolition and construction. Recommendations. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

16. Drainage - wording TBC

The drainage design shall be implemented prior to first occupation of the development hereby approved, in accordance with XXX, Dated XX and shall be permanently maintained thereafter.

REASON To prevent the increased risk of surface water 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.

17. Ecology

The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Great Crested Newt Survey and Extended Phase 1 Ecological Assessment produced by Mayer Brown.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough

Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

18. Noise Limits

During operation, the cumulative plant noise emission rating level shall not exceed 34Db during the daytime (7:00-23:00) and shall not exceed 431BA during the nighttime (23:00-7:00), calculated 1m from the nearest residential façade. The plant and machinery equipment shall be installed in accordance with the approved details prior to first occupation of the development.

REASON To protect 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. Noise Control

All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used in conjunction with the development hereby approved shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into the nearest residential properties.

REASON To protect local residents from nuisance caused by excessive noise 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. Waste - wording TBC

Prior to first occupation of the proposed development, 'The Policy on Waste', Ref: TPP 124/14-Policy, Dated 30th September 2016 shall be implemented and maintained in perpetuity.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

21. Flood Risk

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) 'WED-BDP-XX-00-RP-C-980001'. The mitigation measures shall be fully implemented prior to occupation within the scheme and retained in perpetuity.

REASON To prevent flooding on site and elsewhere by ensuring that compensatory storage of flood water is provided, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and with Paragraph 103

of the National Planning Policy Framework, March 2012.

22. Sustainability

The measures and mitigation as set out within the Sustainability Statement, Rev 001, Dated 28th July 2016, Recd On 19/08/2016 shall be implemented during construction and operation of the proposed development.

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.

22. External Lighting

The external lighting shall be provided in accordance with the Lighting Impact Assessment, Rev. P05, Dated 02/08/2016. The external lighting shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

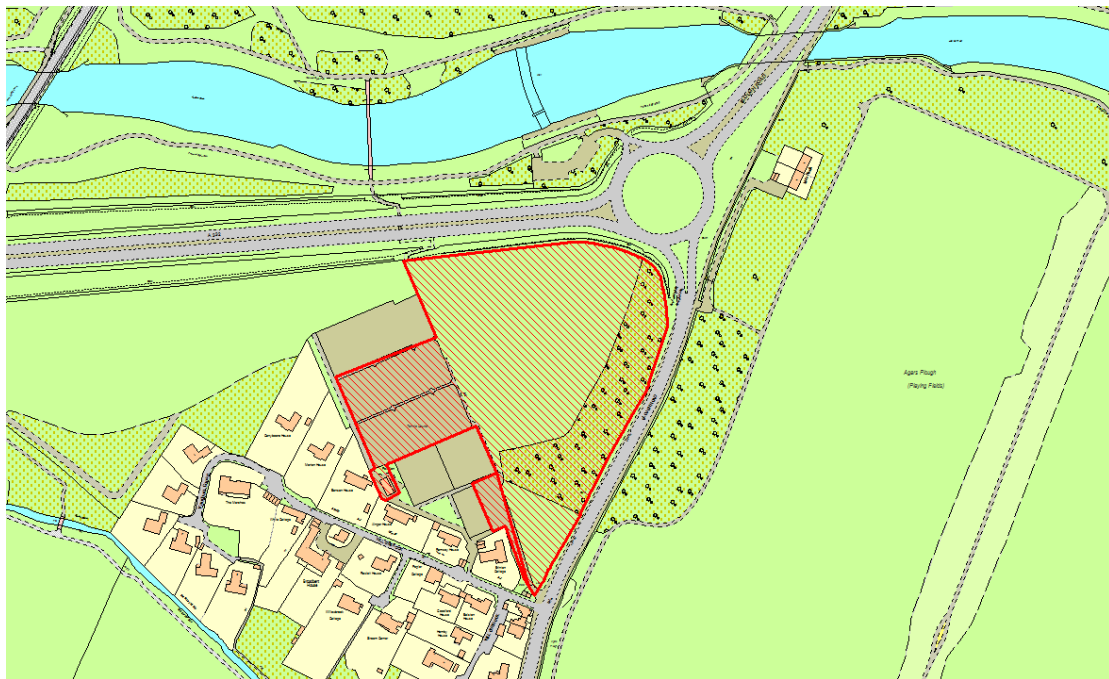
INFORMATIVES

1. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
2. The applicant is advised that surface water drainage scheme for this site (Wexham Park Hospital Emergency Department, Flood Risk Assessment dated July 2016) states that surface water run-off from parts of the site where vehicles access the site as well as drop off and parking areas are required to be passed through a petrol interceptor. These pollution prevention measures should include the helicopter landing pad.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction.
7. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
8. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
9. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Registration Date:	26-Aug-2016	Application No:	P/02823/003
Officer:	Christian Morrone	Ward:	Chalvey
Applicant:	Mr. Duncan Sparks, Lewandowski Architects Ltd	Application Type:	Major
		13 Week Date:	25 November 2016
Agent:	N/A		
Location:	Sports Pavilion, Eton College, Willowbrook, Eton, SL4 6HL		
Proposal:	Demolition of existing tennis pavilion. Construction of a detached sports pavilion and 2no floodlight all weather sports pitches. Flood lighting to existing tennis courts. Associated car parking, highway access, and landscaping and a small shed for IT switch gear.		

Recommendation: Delegate to Planning Manager for approval



P/02823/003

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to the Planning Manager for approval; subject to any substantive objections from the Contaminated Land Officer, the Crime Prevention Officer, the Environment Agency, the Secretary of State, the potential completion of a Section 106 Agreement for highways works (if required) and finalising conditions.
- 1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the demolition of existing tennis pavilion and construction of a detached sports pavilion and 2no floodlit all weather sports pitches. Flood lighting is also proposed to existing tennis courts. Associated car parking, highway access, landscaping and a small shed for IT switch gear.

3.0 Application Site

- 3.1 The site is located within the Green Belt and positioned to the northeast of Willowbrook, off the Slough Road. The site forms part of Eton College and the current use is tennis courts and green space/scrub land. To the west the site is bounded by detached dwellings used in association with Eton College, to the north is the A332 which is elevated and screened by trees.

4.0 Site History

- 4.1 P/02823/002 RE-ALIGNMENT AND REFURBISHMENT OF EXISTING TENNIS COURTS WITH NEW CHAIN LINK FENCING.
Approved with Conditions; Informatives 17-Jan-2013
- P/02823/001 ERECTION OF A BUILDING FOR THE PLAYING OF REAL TENNIS WITH ANCILLARY FLAT AND CAR PARKING
Withdrawn by Applicant 27-Feb-2001

5.0 Neighbour Notification

- 5.1 1 Agars Plough, Slough Road, Eton, Windsor, Berkshire, SL4 6HR, 6 Vaughan Copse, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Rowlatt House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Balston House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Goodford House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 5, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 6, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 1, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 2, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 4, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 3 The Marches, Willowbrook,

Eton, Windsor, Berkshire, SL4 6HL, 4 The Marches, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 5 The Marches, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Hornby House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 1 The Marches, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 2 The Marches, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Broadbent Cottage, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Marten House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Ramsay House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Stream Corner, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 2 Vaughan Copse, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Poplar Cottage, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 1 Vaughan Copse, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 3 Vaughan Copse, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 4 Vaughan Copse, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 3, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Brinton Cottage, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, WILLOWBROOK COTTAGE, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Ainger House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Coneybeare House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 5 Vaughan Copse, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 7, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, White Cottage, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, Benson House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 1 Broadbent House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 2 Broadbent House, Willowbrook, Eton, Windsor, Berkshire, SL4 6HL, 1a, Willowbrook, Eton, Windsor, SL4 6HL

Neighbour letters were sent out on 05/09/2016. In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 16th September 2016 edition of The Slough Express Major Application and Affects a Public Right of Way (33B)). A site notice has also been displayed at the site on 9th November 2016.

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

6.0 **Consultations**

6.1 Contaminated Land Officer

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

6.2 Local Flood Authority

The proposed development is:

- Located within flood zone 2.
- Classified as “water compatible” by the National Planning Policy Framework (NPPF)

In accordance with National Planning Policy Framework paragraph 103 a site specific flood risk assessment has been submitted with the planning application. Given the nature and location of the proposed development the sequential test has been satisfied because it would be impractical to direct the development elsewhere.

The applicant has chosen to mitigate the risk of flooding to the property by setting floor levels 300mm above the known or modelled 1 in 100 annual probability river flood (1%) plus 20% for climate change in any year.

In terms of fluvial flood risk the application is considered acceptable on the condition that the Eton College Management Plan, demonstrating the evacuation procedures for the site, is submitted for approval by Slough Borough Council. Whilst the application is acceptable it would be prudent to include flood proofing and resilience techniques as specified by 'improving the flood performance of new buildings' CLG (2007).

6.3 Crime Prevention Design Advisor

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

6.4 Sport England

Strategic/Local Need for the Facility

The facilities are proposed primarily to enhance Eton College's sports facilities. The College has stated in its application that it will allow the community to use its facilities, recognising that to ensure their long term viability, hiring the pitch out will help the school to replace the surface of the facility when required in the future.

The draft Royal Borough of Windsor & Maidenhead considers that the Borough is adequately provided for with regards to AGPs suitable for hockey matches at present. Pitch quality is of greater concern than supply and consideration must be given to the replacement of some surfaces which exhibit areas of damage and are at the end of the recommended lifespan or beyond. As the proposed facility is offering some community use in addition to a school use it will help safeguard the future viability of the pitch, noted as an issue with the quality of some existing private school pitches in the RBWM PPS.

Slough has no up-to-date Playing Pitch Strategy to advise on the need for artificial grass pitches in the local area. Sport England has used its strategic planning tools (Facility Planning Model National Run 2016) to assess the current supply and demand for artificial grass pitches which indicates that there is demand for an additional hockey pitch in Slough, albeit this may not be sufficient to support 2 additional pitches. Nb. This conclusion assumes that Active Places Power database is up to date and correct and takes no account of planned changes in supply (e.g. recent facility closures) or demand (e.g. population growth).

There is therefore some additional need in Slough for a hockey facility that these pitches could meet.

Facility Design

Sport England seeks to ensure the new sports facilities are fit for purpose. The details submitted with the application do not detail how the design of the artificial pitches was reached to meet the needs of sport. Sport England requires further details of the following (or signposting to where this information is within the document packages available from the Council's website);

- Surface of the proposed artificial grass pitches
- Cross section showing pitch profile (also is a shock pad proposed)
- Pitch markings including sufficient run-off

Sport England seeks to ensure the new sports facilities are fit for purpose. Sport England's design guidance; Artificial Surfaces for Outdoor Sport and Comparative sizes of pitches and courts (outdoor) are relevant to this proposal.

<http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

Availability for Community Sport

The college has indicated that it will allow community use of its new facilities. Subject to the satisfactory establishment of a Community Use Agreement through the condition identified below, Sport England is satisfied that the proposed artificial pitches and tennis courts will deliver benefits to community sport identified above.

'Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the artificial pitches and ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.'

*Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy **.*

Informative: Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org.

The Proposal and Assessment against Sport England's Objectives and the NPPF

It would appear that the proposed development would result in an improved level of sport and recreation provision in the area, thus meeting Objective 3 of Sport England's planning policy. However, it is recommended that the Council request further information regarding the design of the hockey pitches.

The proposed use of these new facilities by the community means that the proposals have the potential to meet Objective 2 of Sport England's policy which states made of existing sports facilities through improving their quality, access and management, subject to the imposition of the above condition.

Conclusion

This being the case, Sport England does not object to this application, as it is considered to meet Objective 2 and 3 as set out above subject to the attachment of the community use condition set out above.

Sport England may be willing to lend its support to this application if further detail is provided that confirms the facility will be designed in accordance with our design guidance notes.

The absence of an objection to this application in the context of the Town and Country Planning Act, does not in any way commit Sport England or any National Governing Body of Sport to support for any related funding application.

If this application is to be presented to a Planning Committee, we would like to be notified in advance of the publication of any committee agendas, report(s) and committee date(s). We would be grateful if you would advise us of the outcome of the application by sending us a copy of the decision notice.

Officer Response: The issues raised by Sport England can be resolved by appropriately worded planning conditions to any approval.

6.5 Natural England

Natural England has no comments to make on this application.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

Registered Common Land:

The proposal is sited on an area of land that is registered common land. This is covered by the Commons Act 2006 and will have rights of access by the public. As such, if the Planning Application is granted, the applicant will also be required to apply to the Secretary of State for consent under the Commons Act 2006. The applicant may apply under s16 or s38 of that Act, depending on their proposal.

Officer Response: the applicant has been can be made aware the land is registered common land, and this can be published as an informative on the decision notice.

6.6 Berkshire Archaeology

No information is provided with this application assessing its impact on the historic environment and the buried archaeological heritage. This application covers a large area (3.7ha) of largely undeveloped, open land. The development proposal provides for the erection of a new sports pavilion, the creation of new all-weather sports pitches and associated car parking, drainage and landscaping, the construction of all of which has the potential to impact on buried archaeological remains. The proposed development lies in an area of high archaeological potential as evidenced by Berkshire Archaeology's Historic Environment Record (HER). The site falls within the archaeologically rich Middle Thames Valley where there is widespread and extensive evidence for prehistoric, Roman, Saxon and medieval settlement and agriculture on the river gravel terraces. For example a Mid to Late Iron Age and Roman (500 BC – AD 200) settlement is known at Agars Plough Playing Fields, 500m to the east of the application site while Late Iron Age and Roman settlements are recorded at Riding Court Farm and Castlevue Road, further to the east of the site.

A crop mark enclosure and ring ditches, almost certainly indicating the site of buried remains, are recorded at North Field, between the railway line and the A332. Highly significant prehistoric remains are known at Eton Wick, where crop marks, geophysical survey and exploratory excavations have identified a rare Neolithic causewayed enclosure, dating to the third millennium BC. Such enclosures represent the earliest known enclosures of space in Britain and some of its earliest prehistoric monuments. Crop marks and geophysical survey have shown that the other important prehistoric features lie to the east of the causewayed enclosure and include a possible mortuary enclosure, ring ditches and other enclosures. These known sites demonstrate the evidence for widespread ancient settlement, monuments and agriculture close to the application site and other similar evidence lies elsewhere in the Thames Valley to the east and west.

Therefore, in view of the scale of the proposed development, the archaeological potential of the wider area and the potential impacts of development, Berkshire Archaeology advise that the applicant provides further information on the historic environment aspects of this proposal before the application is determined. This is in accordance with Paragraph 128 of the NPPF which states:

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting...Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'

Paragraph 129 of the NPPF goes on to state that:

'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal...taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'

Historic England's Good Practice Advice on Managing the Historic Environment - Note 2 states (paragraphs 30 and 31) that some heritage assets *'will currently hold only archaeological interest, in that nothing substantial may be known about the site and yet there is a credible expectation that investigation may yield something of strong enough interest to justify some level of protection. For sites with archaeological interest, whether designated or not, the benefits of conserving them are a material consideration when considering planning applications for development'*.

The further information required should, in the first instance, take the form of an historic environment desk-based assessment, with particular emphasis on an assessment of the site's archaeological potential and an assessment of the potential impacts of the proposals. The results of the desk-based assessment will guide the need for further information through field survey, for example non-intrusive geophysical survey, as part of the assessment process. This will enable the potential archaeological impacts of the proposed development to be better understood prior to determination of the planning application in accordance with the principles of the NPPF.

Berkshire Archaeology would be pleased to discuss the scope of the assessment with the applicant's archaeological consultants if that was helpful.

If the Council is not minded to follow Berkshire Archaeology's advice, we would strongly recommend that, should the proposal be permitted, a condition is attached requiring a phased programme of archaeological investigation.

Officer Response: It would be appropriate to require further information by a pre-commencement condition.

6.7 Council's Tree Officer

The application site contains two main types of tree cover in two areas, other parts are rough pasture or overgrown with bramble. To the centre of the site is an area of trees which are equal aged and recently planted the area is mainly of the species of Hawthorn Pine, Willow, Maple and Birch. These are too small to be included in the tree survey but do contribute the area and will do so more as they mature. However, it is not recommended in the BS 5837 to consider these as a restriction to development, though I would consider their collective loss is of some significance. The more mature tree cover forms a woodland area on Slough Road side of the site and joins with more spread out individuals to the south of the site. Many of these mature trees are in poor condition and some trees, the Norway spruce and Leyland Cypress for example are not in keeping with the rest of the deciduous wooded area. The largest trees in the woodland are Black Poplars these are mostly in decline and some have collapsed. These poplars despite being of great value visually and in habitat terms are very short life expectancy and therefore not of high value as individual specimens.

It is proposed to enable the development to remove some of the Large Poplars from W1, other mature trees, and the majority of the area of recently planted trees. In addition to this some trees will have small parts of their RPA disturbed by new surfacing and all retained trees are under threat for the process of development.

Removal of the large poplars – these trees are in the process of decline and have a short life expectancy, their removal either by collapse or felling is a likely event and thus the loss of these trees will happen regardless of the proposed development. I would also note that some of the retained poplars will have more traffic, within their target zone (area in which the tree, or part of the tree, could strike as person or property) if the development is realised. This will undoubtedly result in more remedial work being required to these trees to ensure the risk of damage is kept to an acceptable level. Though this will probably involve the reducing of all or parts of the tree and so the impressive appearance of the trees, it also could result in prolonging their retention on the site.

Tree removal of the other mature trees - this is undesirable, though I would note that a substantial number of the trees to be removed are not in good condition or are not suited to the site, however the tree loss needs to be mitigated. I consider the proposed landscape scheme could give suitable replacements for these trees' loss in the long term.

The loss of the future amenity to the area of small new planting is in part mitigated by new planting but as there is such a large area of this I would not be satisfied that it is possible to

completely mitigate the loss of these trees with planting within the site. According it is only the value of the development to the area which can off set the loss of the amenity of these trees; I cannot see an arboricultural measure that will replace the loss of the future amenity of these trees. Further I would note that because the loss of such small trees is not recommended in BS 5837 as a restriction to be considered in an arboricultural assessment of a development site, this is not mentioned in the tree reports submitted with the application.

The threat to the retained trees posed by the process of development can be prevented by the implementation of the tree protection measures proposed in the Arboricultural Method Statement which supports the application. I would recommend that these are secured by a condition.

6.8 Royal Borough of Windsor and Maidenhead

No objections to this application

6.9 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 (NPPF) and the Planning Policy Guidance.

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

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

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

PAS NPPF Checklist.

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

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

7.2 Relevant Planning Policies:

National Planning Policy Framework 2012

- Core Policies: Achieving Sustainable Development
- Chapter 4: Promoting sustainable transport
- Chapter 7: Requiring good design
- Chapter 8: Promoting healthy communities
- Chapter 9: Protecting Green Belt land

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 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 9 (Natural, Built, and Historic Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- OCS13 (Floodlighting)

7.3 The main planning considerations for this proposal are:

- The Principle of Development
- Impact on the Character of the Area
- Impacts on Residential Amenities
- Traffic and Highways Issues
- Impact on Trees
- Biodiversity and Compliance with Habitat Regulations 2010
- Crime Prevention
- Archaeology
- Loss of Open Green Space
- Flooding
- Contaminated Land

8.0 **Principle of the Development**

8.1 The site is located within the Green Belt outside any defined settlement area. Within the Green Belt there is a general presumption against inappropriate development which is, by definition, harmful and should not be approved except in very special circumstances. Paragraph 89 of the NPPF sets out that the construction of new buildings should be regarded as inappropriate development, exceptions to this include:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Paragraph 90 of the NPPF sets out that certain other forms of development are also not inappropriate in the Green Belt provided they preserve openness and do not conflict with the purposes of including land within it, these are:

- Mineral extraction;
- Engineering operations;
- Local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- The re-use of buildings provided that the buildings are of permanent and substantial construction; and
- Development brought forward under a Community Right to Build Order.

Very special circumstances must exist to justify setting aside the policies of restraint. Local planning authorities are required to give substantial weight to any harm which might be caused to the Green Belt by the inappropriate development.

8.2 The Framework provides that development within the Green Belt is inappropriate unless, amongst other things, it relates to the appropriate provision for outdoor sport that would preserve the openness of the Green Belt. The proposal would be used as a sporting facility, which can be secured by condition.

8.3 The proposal relates to the provision of additional and improved sports facilities in association with Eton College, and therefore relates to the provision of appropriate facilities for outdoor sport and outdoor recreation. However, as the proposed flood lighting columns, fencing, and larger pavilion building would have a significant impact on the openness of the

Green Belt, the proposal would be inappropriate development in the Green Belt. In line with the NPPF very special circumstances (VSC) must exist to justify setting aside the policies of restraint

8.4 In assessing very special circumstances Local Planning Authorities must ask three separate sequential questions when applying Green Belt policy:

1. Is 'inappropriate development' proposed?
2. Do 'very special circumstances' exist?
3. Do such circumstances 'clearly outweigh' the potential harm caused by the inappropriateness of the development and any other harm?

Assessment of Very Special Circumstances (VSC):

1. It has already been established the proposal would be inappropriate development. The harm caused is identified by the loss of openness within the Green Belt through the provision of flood lighting columns, fencing, and larger pavilion building flood lighting columns, fencing, and larger pavilion building
2. The VSC are identified as the wider community in terms of health and wellbeing; amenity; and social cohesiveness resulting from a sporting facility with access for members of the public.
3. There are existing sporting facilities within the site that already impact on openness. The loss of an area of openness would be within the existing site, and would predominantly be in the form of fencing, flood lighting and a larger single storey pavilion building, which would still retain a degree of openness. The provision of new and improved sporting facilities that would be accessible to the public holds wider benefits for the Borough in terms health and wellbeing; amenity; and social cohesiveness resulting from a sporting facility. In balancing the harm against the benefits, it is considered the benefits clearly outweigh the potential caused by the inappropriateness of the development.

8.5 Based on the above VSC, the principle of development is acceptable and would comply with Chapter 9 of the National Planning Policy Framework 2012.

9.0 **Impact on the Character of the Area**

9.1 The National Planning Policy Framework confirms the following:

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

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).

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

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

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.4 The application site is semi rural in character and comprises existing sport facilities for Eton College and green open space with mature trees varying in size and prominence. The surrounding area comprises the A355 slip road to the north, residential dwellings to the southwest, and the B3022 to the east.
- 9.5 The proposal would undoubtedly alter the character of the application site through the loss of natural landscaping giving way to numerous flood lighting columns, high level fencing, additional parking provision and a contemporary detached pavilion building. The illumination from the flood lighting would also have an impact on the character of the dark sky.
- 9.6 However, as justified above in regard to the impact on the openness of the Green Belt, the benefit is considered to outweigh the harm. The proposal would be used as a sporting facility accessible by members of the public, which can be secured by condition. This would benefit the wider community in terms of health and wellbeing; amenity; and social cohesiveness, and in this instance is considered to outweigh the harm caused to the character of the area. Landscaping, illumination time restrictions, and materials can be appropriately controlled by conditions to help mitigate the harm caused to the character.
- 9.7 Subject to appropriate conditions, the proposal would have an acceptable impact on the character of the surrounding area.

10.0 **Impact on Residential Amenities**

- 10.1 The National Planning Policy Framework outlines the following:

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

- 10.2 Core Policy 8 states *“The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*
- 10.3 Policy EN1 of the Local Plan requires that *“Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:*
- a) scale,*
 - b) height,*
 - c) massing/Bulk,*
 - d) layout,*
 - e) siting,*
 - f) building form and design,*
 - g) architectural style,*
 - h) materials,*
 - l) access points and servicing,*
 - j) visual impact,*
 - k) relationship to nearby properties,*
 - l) relationship to mature trees and*
 - m) relationship to water courses.*

These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”

- 10.4 There are a number of residential houses to west of the site which raises some concerns regarding noise disturbance and spillage/glare from the proposed floodlighting. The plans have since been revised to omit floodlights to the tennis courts closest to these dwellings. The accompanying lighting assessment shows there would no longer be any light spillage with the neighbouring garden areas. Furthermore, the flood lighting has been appropriately shielded from these dwellings.
- 10.5 The proposed hockey pitches and floodlighting would intensify the use particularly in the evenings where noise could become an issue for the occupiers of the neighbouring dwellings. In order to ensure there no unacceptable noise disturbances during unsocial and resting hours, a condition can be included to ensure the hockey pitches, tennis courts, and floodlights can only be used between the hours of 08:00 and 21:30 Mondays – Sundays (including bank holidays).
- 10.6 For the reasons set out above and subject to appropriate conditions, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the nearby residential properties and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1.

11.0 **Traffic and Highways Issues**

- 11.1 The NPPF states that :

“Plans should protect and exploit opportunities for the use of sustainable transport modes

for the movement of goods or people. Therefore, developments should be located and designed where practical to

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

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

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

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

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

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

11.4 No comments as yet have been received from the Council's Highways Officer. The Case Officer has been made aware that highway works may be required to improve the vehicular access to the site. The Council are currently in negotiation with the Royal Borough of Windsor and Maidenhead as the Slough Road is within their borough. Any comments received will be reported on the amendment sheet

12.0 **Impact on Trees**

12.1 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.

12.2 The Council's Tree Officer has assessed the proposed scheme and has commented that although there would be a loss of a number of trees which is regrettable, the larger mature trees are in poor health, and the smaller trees would not warrant protection due to the amenity value. The landscape strategy proposes acceptable mitigation through replacement trees. Subject to conditions to provide the replacement trees, and to control the construction phase to protect the remaining trees, the proposal would have an acceptable impact on

trees.

13.0 **Impact on Biodiversity**

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 Core Policy 9 seeks enhance and preserve natural habitats and the biodiversity of the Borough,

13.3 The application has been accompanied by an ecology study. The key issue is loss of woodland habitat and loss of 2 trees with bat roosts i.e. a protected species and priority habitats are affected. The study recommends mitigation of woodland loss through new habitat creation and mitigation of bat roost loss through replacement roosts etc. It also states a licence, from Natural England, will be needed before the relevant trees are/roosts are removed (poplar trees T1 and T4).

13.4 To comply with core policy 9 the details of the mitigation measures (i.e. woodland habitat loss and bat roost loss) will need to be submitted, approved and implemented by condition. The details will need to cover long term management of the measures. The licence will probably specify mitigation measures for the bat roost loss but the condition also needs to require measures in addition. In reality the measures will probably be the same i.e. the licence requirements will be submitted to the Council to clear the roost loss mitigation condition.

13.5 The woodland mitigation condition should take up the recommended management of retained woodland. This will provide an opportunity to enhance the ecological interest of the site long term which is also a core policy objective.

13.6 A further survey is also recommended (botany survey in Spring) to identify any protected flora and/or insects. This can also be required by condition.

13.7 Subject to appropriate conditions, the impact on biodiversity can be adequately mitigated. The proposal therefore complies with Core Policy 7 and the requirements of the NPPF 2012

14.0 **Design and Crime Prevention**

14.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.

14.2 No comments as yet have been received from the Police' Crime Prevention Officer. Any comments received will be reported on the amendment sheet

15.0 **Archaeology**

15.1 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,

15.2 The site has been identified to have 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.

16.0 **Loss of green open space**

16.1 The site is not designated as public open space within the Local Plan. The site benefits from a public right of way that would not be lost through the proposed development, and therefore still provides public access. The site is registered as common land, for which would require an application under to the Secretary of State for consent under the Commons Act 2006 would be required.

16.2 As the site is not protected by planning policies, retaining the site as green open space would be unreasonable and very likely rejected if appealed. As such, the loss of the land as public amenity space would be acceptable.

17.0 **Flooding**

17.1 The site is located in a designate Flood Zone (2). Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be made safe without increasing flood risk elsewhere. Development should only be considered appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant.

17.2 The proposal has been assessed by the Local Flood Authority who has raised no objections subject to a condition submit an evacuation management plan, which can be included within an approval.

18.0 **Contaminated Land**

18.1 No comments as yet have been received from the Council's Land Contamination Officer. Any comments received will be reported on the amendment sheet

19.0 **PART C: RECOMMENDATION**

- 19.1 Delegate the planning application to the Planning Manager for approval; subject to any substantive objections from the Contaminated Land Officer, the Crime Prevention Officer, the Environment Agency, Secretary of State, the potential completion of a Section 106 Agreement for highways works (if required) and finalising conditions.

20.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES (TBC)**

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

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

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

- Drawing No. PL 010; dated 08/2016; recd 26/08/2016
- Drawing No. PL 030; dated 21/03/2016; recd 26/08/2016
- Drawing No. PL 100; dated 08/2016; recd 26/08/2016
- Drawing No. PL 201 Rev 04; dated 08/2016; recd 26/08/2016
- Drawing No. PL 201 Rev 04; dated 08/2016; recd 26/08/2016
- Drawing No. PL 300 Rev 03; dated 10/2016; recd 23/10/2016
- Drawing No. PL 400; dated 27/07/2016; recd 26/08/2016

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

3. No development shall commence until a written scheme of archaeological investigation (to include the scheme and a time scale for the investigation) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON To ensure that any archaeological remains are properly recorded and to comply with the NPPF 2012.

4. Samples of external materials (including reference to manufacturer and specification details) 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.

5. Samples of external materials (including reference to manufacturer and specification details) 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.

6. Trees identified as T1 and T4 as identified within the submitted Bat Survey – Emergence and Activity Surveys dated 15/08/2016, rec'd 26/08/2016 shall not be felled topped or lopped until the Local Planning Authority has been provided with either (1) a licence issued by the relevant authority pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorizing bat roosts in the trees can be disturbed or (2) a statement from the relevant licensing authority to the effect that it does not consider that felling topping or lopping of the trees will require a licence.

Reason. In the interest of biodiversity in particular conserving a protected species and its habitats and not causing harm to the protected species identified in the Ecology report submitted with the planning application, in accordance with the Slough adopted Core Strategy 2006-2026 Development Plan policy 9 and the requirements of the NPPF 2012.

7. Trees identified as T1 and T4 as identified within the submitted Bat Survey – Emergence and Activity Surveys dated 15/08/2016, rec'd 26/08/2016 shall not be felled topped or lopped until a bat roost mitigation scheme has been implemented in accordance with a scheme that has first been submitted to and been approved in writing by the Local Planning Authority. The approved mitigation scheme shall be retained and maintained thereafter.

REASON In the interest of biodiversity in particular providing places for bats, a protected species, to roost, in accordance with the Slough adopted Core Strategy 2006-2026 Development Plan policy 9 and the requirements of the NPPF 2012.

8. Prior to the commencement of development within the grassed scrub and woodland part of the site until a survey of grassland, scrub and woodland groundflora for invertebrates along with any recommendations for mitigation shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interest of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Slough adopted Core Strategy 2006-2026 Development Plan policy 9 and the requirements of the NPPF 2012.

9. The use of the development hereby approved shall not commence until a community use

agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the artificial pitches and ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities that outweighs the harm imposed of the openness of the Green Belt and the character of the area, in accordance with Core Policy 8 of the adopted Core Strategy, Policy EN1 of the adopted Local Plan, and the requirements of the NPPF 2012.

10. Prior to commencement of the development of the hockey pitches hereby approved details of the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) Surface of the proposed artificial grass pitches
- b) Cross section showing pitch profile (also is a shock pad proposed)
- c) Pitch markings including sufficient run-off

REASON: To ensure the facility is fit for outdoor sport and is therefore appropriate development within the Green Belt in accordance with paragraph 89 of the NPPF 2012

11. Prior to first occupation, a flood evacuation management plan, demonstrating the evacuation procedures for the site, shall be submitted and approved in writing by the Local Planning Authority. The recommendations within the approved plan shall be implemented prior to first occupation and retained thereafter. .

REASON: To ensure the flood risk is appropriately managed in accordance with the requirements of the NPPF 2012,

12. The development hereby approved and the construction phase shall be carried out in strict accordance with the submitted Arboricultural Development Report by Arbtech Consulting Limited dated 26/09/2016, received 23/10/2016, and the following drawings:

- a) Arbtech TPP 01 Rev A; dated 026/09/2016; rec'd 23/10/2016
- b) Arbtech AIA 01; dated 026/09/2016; rec'd 23/10/2016

REASON To protect the amenity value of the retained trees, in accordance with Core Policy 8 and 9 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document

13. The tree replacement and landscaping scheme shall be carried out in strict accordance with Section 7 of the submitted Landscape Report by Bowles & Wyer; dated 14/08/2016 received 26/10/2016, and the following drawings:

- a) Drawing No. 2128-11-01 Rev C; dated 026/09/2016; rec'd 23/10/2016
- b) Drawing No. 2128-11-02 Rev C; dated 026/09/2016; rec'd 23/10/2016

REASON To mitigate the loss of trees and landscaping In the interest of amenity of the area and, in accordance with Core Policy 8 and 9 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document

14. The floodlighting shall be implemented in strict accordance with the submitted lighting details by Christy Floodlighting (4 pages) received 26/08/2016 – To be revised before approval and thereafter used in compliance with the details hereby approved, and maintained to the satisfaction of the Local Planning Authority

REASON To protect the amenity of residents within the vicinity of the site, and in the interest of the character of the dark sky, in accordance with Core Policy 8 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document

15. The external hockey pitches hereby permitted shall not be in use outside the hours of 21:30 hours to 08:00 hours on Mondays – Fridays (including Bank Holidays).

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document

16. The lighting hereby permitted shall not be illuminated between the hours of 21:30 hours to 08:00 hours on Mondays – Fridays (including Bank Holidays).

REASON To protect the amenity of residents within the vicinity of the site, and in the interest of the character of the dark sky, in accordance with Core Policy 8 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document

17. The land outlined in red as shown on Drawing No. PL 100; dated 08/2016; recd 26/08/2016 shall be used for outdoor sport only and for no other purpose (including any other purpose in any Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON: To ensure the facility is used for outdoor sport and is therefore appropriate development within the Green Belt in accordance with paragraph 89 of the NPPF 2012

18. The pavilion building hereby approved as shown on Drawing No. PL 100; dated 08/2016; recd 26/08/2016 shall be used for the provision of outdoor sport only and for no other purpose (including any other purpose in any Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON: To ensure the facility is used for outdoor sport and is therefore appropriate development within the Green Belt in accordance with paragraph 89 of the NPPF 2012

19. Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), no further buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority

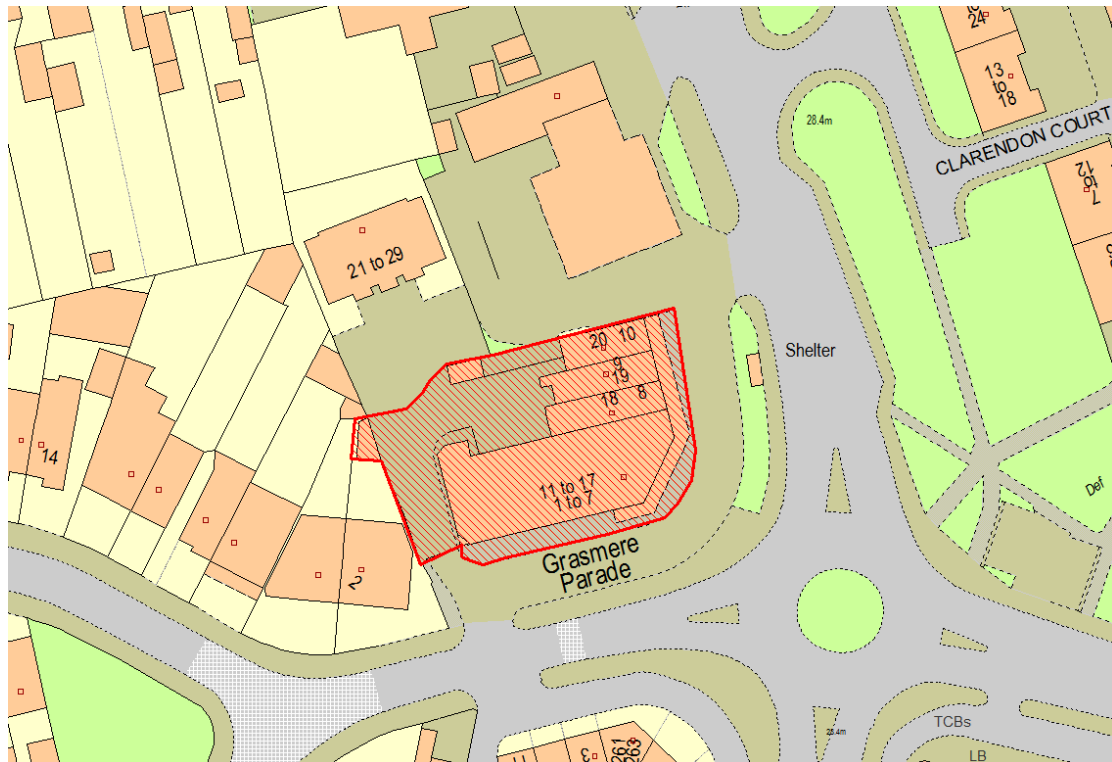
REASON: To retain and control the openness of the Green Belt in accordance with paragraph 89 of the NPPF 2012

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The development must be designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
3. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
4. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
5. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.
6. Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org
7. Sport England's design guidance; Artificial Surfaces for Outdoor Sport and Comparative sizes of pitches and courts (outdoor) are relevant to this proposal. <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>
8. The proposal is sited on an area of land that is registered common land. This is covered by the Commons Act 2006 and will have rights of access by the public. As such, if the Planning Application is granted, the applicant will also be required to apply to the Secretary of State for consent under the Commons Act 2006. The applicant may apply under s16 or s38 of that Act, depending on their proposal.

Registration Date:	23-Sep-2016	Application No:	P/01028/035
Officer:	Christian Morrone	Ward:	Elliman
Applicant:	D & V Property & Investment Ltd	Application Type:	Major
		13 Week Date:	23 December 2016
Agent:	Neil Oakley, Danks Badnell Architects Ltd King Stables, 3-4 Osborne Mews, Windsor, SL4 3DE		
Location:	Grasmere Parade, Slough, SL2 5HZ		
Proposal:	Replace existing mansard roof with new mansard roof to accommodate 9No. 2 bed duplex flats, and 2No.1 bed flats. Conversion of existing 10No. duplex flats into 9No. 1 bed flats and 1No. studio flat. Infill existing inverted southeast corner with curved frontage to 1st floor, 2nd floor and re-cladding of existing elevations and re-formation of existing widows and door, and addition of balconies. Replace existing stairwells at to the rear at each end of the building with enclosed stairwells. Cycle store to the rear of the site.		

Recommendation: Delegate to the Planning Manager for approval



P/01028/035

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any further substantive objections or requirements from the Contaminated Land Officer, the Crime Prevention Design Advisor, the Environment Agency, completion of a Section 106 agreement, and finalising conditions.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for:

- Replace existing mansard roof with new mansard roof to accommodate 9No. 2 bed duplex flats, and 2No.1 bed flats.
- Conversion of existing 10No. duplex flats into 9No 1 bed flats and 1No. studio flat.
- Infill existing inverted southeast corner with curved frontage to 1st floor, 2nd floor and re-cladding of existing elevations and re-formation of existing windows and door, and addition of balconies.
- Replace existing stairwells at to the rear at each end of the building with enclosed stairwells.
- Cycle store to the rear of the site.

3.0 Application Site

3.1 The application site is located within the shopping parade on the corner of the Wexham Road and Kendal Drive junction and within a shopping area boundary as defined by the Adopted Local Plan for Slough. The site currently has a Tesco Express and other retail units at ground floor and 10no. two-bedroom duplex flats on the first and second floors. A garage court is located on the north -western corner of the site, but these spaces are not allocated to the flats.

4.0 Relevant Site History

- 4.1 P/01028/027 Construction of a mansard roof to change 10 no. Two bedroom flats into 10 no. Three bedroom flats, with additional windows and balconies constructed to elevations.
Approved with Conditions; Informatives 13-Oct-2006 (Not Implemented)
- P/01028/019 Demolition of lock up garages and the erection of three storey residential block comprising of nine units:- four no. 2 bed flats and five no. 1 bed flats, and associated parking
Approved with Conditions; Informatives 23-Jun-2004

5.0 **Neighbour Notification**

- 5.1 7, Grasmere Avenue, Slough, SL2 5JD, 5, Grasmere Avenue, Slough, SL2 5JD, 27, Grasmere Avenue, Slough, SL2 5JD, 6, Kendal Drive, Slough, SL2 5JB, 20, Kendal Drive, Slough, SL2 5JB, 255, Wexham Road, Slough, SL2 5JT, 253, Wexham Road, Slough, SL2 5JT, 1a, Kendal Drive, Slough, SL2 5HT, 12, Kendal Drive, Slough, SL2 5JB, 16, Kendal Drive, Slough, SL2 5JB, Post Office, Upton Lea Post Office 2-4, Mirador Crescent, Slough, SL2 5JX, Arthur Prince, 10, Mirador Crescent, Slough, SL2 5JX, 1 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 2, Kendal Drive, Slough, SL2 5JB, The Golden Cross, Wexham Road, Slough, SL2 5HS, Flat 1, The Golden Cross, Wexham Road, Slough, SL2 5HS, Flat 2, The Golden Cross, Wexham Road, Slough, SL2 5HS, 5, Mirador Crescent, Slough, SL2 5JX, 25, Grasmere Avenue, Slough, SL2 5JD, 18, Kendal Drive, Slough, SL2 5JB, 14, Kendal Drive, Slough, SL2 5JB, 17, Grasmere Avenue, Slough, SL2 5JD, 3, Grasmere Avenue, Slough, SL2 5JD, 1, Grasmere Avenue, Slough, SL2 5JD, 3, Kendal Drive, Slough, SL2 5HT, 10, Kendal Drive, Slough, SL2 5JB, 6a, Mirador Crescent, Slough, SL2 5JX, Ideal Homeware, 6, Mirador Crescent, Slough, SL2 5JX, 19, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 9, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 10, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 20, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 18, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 8, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 7, Mirador Crescent, Slough, SL2 5JX, 5 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 6 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 7 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 8 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 2 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 3 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 4 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 13 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 14 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 15 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 16 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 9 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 10 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 11 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 12 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 21 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 22 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 23 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 24 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 17 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 18 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 19 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 20 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 23, Grasmere Avenue, Slough, SL2 5JD, M & W Ltd, 1-7, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, Lloyds Pharmacy, 10, Upton Lea Parade, Wexham Road, Slough, SL2 5JU, 14, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 15, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 16, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 17, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 11, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 12, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 13, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 15, Grasmere Avenue, Slough, SL2 5JD, 11, Grasmere Avenue, Slough, SL2 5JD, Bansals, 12, Mirador Crescent, Slough, SL2 5JX, J R Jewellers, 261, Wexham Road, Slough, SL2 5JT, 1, Kendal Drive, Slough, SL2 5HT, 8a, Mirador Crescent, Slough, SL2 5JX, Sagar Uk, 8, Mirador Crescent, Slough, SL2 5JX, Takhar Meat Market, 237, Wexham Road, Slough, SL2 5JT, 239, Wexham Road, Slough, SL2 5JT, 1, Mirador Crescent, Slough, SL2 5JX, 9, Grasmere Avenue, Slough, SL2 5JD, 4, Kendal Drive, Slough, SL2 5JB, 8, Kendal Drive, Slough, SL2 5JB, 243, Wexham Road, Slough, SL2 5JT, 12a, Mirador Crescent, Slough, SL2 5JX, 247, Wexham Road, Slough, SL2 5JT, Virk Super Store, 245, Wexham Road, Slough, SL2 5JT, Bp Oil Uk Ltd, 273, Wexham Road, Slough, SL2 5QY, 257, Wexham Road, Slough, SL2 5JT,

259, Wexham Road, Slough, SL2 5JT, 10a, Mirador Crescent, Slough, SL2 5JX, A B Autos, 13, Grasmere Avenue, Slough, SL2 5JD, 251, Wexham Road, Slough, SL2 5JT, Virks Off Licence, 249, Wexham Road, Slough, SL2 5JT, 9, Mirador Crescent, Slough, SL2 5JX, 246, Wexham Road, Slough, SL2 5JP, 3, Mirador Crescent, Slough, SL2 5JX, 21, Grasmere Avenue, Slough, SL2 5JD, 19, Grasmere Avenue, Slough, SL2 5JD, 21, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 22, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 23, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 24, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 25, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 26, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 27, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 28, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 29, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 6b, Mirador Crescent, Slough, SL2 5JX, 253a, Wexham Road, Slough, SL2 5JT, 4a, Mirador Crescent, Slough, SL2 5JX, 14a, Mirador Crescent, Slough, SL2 5JX, 16a, Mirador Crescent, Slough, SL2 5JX, 16b, Mirador Crescent, Slough, SL2 5JX, 263, Wexham Road, Slough, SL2 5JT, Walford Fish Bar, 16, Mirador Crescent, Slough, SL2 5JX, 13a, Grasmere Avenue, Slough, SL2 5JD, 248a, Wexham Road, Slough, SL2 5JP, 252, Wexham Road, Slough, SL2 5JP, 248, Wexham Road, Slough, SL2 5JP, 252a, Wexham Road, Slough, SL2 5JP, 250, Wexham Road, Slough, SL2 5JP, 4b, Mirador Crescent, Slough, SL2 5JX, 4, Mirador Crescent, Slough, SL2 5JX, 250a, Wexham Road, Slough, SL2 5JP

Neighbour letters were sent out on 28/09/2016. In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, two site notices were displayed at the site on 11/11/2016. The application was advertised in 28/10/16 edition of The Slough Express (major application).

Two letter of representation has been received from the residents of 2 and 4 Kendal Drive, objecting to the proposal with comments relating to the following:

- Loss of privacy
- Pedestrian safety
- Parking on the highway

These issues are addressed further in the report within the relevant sections.

No other representations have been received so far, and any representations received until planning committee on 07/12/2016 will be included in the amendment sheet.

6.0 **Consultation Responses**

6.1 Contaminated Land Officer

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

6.2 Transport and Highways Development

Vehicle Access

- The existing vehicle access (albeit for drop-off / servicing only) is via Grasmere Parade, accessed from Grasmere Avenue.
- There are no proposed changes to the existing access. This is acceptable.

Pedestrian Access

- The proposal is to replace the existing ramp and staircase to the rear of the building with new enclosed staircases to improve the safety of the residents; this is acceptable.

Vehicle Parking

- As the site is located in a defined shopping area, in accordance with SBC parking standards, 1 or 2 bed flats would have a nil parking requirement;
- No spaces are proposed, which is acceptable;
- There is a risk that parking will overspill into the adjoining shopping area and mean that shoppers will not be able to park in this area due to long stay users. Therefore it is recommended that the applicant funds a traffic regulation order to implement limited waiting parking (this could be in the form of pay and display) in the shopping area. A financial contribution should be secured through a S106 agreement or unilateral undertaking;
- Residents would be ineligible to apply for car parking permits, secured either through a S106 or via condition.

Cycle Parking

- The plans indicate a cycle store to be located to the rear which would be attached to the proposed new communal entrance to all the flats. It would be secure, accessed from inside the entrance hall, which will have secure fob / key lock access; this is welcomed;
- There are 10 Sheffield stands proposed in the store to accommodate 20 bicycles. This leaves one flat without a bicycle stand;
- However based on the nil parking provided with this site, some individual parking stores would be expected, measuring 2m in height, 2m in height and 1m width. Plans should be amended and resubmitted

Refuse and servicing

- There is an existing residential bin store to the rear which is separate from the commercial waste as required and therefore it will either need to be extended to accommodate additional bins;

Recommendation

Subject to securing the contribution and relevant conditions, no highway objection

6.3 Crime Prevention Design Advisor

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.

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

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

- Adopted Local Plan for Slough
- H13 – Backland/Infill Development
- H14 – Amenity Space
- EN1 – Standard of Design
- EN2 – Extensions
- EN5 – Design and Crime Prevention
- T2 – Parking

7.2 The main planning considerations are therefore considered to be:

- Principle of development
- Design, appearance and impact upon the street scene and local area.
- Design and Crime Prevention

- Impact on residential amenity
- Living conditions and amenity space for residents
- Highways and parking
- Contaminated land
- Section 106 requirements

8.0 Principle of development

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

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

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

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

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

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

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

8.2 The provision of flats would not meet the Council’s definition for family housing. However, the

site is located within a defined shopping area which does not preclude the provision of flats and the site is located in an area that would not lend itself to the provision of family housing. Given that the site is located in a shopping area and given the site constraints, the proposed flats would in this instance be compliant with Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and is therefore acceptable in principle.

9.0 **Design, appearance and impact upon the street scene and local area.**

9.1 **The National Planning Policy Guidance**, in its overarching Core Planning principles state that planning should:

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

9.2 **Core Policy 8** of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

All development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:

1. be of a high quality design that is practical, attractive, safe, accessible and adaptable
2. respect its location and surroundings
3. be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style

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

9.4 The proposed mansard roof would see the overall height of the building increase by approximately one metre. The mansard roof would be set back from the main elevations and include appropriately sized dormer windows. The form and scale would respect the proportions of the existing building.

9.5 The proposed changes to the external elevations on the lower floors would improve the appearance of the building. The building would appear poorly extended if the mansard roof were a stand alone application, however, in conjunction with the works proposed to the lower floors, it is considered acceptable. It is recommended a condition is included to require the works on the lower on floors be completed before works commence on the mansard roof, and materials are submitted for approval. This would secure a significant visual improvement which is required on this prominent site.

9.6 In design, streetscene and impact terms no objections are raised in relation to the NPPF, Core Policy 8 or Local Plan Policy EN1.

10.0 **Design and Crime Prevention**

10.1 **Policy EN5** of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.

10.2 The flats would be accessed by a communal access from the rear. Access from the rear is not normally ideal as there are usually hiding places and a lack of natural surveillance. However, in this instance the existing flats are accessed from the rear, which is overlooked by the neighbouring block of flats at 21-29 Wexham Road. Therefore, the rear access would likely be acceptable.

10.3 Cycle parking is proposed within the building, positioned within a room at ground floor level towards the rear, which is acceptable subject to appropriate secure access. Owing to the commercial location, it would be appropriate to condition any approval to achieve Secured by Design accreditation.

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

11.0 **Impact on neighbouring residential amenity**

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

11.2 The inclusion of balconies to the lower levels, and additional flats in the proposed mansard roof would result in additional overlooking to the highway elevations. Here the minimum separation distance between the nearest residential unit is approximately 25 metres, which is ample distance to negate any unacceptable loss of privacy.

11.3 To the rear of the building would also include additional windows. Owing to a significant separation distance between the neighbouring flats to the north and west boundaries (approximately 25 metres) there would be ample distance to negate any unacceptable loss of privacy.

11.4 The existing building is positioned within close proximity of the residential dwelling to the west at 2 Kendall Drive. There is existing overlooking from the external access areas into the neighbouring rear garden. The applicant has agreed to introduce 1.8 metre high screening here, to improve the neighbour relationship in terms of privacy.

11.5 Having regard to guidance given in the NPPF, Core Policy 8 or Local Plan Policies EN1 and EN2, no objections are raised in relation to the impact on neighbouring amenity subject to appropriate planning conditions being imposed.

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

- 12.1 **The NPPF** which states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 12.2 The proposed units are appropriately sized with habitable spaces that accord with the Council's approved Planning Guidelines for Flat Conversions.
- 12.3 The flats at first floor level propose bedroom areas to the rear, with windows abutting onto the external access route, which is not normally acceptable due to privacy issues. The plans have been revised to include high level windows within these bedroom areas. High level windows generally do not provide suitable outlook for future occupiers. However, these units are one bedroom flats which would normally accommodate no more than two people. The front living areas are served by a window, patio doors, and an external balcony, which results in an excellent outlook. Along with the flat being accommodated two people sharing the same bedroom, the occupiers' living conditions as a whole would not suffer from an unacceptable loss of outlook. Furthermore, revising these flats into studio flats could overcome this issue, and would still result in limited outlook from the bedroom area. As such, on this basis, the proposed outlook from the bedroom areas within the first floor units is considered acceptable.
- 12.4 The remaining habitable rooms would be served by windows that provide a suitable amount of daylight, aspect and outlook.
- 12.5 External amenity space is provided by balconies, which is acceptable for flatted development.
- 12.6 The proposal is considered to be in accordance with the living amenity requirements of the NPPF.
- 13.0 **Traffic and Highways Implications**
- 13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.
- 13.2 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices, and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 13.3 Local Plan Policy T2 requires residential development to provide a level of parking to its location, which are defined with the Parking Standards set out in Appendix 2.
- 13.4 The Council's Highways Officer has assessed the proposed application and has raised some issues. As the site also accommodates ground retail uses, the parking at the front of the flats should be retained for shopping purposes. The intensification in residential flats above would likely result in additional residential parking to front of the retail units which would not be acceptable. However, this can be mitigated by control the parking at the front of the retail units to which the applicant should make a financial contribution.

- 13.5 Issues have also been raised regarding the cycle store and permit parking, which can be reasonably addressed by condition.
- 13.6 Subject to appropriate conditions and a financial contribution to control the parking spaces to the front of the shops, the proposal would comply with Core Policy 7, Local Plan Policy T2 and the adopted parking standards.
- 14.0 **Section 106 agreement**
- 14.1 No affordable housing is sought as the number of units is below the threshold
- 14.2 The applicant should be required to enter into a Section 106 agreement to obligate the developer to enter into a section 278 agreement (Minor Highways Agreement). The Section 106 be it would need to be completed before planning permission is granted.
- 15.0 **Summary**
- 15.1 Having considered the relevant policies set out above, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any substantive objections or requirements from The Contaminated Land Officer, the Crime Prevention Design Advisor, the Environment Agency completion of a Section 106 agreement, and finalising conditions.

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

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

16.1 **CONDITIONS (to be finalised)**

1. Commence within three years

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

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

2. Approved plans

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

Drawing Nos.

(a) 16-16-01; Dated Sept 2016, Recd 09/09/2016

(b) 16-16-02; Dated Sept 2016, Recd 09/09/2016

- (c) 16-16-03; Dated Sept 2016, Recd 09/09/2016
- (d) 16-16-04; Dated Sept 2016, Recd 09/09/2016
- (e) 16-16-20; Dated Sept 2016, Recd 09/09/2016
- (f) 16-16-21; Dated Sept 2016, Recd 09/09/2016
- (g) 16-16-22; Dated Sept 2016, Recd 09/09/2016
- (h) 16-16-23; Dated Sept 2016, Recd 09/09/2016
- (i) 16-16-24; Dated Sept 2016, Recd 09/09/2016

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

3. Samples of materials

Samples of external materials (including reference to manufacturer and specification details(including reference to manufacturer and specification details) to be used in the construction of external envelope of 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.

4. Neighbour screening

Prior to occupation, details of the high level screening to the western side of the first floor rear access have been submitted to and approved by the Local Planning Authority. The screening shall be implanted prior to first occupation, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

5. Secured By Design

Prior to occupation, the Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police.

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

6. No alterations to elevations

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), no alterations in the appearance to the external elevations as hereby approved, without the express permission of the Local Planning Authority.

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

7. No further windows

No windows shall be formed in the westernmost side elevation or side facing roof slope of the development without the prior written approval of the Local Planning Authority.

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

8. No car parking permit

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

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

9. Cycle stores

No occupation of the development until cycle stores each flat measuring a minimum of 2m in length, 2m in height and 0.9m in width shall be provided with secure lockable doors. The cycle storage areas shall only be accessible from secure areas of the building. The cycle parking shall be provided in accordance with these details and shall be retained at all times in the future for this purpose.

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

10. Bin Store

The bin storage shall be provided in accordance with the approved plans prior to the occupation of the development and shall be retained at all times in the future for this purpose.

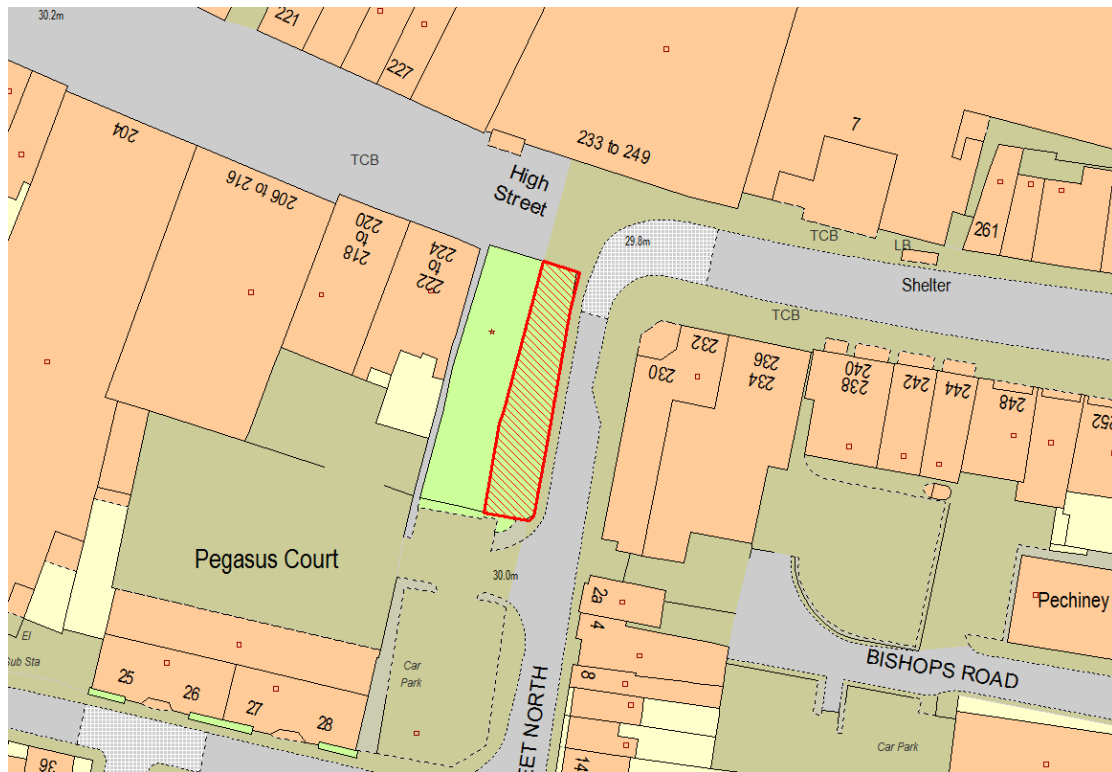
REASON To ensure that there is adequate refuse and recycling storage to serve the development.

INFORMATIVE

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. Positive and proactive statement - In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Registration Date:	10-Oct-2016	Application No:	P/02465/014
Officer:	Christian Morrone	Ward:	Upton
Applicant:	Raico Properties	Application Type:	Major
		13 Week Date:	9 January 2017
Agent:	Miss Eleanor Smith, Danks Badnell Architects Ltd Kings Stables, 3-4, Osbourne Mews, Windsor, Berks, SL4 3DE		
Location:	228, High Street, Slough, SL1 1JS		
Proposal:	Construction of a 4no. storey A1 retail at Ground Floor and 3no. floors of C3 residential to provide 14no. residential apartments.		

Recommendation: Delegate to Planning Manager for approval



P/02465/014

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any substantive objections or requirements from, the Contaminated Land Officer, the Crime Prevention Design Advisor, completion of a Section 106 agreement, and finalising conditions.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for:

- Four storey detached building to accommodate retail at ground floor level, and 14 residential units to all levels above (9 studios; 5 one bed flats).
- Bin store and cycle parking within the rear end of the ground floor.

3.0 Application Site

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

4.0 **Relevant Site History**

- 4.1 P/02465/013 Construction of four storey detached building to accommodate retail (Class A1) to the front end at ground floor level, and residential flats/studio apartments above, (1 No. 2 bed flat; 6 No. One bed flats; 7 No Studio apartments). Bin store and cycle parking within the rear end of the ground floor. **(226 High Street)**

Delegated to the Planning Manager for **approval** on 07/09/2016 subject completion of a Section 106 agreement, and finalising conditions. Currently undertaking Section 106 agreement.

- P/02465/009 Application for a new planning permission to replace extant planning permission reference P/02465/008 dated 16th december 2008 for: demolition of existing building and redevelopment to provide a four storey building plus basement comprising:, 3 no. Retails units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no. Flats (6 no. X two bed and 6 no. X one bed flats) at second and third floor levels in order to extend the time for implementation **(226-228 High Street)**

Approved with Conditions; Informatives 06-Jun-2012
(Implemented, but not completed)

- P/02465/008 Demolition of existing building and redevelopment to provide a four storey building plus basement comprising:, 3 retail units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no flats (6 no x 2 bed and 6 no x 1 bed flats) at second and third floor levels. **(226-228 High Street)**

Approved with Conditions; Informatives 16-Dec-2008

- P/02465/007 Demolition of existing building and redevelopment to provide a four storey building plus basement comprising:, 3 retail units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no flats (6 no x 2 bed and 6 no x 1 bed flats) at second and third floor levels. **(226-228 High Street)**

Refused 09-Nov-2007

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

5.0 **Neighbour Notification**

- 5.1 UNIT 9A, THE OBSERVATORY, HIGH STREET, SLOUGH, STAR FM, THE OBSERVATORY, HIGH STREET SLOUGH, THE OBSERVATORY, HIGH STREET, SLOUGH, BERKSHIRE, SL1 1LN, UNIT 23 THE OBSERVATORY CENTRE, SLOUGH, BERKS, UNIT 9, THE OBSERVATORY SHOPPING CENTRE, HIGH STREET, SLOUGH, BERKS, SL11LH, UNIT, 13, THE

OBSERVATORY, HIGH STREET, SLOUGH, UNIT, 17, THE OBSERVATORY, HIGH STREET, SLOUGH BERKS, UNIT, 5, THE OBSERVATORY, UNIT 15, THE OBSERVATORY SHOPPING CENTRE, HIGH STREET, SLOUGH, BERKS, DATABASE CONSULTANTS, UNIT 25, PEGASUS COURT, HERSCHEL STREET, SLOUGH, BERKS, Spectacle Express, 1, The Observatory, High Street, Slough, SL1 1LE, City Cobblers Of Slough, 3a, The Observatory, High Street, Slough, SL1 1LE, Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU, 222a, High Street, Slough, SL1 1JS, 224a, High Street, Slough, SL1 1JS, Observatory News, 11, The Observatory, High Street, Slough, SL1 1LE, Supercuts, 3, The Observatory, High Street, Slough, SL1 1LE, Discount Shoe Zone, 21, The Observatory, High Street, Slough, SL1 1LE, Amicus, 28, Herschel Street, Slough, SL1 1PA, 4 -6, Alpha Street North, Slough, SL1 1RB, 2A, Alpha Street North, Slough, SL1 1RB, 2, Alpha Street North, Slough, Berks, SL1 1RB, Slough Community Transport, & Shopmobility, Alpha Street North, Slough, Berkshire, SL1 1RA, 218-220, High Street, Slough, SL1 1JS, Unit 7A, The Observatory Shopping Centre, High Street, Slough, Berkshire, Rymans Stationary, The Observatory, High Street, Slough, SL1 1LE, 27, Herschel Street, Slough, SL1 1PA, 222-224, High Street, Slough, SL1 1JS, Wilkinsons, 233-249, High Street, Slough, SL1 1BY, 233-249, High Street, Slough, SL1 1JS, 8, Alpha Street, Slough, Berkshire, SL1 1RB, Brighthouse, 229-231, High Street, Slough, Berkshire, SL1 1BY, Managers Accommodation, 230, High Street, Slough, Berkshire, SL1 1JU, Unit 7, The Observatory, Slough, Berkshire, SL1 1LE, Pegasus Court, 26, Herschel Street, Slough, Berkshire, SL1 1PA, First Floor, 9A, High Street, Slough, Berkshire, SL1 1LE, 6, Alpha Street North, Slough, Berkshire, SL1 1RB, Management Offices, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, First Floor, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, Ground And Part First Floor, Pegasus Court, 25-27, Herschel Street, Slough, Berkshire, SL1 1PA, Lovall Chohan, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, Thames Valley Police, The Observatory, High Street, Slough, Berkshire, SL1 1LE, Classy Touch, 222-224, High Street, Slough, Berkshire, SL1 1JS, Second Floor, Pegasus Court, 27, Herschel Street, Slough, Berkshire, SL1 1PA, New York Nail Fashions, 4-6, Alpha Street North, Slough, Berkshire, SL1 1RB

Neighbour Letters Were Sent Out On 20/10/2016. In Accordance With Article 15 Of The Town And Country Planning (Development Management Procedure) (England) Order 2015, Two Site Notices Were Displayed At The Site On 11/11/2016. The Application Was Advertised In 28/10/16 Edition Of The Slough Express (Major Application).

The Consultation Period Closes On 02/12/2016, And No Representations Have Been Received So Far, And Any Representations Received Until Planning Committee On 07/12/2016 Will Be Included In The Amendment Sheet.

6.0 **Consultation Responses**

6.1 **Contaminated Land Officer**

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

6.2 **Transport and Highways Development**

Application proposals

A planning application has been submitted for the construction of a four storey building to provide A1 retail (134 sq.m.) at ground floor and three floors of C3 residential use to provide 14 no. residential apartments. This will include one 2-bed, nine 1-bed and 4 studios. The retail element is divided between three units, one fronting the High Street and two smaller units fronting onto Alpha Street North. It is proposed that the building will over-sail the public highway.

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

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

Trip Generation

- No trip generation analysis has not been carried out as part of the planning application;
- The local highway authority has interrogated the TRICS database to determine trip generation for the site;
- The site will generate a large number of new person trips (up to 1700 a day) due to the retail element a proportion of these will be vehicular trips. However this site previously accommodated a public house so some of these trips will be off-set against the former use;
- It should be taken into account that a public house was on site previously exist, and therefore it is considered that this could be a similar trip generation to the retail element and therefore the proposed development will lead to an increase in 81 person trips per day, some of which will be vehicular trips.

Access

- Pedestrian and cycle access for residents is from Alpha Street North where they enter a communal entrance lobby, with access to the residential units, cycle store and bin store;
- Access for those using the retail unit will be from the High Street as well as from Alpha Street North. The access arrangements are accepted;
- It is also noted that the adjacent site at no. 226 has right of way across the site at the rear, which is maintained in these proposals.

Vehicle Parking

- Standards set out in the Slough Developer's Guide part 3 state that the minimum parking requirement for residential and retail developments in town centre locations is nil. No spaces are provided which is acceptable. However this does not mean that the development will not generate parking demand. It is recommended that residents are encouraged to park in town centre car parks

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

Cycle Parking

- The pedestrian door into the development is too narrow and should be widened to minimum of 1.2m to allow for cycles to be manoeuvred in and out of the development;
- Cycle parking for 7 bikes using Sheffield stands within a secure store accessed of the main lobby;
- Cycle parking is in accordance with the Developer's Guide and is acceptable.

Refuse and Servicing

- For the retail use, a communal bin store will be located to the rear of the building adjacent to the smaller retail units on Alpha Street North, with a passageway provided between the retail unit on the High Street and this store. The store would appear too small for three units and therefore should be enlarged
- For the residential use three euro bins will be provided; which for the residential element is in line with the Developer's Guide part 4, each flat should be provided with 97 litres for residual waste and 53 litres for recycling waste contained within 1100 litre eurobins, for these 14 flats therefore two bins for residual waste and one for recycling will be acceptable;
- However the store looks a bit tight for the three euro bins, and it should be ensured these can fit comfortably and be manoeuvred;
- Collection will take place on Alpha Street North where there is an existing on-street loading bay which is within 10 metres as required;
- This loading bay located opposite the site on Alpha Street North is also where the retail units will be able to service from.

Construction Management

- It is unclear as to how the site will be constructed and from where construction access will be taken. Construction access can only be taken from the rear from the adjoining parking area.
- A construction management plan should be secured as a condition.

Mitigation

- The development will lead to an increase in vehicle trips and pedestrian movements to the site and therefore the impact of these will need to be mitigated.
- Since the last application it has been decided, subject to the outcome of public consultation to close Public Footpath 35, and therefore there is no requirement to widen this footpath anymore;
- However widening of the footway on Alpha Street North is required and should be secured through the S106/S278 process;
- The applicant is to provide a drawing showing the land to be dedicated to be included within the S106 agreement.

Recommendation

The applicant must prepare a revised drawing showing:

- the residential refuse store opening inward;
- the residential store should contain 2 eurobins and 360 litre bin for residual waste;
- the retail store should be enlarged to accommodate minimum of 2 bins.

Subject to that drawing being provided in a satisfactory form agreement of conditions and section 106, I can confirm that there will be no objection to this application on highways and transport grounds.

6.3 Crime Prevention Design Advisor

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

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

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

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

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

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

Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

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

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

- Adopted Local Plan for Slough
- H7– Town Centre Housing
- H11– Change of Use to Residential
- H13 – Backland/Infill Development
- H14 – Amenity Space
- S8 – Primary & Secondary Frontages
- EN1 – Standard of Design
- T2 – Parking

7.2 The main planning considerations are therefore considered to be:

- Principle of development
- Design, appearance and impact upon the street scene and local area.
- Design and Crime Prevention
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Highways and parking
- Contaminated Land
- Section 106 requirements

8.0 Principle of development

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

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

- Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk, the reuse of existing resources and the encouragement for using renewable resources
- Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value

- Actively manage patterns of growth to make the fullest possible use of Public Transport, walking and cycling, and focus significant development to locations which are or can be made sustainable.

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

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

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

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

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

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

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

9.0 **Design, appearance and impact upon the street scene and local area.**

9.1 **The National Planning Policy Guidance**, in its overarching Core Planning principles state that planning should:

Proactively drive and support sustainable economic development to deliver the

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

9.2 **Core Policy 8** of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

All development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:

1. be of a high quality design that is practical, attractive, safe, accessible and adaptable
2. respect its location and surroundings
3. be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style

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

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

9.5 The surrounding area is retail in character; however there are residential flats to the upper floors of the surrounding shopping units, and residential dwellings to the south. The applicant is keen to introduce a modern building into the High Street and this is reflected in the contemporary design. The neighbouring 226 High Street proposes a simple traditional design which relates well with the existing older neighbouring buildings at 219 - 224 High Street. The contemporary design proposed within this application includes separate elements of white render, blue brick, and curtainwall glazing. The High Street elevation would be finished in white render, and form adjoin the traditional frontage within the 226 High Street scheme. This relationship between blue brick and render would be similar to what is proposed within the Alpha Street elevation of this scheme, whereby the white render and blue brick form an important contemporary feature in the design. As such, when viewed in its entirety, the proposal would result in an architecturally interesting building over the both sites (228 and 226 High Street), that would complement and enhance the streetscape, and therefore have an acceptable impact on the character of the surrounding area. Amended drawings have been requested to improve the relationship of the proposed mansard roof within this

application and that approved previously at 226 High Street. These details will be included within the update sheet.

- 9.8 In design, streetscene and impact terms no objections are raised in relation to the NPPF, Core Policy 8 or Local Plan Policy EN1.

10 **Design and Crime Prevention**

- 10.1 **Policy EN5** of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.

- 10.2 The flats would be accessed by a communal access from the central glazed element of the Alpha Street North elevation which would be well surveyed from the surrounding area.

- 10.3 Cycle parking is proposed within the building, positioned within a store at ground floor level, which is acceptable subject to appropriate secure access. Owing to the Town Centre location, it would be appropriate to condition any approval to achieve Secured by Design accreditation.

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

11.0 **Impact on residential amenity**

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

- 11.2 The separation between the application site and the buildings directly opposite on the High Street is approximately 16 metres. There are no residential uses directly opposite above the Wilkinson Store, and the proposed windows would not result in any significant additional overlooking compared to what has already been approved. The separation distance to the opposing building in Alpha Street North is set away from the proposal by approximately 24 metres which is ample distance to mitigate and privacy or overbearing issues.

- 11.3 There are a number of residential dwellings to the south in Alpha Street North that are within 21 metres of the windows in the proposed rear elevation, and the adjacent site to the south is expected to be redeveloped through the recently approved planning permission ref. S/00539/002 (both measured at approximately 15 metres minimum). In order to overcome a significant loss of privacy, the windows to upper floors in the southern rear elevation are cantered bays that provide views to the south-west, away from residential development. This is considered acceptable in mitigated overlooking issues.

- 11.4 Having regard to guidance given in the NPPF, Core Policy 8 or Local Plan Policies EN1 and EN2, no objections are raised in relation to the impact on neighbouring

amenity subject to appropriate planning conditions being imposed.

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

- 12.1 **The NPPF** which states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 12.2 The proposed units are appropriately sized with habitable spaces that accord with the Council's approved Planning Guidelines for Flat Conversions. The habitable rooms would be served by windows that provide a suitable amount of daylight, aspect and outlook.
- 12.3 External noise could arise from the streets surrounding the application site, possible noise from the air conditioning plants serving adjoining buildings and internal noise between flats. The first will require such measures as double-glazing and potentially trickle ventilation. A suitably worded planning condition will be imposed to ensure that this requirement is met. The second will require adequate sound insulation measures. This will be covered at the Building Regulations stage and a suitably worded informative will be imposed.
- 12.4 The proposal is considered to be in accordance with the living amenity requirements of the NPPF.

13.0 **Traffic and Highways Implications**

- 13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.
- 13.2 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices, and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 13.3 Local Plan Policy T2 requires residential development to provide a level of parking to its location, which are defined with the Parking Standards set out in Appendix 2.
- 13.4 The Council's Highways Officer has assessed the proposed application and has raised a number of issues, such as footpath widening, bin storage and cycle storage, and construction management. The footpath widening would require the completion of a Section 106 Agreement, and the remaining issues can be appropriately addressed condition.

14.0 **Section 106 agreement**

- 14.1 No affordable housing is sought as the number of units is below the threshold
- 14.2 The applicant should be required to enter into a Section 106 agreement to obligate to undertake the following:

The highways schedule includes:

- Temporary access point, if required for construction;
- Construction and dedication as highway maintainable at the public expense, free of charge, the footway widened to 2.5m and constructed using Art@theCentre / Heart of Slough natural stone (specification to be provided by SBC);
- Relocation of street furniture to back of widened footway fronting Alpha Street, which includes the telegraph pole;
- Enter into a S177 oversailing licence agreement – either S106 obligation or condition
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Gully cleaning (nearest gullies around the site and site access); *Cleaning of gullies around the site is a response to numerous abuses to dumping of concrete in gullies adjacent to development sites;

Transport Schedule:

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

The Section 106 would need to be completed before planning permission is granted.

15.0 **Summary**

15.1 Having considered the relevant policies set out above, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any substantive objections or requirements from, the Contaminated Land Officer, the Crime Prevention Design Advisor, completion of a Section 106 agreement, and finalising conditions.

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

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

16.1 **CONDITIONS (to be finalised)**

1. Commence within three years

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

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

2. Approved plans

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

Drawing Nos.

- (a) 15/40/01; Dated Sept '15, Recd 07/10/2016
- (c) 15/40/30; Dated October 2016, Recd 07/10/2016
- (d) 15/40/31; Dated October 2016, Recd 07/10/2016
- (e) 15/40/32; Dated October 2016, Recd 07/10/2016
- (f) 15/40/33; Dated October 2016, Recd 07/10/2016
- (g) 15/40/34; Dated October 2016, Recd 07/10/2016
- (h) 15/40/35; Dated October 2016, Recd 07/10/2016
- (i) 15/40/36; Dated October 2016, Recd 07/10/2016

(waiting for revisions to amended roof)

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 materials

Samples of external materials (including reference to manufacturer and specification details) to be used in the construction of external envelope and footways of 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.

4. Noise Insulation for Flats

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

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

5. Drainage philosophy

No development shall take place until a full surface water drainage philosophy including a layout and calculations will need to be provided for approval prior to

construction works commencing on site. The philosophy should include the existing site drainage scenario, the proposal for the site surface water drainage detailing the use of SuDS systems, together with any proposed connection to a Thames Water sewer.

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

6. Management of construction traffic

Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking / waiting for demolition / construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of amenity of nearby residents and so as not to prejudice free flow of traffic along the neighbouring highway or in surrounding residential streets in accordance with Core Policy 7 of the Slough LDF Core Strategy (2006-2026) Development Plan Document 2008.

7. Surface water discharge agreement

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

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

8. Secured By Design

Prior to occupation, the Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police.

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

9. No alterations to elevations

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), no alterations in the appearance to the external elevations as hereby approved, without the express permission of the Local Planning Authority.

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

10. Cycle Store

The cycle store containing 7No. Sheffield stands shall be implemented in accordance with the approved details prior to occupation and shall be retained at all times in the future for this purpose

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

11. Bin Store

The proposed bin storage shall be provided in full compliance with the Slough Developer's Guide part 4 and shall be implemented in accordance with the approved details prior to occupation and shall be retained at all times in the future for this purpose

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

12. No opening onto highway

No gates or doors shall open over the public highway

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

INFORMATIVE

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
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. Positive and proactive statement - In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

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SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE **DATE:** 7th December 2016

CONTACT OFFICER: LORNA BROWN, SENIOR MONITORING OFFICER
(For all Enquiries) (01753) 875829

WARD(S): Haymill

PART 1

FOR DECISION

**TREE PRESERVATION ORDER NO 03 OF 2016 IN RESPECT OF
8 Averil Court Taplow, Maidenhead, Berkshire, SL6 0LQ**

1.0 **Purpose of Report**

1.1 To seek confirmation of Tree Preservation Order No. 03 of 2016 served on 1st August 2016.

2.0 **Recommendation(s)/Proposed Action**

The Committee is requested to resolve that Tree Preservation Order No 3 of 2016 should be confirmed.

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

3.1 **Slough Joint Wellbeing Strategy Priorities**

Protecting a tree with amenity value will have an impact upon the following SJWS priorities:

- *Regeneration and Environment*
- *Housing*

3.2 **Five Year Plan Outcomes**

Protecting the tree will not directly relate to any of the outcomes in the Five Year Plan.

4.0 **Other Implications**

(a) **Financial**

The proposed work can be carried out within existing budgets and so there are no financial implications of the proposed action.

(b) Risk Management

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

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Tree Protection Order is confirmed.	An important mature tree, which contributes to the local amenity will be lost as part of the redevelopment of the site.	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications (*compulsory section to be included in **all** reports*)

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

(d) Equalities Impact Assessment

There are no equality impact issues.

5.0 **Supporting Information**

5.1 On 01st August 2016 a Tree Preservation Order (No.03 of 2016) was served on the following:

- The Owner, 8 Averil Court, Slough, SL6 0LQ
- The Occupier, 8 Averil Court, Slough, SL6 0LQ
- Mr R & Mrs A Goodwin, 8 Averil Court, Slough, SL6 0LQ
- The Owner, 7 Averil Court, Slough, SL6 0LQ
- The Occupier, 7 Averil Court, Slough, SL6 0LQ
- Mr S Mason & Ms K Davidson, 7 Averil Court, Slough, SL6 0LQ
- The Owner, 6 Clare Road, Slough, SL6 0LH
- The Occupier, 6 Clare Road, Slough, SL6 0LH
- Mr I Sewell, 6 Clare Road, Slough, SL6 0LH
- Nemo Personal Finance Ltd, Trafalgar House, 5 Fitzalan Place, Cardiff, CF24 0ED
- The Co-operative Bank PLC, Britannia House, Cheadle Road, Leek, Staffordshire, ST13 5RG
- HSBC Bank PLC, 40 Wakefield Road, Leeds, LS98 1ED
- The Mortgage Works (UK) PLC, Nationwide House, Pipers Way, Swindon, SN38 1NW

With documents described as:

- (1) letter;
- (2) Formal Notice
- (3) Tree Preservation Order 03 of 2016; and

(4) Guidance

The reason given for making this Order was 'because the tree supplies amenity to the area at present. If the tree were to be removed its loss would be significantly detrimental to the amenity of the area.'

A site visit was carried out by our Tree Maintenance Officer, Julian Turpin and on his assessment a Tree Preservation Order was issued and served.

5.2 The Tree Preservation Order includes T1 - Oak

5.3 Objections were received from residents from 8no. addresses all of which were in Averil Close.

5.4 Each objector has had the points they raised responded to individually and a summary of the points raised is as below:-

- **The Council did not object to the tree being removed previously-** The Council correctly informed the owner that in the absence of any protection the owner can remove the tree. This does not mean the Council wants the tree to be removed.
- **The trees leaves appear to be diseased** – The tree has some foliage affected by Oak Leaf Powdery Mildew, this does not have a significant effect on a mature trees health and it is not unusual to find this effecting soft young growth.
- **The tree being subject to TPO prevents planning permission-** The planning authority is required to consider trees when assessing a planning application, and can protect trees of amenity if threatened, to prevent removal prior to determination of the application. However it is not always the case that every tree is retained on a development site. A TPO tree can be removed during the implementation of a consented planning permission, as the loss of the tree will have been considered during the applications assessment and either mitigated or considered to be of less importance that the benefits of the development. According the TPO will not necessarily prevent planning consent.
- **The tree has cause damage to the drive** – Many trees grow adjacent to drives and cause some disturbance, these can be prevented/limited buy the use of appropriate surfacing to accommodate root growth.
- **The tree is in an inappropriate location in respect of the railway** - There are many trees growing at similar distances or closer to the rail tracks, some on land owned by the railway. Such trees are only removed/pruned if they have an affect on or threaten to the operation of the railway. This would not be the case with this tree as the tree does not exhibit any defects or problems that are likely to affect the railway.
- **Prior to its reduction the tree shed limbs-** Many trees shed limbs, such occurrences are often foreseeable and can be prevent by correct maintenance. Though permission will be needed to prune a tree subject to TPO, it would be normal to consent work that is require to prevent such an occurrence. Some limb

loss is unforeseeable but the likelihood of such and occurrence can be kept to an acceptable risk by the application of normal maintenance methods.

- **The tree will dominate the driveway area if allowed to grow-** It is seen as desirable to allow trees subject to TPO to achieve their full height and spread to supply the maximum amenity to the community. All application to undertake work to a protected tree are considered on their own merit, however applications to reduce a trees growth to lessen the affects on underlying land use are common and are often consented. The possibly of this occurring in the future would not in itself be a reason not to protect a tree.
- **As the tree grows it will shed twigs and will develop a poor form-** As a tree develops it is natural for it to develop deadwood, some is as a result less vigorous limbs being superseded by those in better positions. This progression will normally result in a good crown structure eventually developing. The formation of deadwood might be a little more rapid with a tree that has been severely topped and is vigorously growing, but it is natural occurrence in all trees to some degree and would not be a reason to exclude a tree from being suitable for TPO.
- **The tree affords limited amenity –** When considering if a tree suitable for TPO it is the present amenity of a tree and its potential amenity that is assessed. This tree is quite prominent in the street at this time, but in addition the tree has the potential to greatly improve in appearance and size in further years. In the case of this tree is this potential amenity which is of greatest consideration.
- **The tree sheds sap which can cause damage-** many trees shed sap from their foliage; this is a natural occurrence and does not indicate the tree is unhealthy. This is worse in some years and if bad it can be onerous. However this occurrence is intermittent and any harm/damage can be prevented by washing the sap off surfaces which would be considered normal property maintenance.
- **The tree has ivy on it which will affect it –** Ivy can be removed from a tree, such an operation would not be prevented by the tree being subject to TPO.
- **The tree could cause damage to foundations –** Any tree can cause damage to foundations in certain circumstances. However it is not the case that any tree in the proximity of any foundations will cause damage and many trees exist without any problem near foundations. There is no reason to assume this tree will cause damage to foundations and no evidence has been supplied to show damage has occurred.
- **The tree could cause damage to underground pipes –** Tree roots are rarely the cause of damage to drains but can enter broken drains and cause blockages as can the roots of any vegetation near a leaking drain. The solution to such an occurrence is to keep drains water tight

5.5 It is the considered the opinion of Julian Turpin the Tree Management Officer Slough Planning Department, that it is the responsibility of the Local Planning Authority to consider all requests for new Tree Preservation Orders with reference to the relevant guidelines. Please see below outcome of tree evaluation:

5.5.1 Condition & suitability for TPO - is suitable (fair/satisfactory)

5.5.2 Retention span (in years) & suitability for TPO - is very suitable ('40 -100 years').

- Relative public visibility & suitability for TPO - is suitable (Medium trees, or larger trees with limited view to the public)

6.0 **Conclusion**

In light of the above it is being recommended that Tree Preservation Order No. 03 of 2016 be Confirmed.

7.0 **Background Papers**

None other than those referred to in the report.

Slough Borough Council
Tree Preservation Order 3 of 2016
In respect of a tree at 8 Averil Court, Slough, SL6 0LQ

Town and Country Planning Act 1990

Town and Country Planning (Tree Preservation) (England) Regulations 2012

Slough Borough Council, in exercise of the powers conferred on it by section 198 of the Town and Country Planning Act 1990 makes the following Order--

Citation

- 3 This Order may be cited as the Slough Borough Council Tree Preservation Order 3 of 2016.

Interpretation

- 2 (1) In this Order “the Authority” means Slough Borough Council.
- (2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation) (England) Regulations 2012.
- (3) In this Order “Plan” means the map annexed hereto.

Effect

- 3 (1) Subject to article 4 below as may be appropriate, this Order takes effect provisionally on the date on which it is made.
- (2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—
- (a) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or
- (b) cause or permit the cutting down, topping, lopping, wilful damage or wilful destruction of,

any tree specified in the Schedule to this Order except with the written consent of the Authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

- 4 In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph

(a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated: 1 August 2016



THE COMMON SEAL of SLOUGH
BOROUGH COUNCIL was hereunto
affixed in the presence of:

Amardip Healy (Authorised Officer)
Head of Legal Services

CONFIRMATION OF ORDER

THIS ORDER WAS CONFIRMED WITHOUT MODIFICATION BY SLOUGH
BOROUGH COUNCIL ON2016

OR

THIS ORDER WAS CONFIRMED BY SLOUGH BOROUGH COUNCIL SUBJECT
TO MODIFICATIONS INDICATED BY
ON 2016

SIGNED ON BEHALF OF SLOUGH BOROUGH COUNCIL

.....
Amardip Healy (Authorised Officer)
Head of Legal Services

OR

A DECISION WAS MADE NOT TO CONFIRM THIS ORDER WAS TAKEN BY
SLOUGH BOROUGH COUNCIL ON2016

SIGNED ON BEHALF OF SLOUGH BOROUGH COUNCIL

.....
Amardip Healy (Authorised Officer)
Head of Legal Services

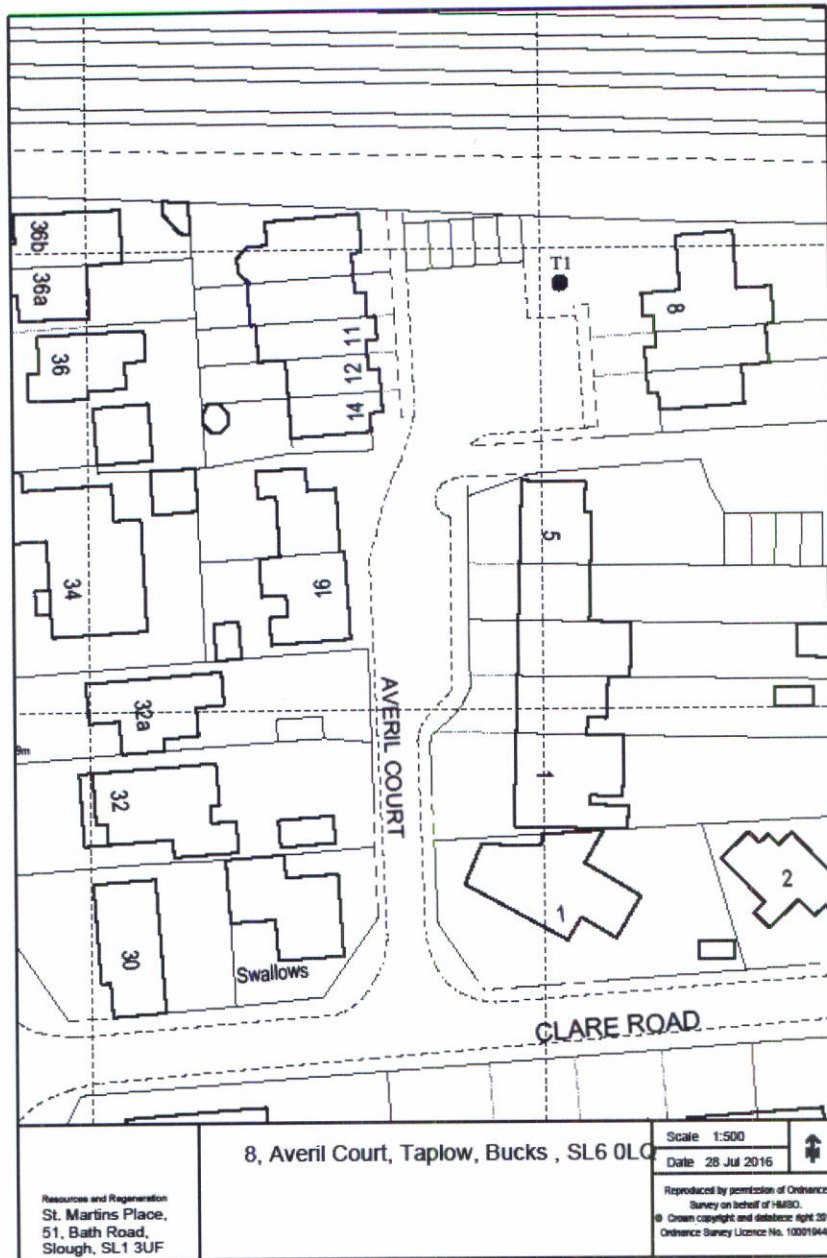
SCHEDULE SPECIFICATION OF TREES

Article 3 Trees specified individually

<i>Reference on Plan</i>	<i>Description</i>	<i>Situation</i>
T1	Oak	See Plan

PLAN

ProPrinter (© By Design) 28 Jul 2016 - 04:44:27 PM Licensed to GeoBridge - Slough BC - Planning - 2 User - SN6344



CERTIFICATE OF SERVICE

I HEREBY CERTIFY that I this day served:

- The Owner, 8 Averil Court, Slough, SL6 0LQ
- The Occupier, 8 Averil Court, Slough, SL6 0LQ
- Mr R Goodwin & Mrs A Goodwin, 8 Averil Court, Slough, SL6 0LQ
- The Owner, 7 Averil Court, Slough, SL6 0LQ
- The Occupier, 7 Averil Court, Slough, SL6 0LQ
- Mr S Mason & Ms K Davidson, 7 Averil Court, Slough, SL6 0LQ
- The Owner, 6 Clare Road, Slough, SL6 0LH
- The Occupier, 6 Clare Road, Slough, SL6 0LH
- Mr I Sewell, 6 Clare Road, Slough, SL6 0LH

With documents described as:

- (1) Letter;
- (2) Formal Notice; and
- (3) Tree Preservation Order 3 of 2016.

In the manner described at *D13*

Below namely:-

- A. By sending it to him/her by pre-paid recorded delivery post addressed below being his/her last known place of abode.
- B. By delivering it to him/her personally at the address given below.**
- C. By leaving it for him/her at the address given below being the last known place of abode.
- D. By sending it to him/her by pre-paid special delivery post addressed as above being the registered office of his/her company or the last known address.
- E. Other - by sending it to him/her by first class post addressed as below being the last known place of abode.

Dated *01/08/16*

Signature ...

Name: *JAMES GUTHRIE*

Time: *17:40*

Position: *PLANNING ASSISTANT*

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that I this day placed an envelope addressed to:

- **Nemo Personal Finance Limited, Trafalgar House, 5 Fitzalan Place, Cardiff, CF24 0ED**
- **The Co-Operative Bank PLC, Britannia House, Cheadle Road, Leek, Staffordshire, ST13 5RG**
- **HSBC Bank PLC, 40 Wakefield Road, Leeds, LS98 1ED**
- **The Mortgage Works (UK) PLC, Nationwide House, Pipers Way, Swindon, SN38 1NW**

In the recorded delivery external post bag to be collected by the Postal Service

at the offices of Slough Borough Council (Contractor Arvato Offices), Airways House, 2 Langleigh Road, Slough

Dated: 2.8.16

Signature ..

Name: ANDREW SPRAIT

Time: 3.25 p.m.

Position: LOGISTICS OFFICER



Please complete and return to Louise Metson in Legal Services.

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SLOUGH BOROUGH COUNCIL

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

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION

**RESPONSE TO WINDSOR & MAIDENHEAD DRAFT BOROUGH LOCAL PLAN
2013-2032 (Regulation 18) CONSULTATION**

1 Purpose of Report

The purpose of the report is to agree a response to the consultation on the latest version of the Windsor and Maidenhead Draft Borough Local Plan.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that:

- a) The proposed representations on the Windsor and Maidenhead Borough Local Plan Regulation 18 (Nov 2017 Overview and Scrutiny Vn) set out in the report be submitted to the Council;
- b) Delegated powers be granted to Officers to submit further detailed comments on the draft Plan and evidence base in response to its Regulation 18 Consultation in December 2016;
- c) The Royal Borough of Windsor and Maidenhead be invited to discuss with this Council the implications of the Draft Borough Local Plan as part of the Duty to Cooperate.

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

3a. Slough Joint Wellbeing Strategy Priorities

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

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

3b. Five Year Plan Outcomes

Ensuring that right type of housing is built in the wider area will contribute to the following Outcome:

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

4 **Other Implications**

(a) Financial

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

(b) Risk Management

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

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee makes representations on the Windsor and Maidenhead Draft Local Plan.	The failure to comment on neighbouring Authorities local plan consultations could result in needs generated by a neighbouring authority, for example for affordable housing, over-spilling into 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 Royal Borough of Windsor and Maidenhead has been preparing a Borough Local Plan for some time in order to replace the current plan which was adopted in 1999.
- 5.2 This Council has expressed some concerns about the way the plan was being produced. Members will recall that at the report to this Committee on 3rd August 2016 highlighted these and as a result the Royal Borough was informed that it was considered to have failed to comply with the Duty to Cooperate in the preparation of the plan.
- 5.3 In the light of these and other concerns on the June 2016 draft version of the Plan Windsor and Maidenhead Council asked a specialist planning Counsel to carry out a legal compliance review of the draft version of the plan that it was intending to submit without any further consultation. This identified a number of issues which included the carrying out of the 2015 consultation without a Sustainability Appraisal and what was described as inadequate record-keeping with regards to compliance with the Duty to Cooperate.
- 5.4 As a result in a report to Cabinet on 29th September 2016 Officers recommended that the Council would be acting unlawfully if it submitted the Borough Local Plan,

which would almost certainly be immediately rejected by the Planning Inspectorate. It was therefore agreed that there would be a further round of consultation on a new draft version of the Plan which would explain how decisions had been made since 2014 and give people the opportunity to comment on the new draft. This would also be supported by a Sustainability Appraisal (and Habitat Regulations Assessment).

- 5.5 Significant amendments have now been made to the Plan and the updated draft has been reviewed again by Counsel and the Planning Inspectorate acting in an advisory capacity. This resulted in further changes being made to the draft Plan and a report on anticipated final version, the 'Borough Local Plan 2013-2032 Reg. 18 Dec. 16', was put to the Planning and Housing Overview and Scrutiny Panel on the 17th November in advance of seeking Cabinet approval on the 24th November for a six week public consultation from 2nd December-13th January 2017.
- 5.6 It should be noted that this consultation period falls between two meetings of this Committee. As a result in order to put the matter before the committee this report has been written at short notice before the actual consultation documents have been published. This means that the views below are based on the version of the Borough Local Plan presented to the Overview and Scrutiny Committee and concentrate upon the major issues, with delegated powers being sought for Officers to make additional detailed comments on the Plan once we have had time to study the draft Plan and all of the supporting documentation.
- 5.7 In February 2014 this Council made a number of representations on the Windsor and Maidenhead Plan which focused upon the following points:
- The Plan should seek to meet in full the Objectively Assessed Housing Needs;
 - Sufficient Green Belt releases should be made to meet projected population growth and economic needs;
 - The Plan must include a requirement for affordable housing for rent;
 - There should be a housing distribution to guide emerging Neighbourhood Plans
 - There should be more of a restraint policy which would reduce the use of the private car
- 5.8 As a result the following sections consider the extent to which each of these issues has now been addressed in the latest Draft Plan.

Meeting Objectively Assessed Housing Need

- 5.9 The Strategic Housing Market Assessment (SHMA) identified that the Objectively Assessed Housing Need for Windsor and Maidenhead was 712 a year which amounted to 14,240 dwellings over the plan period from 2013 to 2032.
- 5.10 The original "Publication" version of the Windsor and Maidenhead Plan that was produced in June 2016 stated that the housing target would be 469 dwellings which would be 66% of the Objectively Assessed Housing. This document was produced before the Council had secured control of Maidenhead Golf Course which was a major potential housing site. Once the golf course site was included in the Plan the target could be increased to 569 per annum.
- 5.11 There was no explanation as to how the unmet housing need would be met either within or outside of the Housing Market Area which is why this Council raised its concerns.

- 5.12 The latest plan is now proposing to meet the Objectively Assessed Housing Needs in full and has identified sites to meet the target of 712 dwellings a year.
- 5.13 It is considered that the decision to meet the housing needs in full should be welcomed particularly since this will relieve some of the pressures in the wider Housing Market Area which includes Slough.

Green Belt Releases

- 5.14 It has always been recognized that sufficient land for housing could not be found just within the urban area. As a result this Council has made representations that land should be released from the Green Belt to meet housing needs.
- 5.15 Previous versions of the Plan have proposed limited development in the Green Belt on previously developed land and around Ascot High Street. As explained above, a Maidenhead Golf Course was subsequently identified as a major development site which could accommodate 2,000 houses. This was still not enough to meet housing needs.
- 5.16 The latest version of the Plan has now identified additional sites to be released from the Green Belt for housing. The largest of these is west of Dedworth either side of the A308 which has been included as an additional strategic location for development. There are also sites at Datchet, Horton, Wraysbury, Old Windsor, Cookham, Ascot and Sunningdale. It is not considered that the development of these sites would have any specific issues for Slough.
- 5.17 One of the proposed Green Belt sites in the Windsor and Maidenhead Plan is the site west of Crown Meadow at Brands Hill. This, along with a site south of Austin Way/east of Ditton Park, forms part of Option J2 (Southern Expansion of Slough) in this Council's Issues and Options document which will be the subject of public consultation in January. Both of these sites have some environmental constraints but it is considered that in principle they are suitable sites for housing development. As a result it is considered that this Council should formally request that the site south of Austin Way should also be proposed for housing development in the Windsor and Maidenhead Local Plan in order to help meet housing needs in the area.
- 5.18 Subject to the land south of Austen Way being included as an additional housing site it is considered that this Council should welcome the inclusion of the additional housing sites in the Windsor and Maidenhead Plan which are being released from the Green Belt in recognition that this is justified on the grounds that there are exceptional circumstances to meet housing needs.

Affordable Housing

- 5.19 Alongside concerns about the amount of housing to be built in the Royal Borough, this Council's main objection to the emerging Local Plan has been its failure to require development to provide affordable housing for rent.
- 5.20 Policy HO3 states that the quantum, tenure, size and type of affordable housing will be negotiated on a site by site basis having regard to housings needs, site specifics and other factors. It also states that it will encourage a wide range of affordable housing products in line with government initiatives.
- 5.21 Although the supporting text acknowledges that the SHMA shows that there is a

need for an additional 434 new affordable houses a year it fails to explain the SHMA also concludes that around 80% of this need is for affordable rented accommodation. The Plan makes no reference to the need for affordable housing for rent for those in the most acute needs and so provides no basis for seeking it within new developments.

- 5.22 The Plan does refer to the Council's corporate policy of encouraging affordable housing including key worker housing and that it seeks to encourage more residents to invest in securing their own housing in the Borough and thus the provision of a broader range of affordable housing.
- 5.23 The latest plan does not go as far as a previous version which stated that the only form of affordable housing that will be sought is shared equity and staircased home ownership. The Cabinet agreed a Key Worker report on 30th June 2016 which proposes for providing more housing opportunities for key professional groups. The Affordable Housing Planning Guidance Document, which is being considered at RBWM Cabinet on 24th November 2016, does not include a requirement to provide social rent just key working housing.
- 5.24 This approach is not being driven by viability or land ownership problems. The Council has already decided that there will be no affordable housing for rent on the Maidenhead Golf Course despite the fact that they will own it and there are no financial reasons why affordable housing cannot be provided on a former Green Belt site.
- 5.25 The Local Plan recognizes that the Borough has very high house prices and a lack of supply of affordable housing which means that many people are unable to afford market housing. It also notes that the high cost of renting on the open market leaves many people unable to afford this tenure. This means that many lower paid and lower skilled people cannot afford to live in the Borough.
- 5.26 House prices and rents are cheaper in Slough than Windsor and Maidenhead and it already has a very large private rented sector. The failure of the Borough Local Plan to provide affordable housing for rent will further increase the pressure on the Slough housing market and result in even more people looking to rent in the Borough. At the same time the policy of encouraging more home ownership in the Royal Borough will accentuate the divide between the two areas.
- 5.27 As a result it is considered that this Council should strongly object to the lack of any requirement to provide affordable housing for rent in the Borough Local Plan.

Lack of a Housing Distribution

- 5.28 Windsor and Maidenhead is a vanguard authority in promoting Neighbourhood Plans. As a result these are being prepared for virtually all of the areas of the Borough. In the absence of an up to date Local Plan they have had to be prepared in a bit of a policy vacuum. The Borough Local Plan provides the opportunity to provide strategic guidance to these emerging plans. Whilst it includes 27 strategic policies which Neighbourhood Plans will have to comply with it does not set out a housing distribution which can be used to guide and test these plans. The Borough Plan is reliant upon a large number of windfall sites coming forward and so as a result it is important that the Neighbourhood Plans facilitate this.
- 5.29 As a result it is considered that Windsor and Maidenhead should be requested to include a housing distribution within the Borough Local Plan to guide the

preparation of Neighbourhood Plans.

Transport Policies

- 5.30 The Plan recognizes that one of the core planning principles is to actively manage patterns of growth to make fullest possible use of public transport, walking and cycling. It also recognizes that there is congestion on the strategic road network during peak travel times and at the peak hour on local roads. As a result it requires developments to carry out Transport Assessments and implement Travel Plans in order to mitigate transport impacts.
- 5.31 There is, however, no consideration of having any restraint policies. It states that consideration will be given to having zero parking standards in town centres but this is not reflected in the actual Policy. This states that the Council will develop and implement revised parking standards. Transport and parking policies, including any varied parking standards set out in Neighbourhood Plans that have been made, will also be supported.
- 5.32 This means that the Borough Plan is not seeking to use parking control as a strategic policy response and is prepared to let individual Neighbourhood Plans decide what the level of parking will be in their areas. This could have cross boundary implications for the level of traffic being generated within the Plan area.
- 5.33 As a result is considered that Windsor and Maidenhead should be requested to take a more strategic view about how it could deal with the problems of congestion within the Borough Local Plan.

Other Issues

- 5.34 There are a number of other topic areas within the Borough Local Plan relating to employment, retail and environmental issues which could have implications for Slough. It has not been able to consider all of these in detail at short notice, and some of the background evidence is not publically available yet. As a result delegated powers are being sought for Officers to make further comments on these and other topics before the end of the consultation period.

6 Conclusions

- 6.1 It is considered that Windsor and Maidenhead has made significant progress in reviewing its draft Local Plan by increasing the supply of housing. It is proposed that representations should be made to the latest Consultation Document about the remaining outstanding issues. Further discussion can then take place in accordance with the Duty to Cooperate.

7 Background Papers

- RBWM Local Plan: Preferred Options Consultation (2014)
- Draft RBWM Local Plan (June 2016)
- Borough Local Plan 2013-2032 (Overview and Scrutiny Vn November 2016)

8 Appendices

Appendix 1 - Map of proposed site allocations in Datchet Area (south of Slough)

Appendix 1 - Map of proposed site allocations in Datchet Area (south of Slough)

CONFIDENTIAL

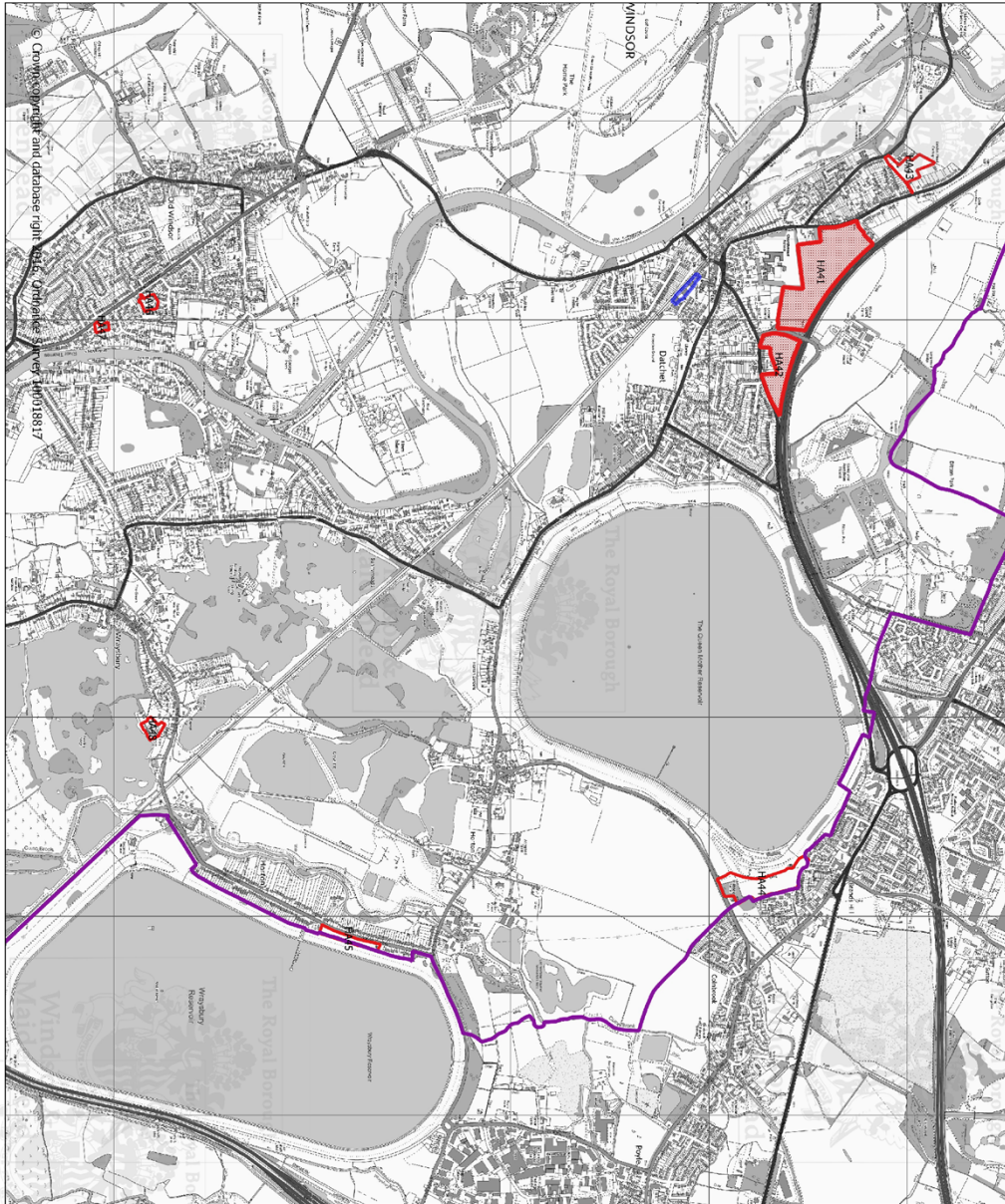
Borough Local Plan:
Proposed site
allocations for
consultation
(December 2016)

Legend

- Mixed Use
- Employment
- Housing

The Royal Borough of Windsor & Maidenhead
Ordnance Survey

Date 09/11/2016
Scale 1:18,000 A3
05000 m



Windsor & Maidenhead

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SLOUGH BOROUGH COUNCIL

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

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION

**RESPONSE TO SOUTH BUCKS & CHILTERN GREEN BELT PREFERRED
OPTIONS CONSULTATION**

1 Purpose of Report

The purpose of the report is to seek Member's views on the response to the South Bucks and Chiltern consultation on Preferred Green Belt Options, and the failure to properly consider Slough Borough Council's previous representations about the need for the northern expansion of Slough.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that Chiltern and South Bucks be informed that this Council:

- a) Is concerned about the overall decision making process and shortcomings in the methodology for selecting sites for development in the Green Belt;
- b) Is concerned that Chiltern and South Bucks Councils have not properly considered our previous representations to the Issues and Options consultation that there should be an urban expansion of Slough in the form of a new 'Garden Suburb' which will help to meet the housing needs in the area.
- c) Objects to the amount and distribution of housing in the Green Belt Preferred Options which will fail to meet housing needs where they arise and increase pressures on the housing market in an area that is already one of the least affordable in the country.
- d) Requests that Chiltern and South Bucks Councils formally consider the proposal for the northern expansion of Slough combined with selective growth around Taplow, Langley and Iver stations as Preferred Options.

The Committee is also requested to grant delegated powers to Officers to make further detailed comments on the Preferred Green Belt Options consultation, and continue to discuss the matter under the Duty to Cooperate.

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

3a. **Slough Joint Wellbeing Strategy Priorities**

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

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

3b. **Five Year Plan Outcomes**

Ensuring that housing is built in the wider area will contribute to the following Outcome:

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

4 **Other Implications**

(a) Financial

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

(b) Risk Management

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

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee makes representations on the Chiltern and South Bucks Green Belt Preferred Options.	Failure to do so could increase housing pressures in Slough. and delay the preparation of Slough Local Plan,	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.

4 **Supporting Information**

Introduction

- 5.1 Chiltern and South Bucks Councils are currently preparing a joint Local Plan to cover the period up to 2036.
- 5.2 In January 2016 they carried out an Issues and Options consultation which sought views on what the Councils considered to be the key issues for the Joint Plan as well as the identified options.
- 5.3 This Council made a number of representations but the key one was that, that

there should be an urban expansion of Slough in the form of a new 'Garden Suburb' which will help to meet the housing needs in the area. We also suggested this should be combined with selective growth around Taplow and Iver stations. We also questioned elements of the Sustainability Appraisal process.

- 5.4 Chiltern and South Bucks are now consulting on preferred development options in the Green Belt (1 hectare or more in size); the evidence base documents that support them and views on whether alternative or additional options should be considered. Sufficient work has been undertaken to arrive at preferred options however this work is not complete and is on-going.
- 5.5 They have produced the following three documents which they are particularly consulting on:
- Green Belt Preferred Options Consultation Document
 - Draft Green Belt Assessment Part Two
 - Green Belt Development Options appraisal
- 5.5 The Preferred Options Consultation Document contains 15 possible sites (over 1ha) for housing or employment use. None of these sites are, however, within the area of search that we have identified for the northern expansion of Slough. There is only one small site identified for residential or office use close to Taplow station.
- 5.6 It should be noted that Chiltern and South Bucks Districts have already carried out an assessment of the capacity of the Districts to meet the Objectively Assessed Housing Needs both within the urban areas and through the release of Green Belt sites. This has concluded that there are insufficient sites and that there could be a shortfall of around 5,800 dwellings within the two districts. As a result they have requested that Aylesbury Vale should build an additional 5,800 dwellings in their Local Plan. Whilst this may meet the overall housing numbers this will not help to relieve housing pressures in the south of the County.
- 5.7 It is considered that the way in which decisions are being made for the preparation of the Chiltern and South Bucks Local Plan could have significant impacts upon Slough and so representations should be made about the current consultation.

Lack of Local Plan Spatial Strategy

- 5.8 The first concern is that Chiltern and South Bucks Councils have produced Green Belt Preferred Options in advance of deciding what the preferred Spatial Option should be for the Local Plan.
- 5.9 The Issues and Options consultation contained 11 possible options. One of these (Option D) was to extend the principle settlements outside of the plan area such as Wycombe, Uxbridge, Slough and Maidenhead. We supported this option on the basis that it could facilitate the northern expansion of Slough.

- 5.10 Another option (Option J) was to have growth close to train stations. We also supported this on the basis that growth around Iver and Taplow stations would complement similar proposals for Slough, Burnham and Langley stations.
- 5.11 It was stated that all of the Options would be tested during the next stage of the plan process but so far this has only happened through the Green Belt Preferred Options work which has only assessed some of these options in terms of their impact upon the Green Belt.
- 5.12 The Spatial Options have for example not been properly tested to see whether they are the most sustainable forms of development or could best accommodate local needs.
- 5.13 In the current Green Belt Assessment Study only two of the sites that form part of the proposed northern expansion of Slough, which would form part of Option D, have been tested against the Sustainability Appraisal. Similarly growth around Taplow or Langley stations, which could form part of Option J, has not been tested against the Sustainability Appraisal.
- 5.14 It is assumed that the Sustainability Appraisal will be revised in light of representations made by Slough and others, and all of the alternative Options will be subject to a second Sustainability Appraisal before the Preferred Option version of the Plan is produced but it is not clear how or when this will be carried out. The Council would welcome the opportunity to comment on this under the Duty to Co-operate.
- 5.15 In the meantime it is difficult to comment upon the results of Green Belt Preferred Options in the absence of an overall Spatial Strategy for the Local Plan.

Proposal to Meet Unmet Housing Needs in Aylesbury Vale

- 5.16 Despite the lack of an agreed preferred Spatial Option for the Joint Local Plan, Chiltern and South Bucks Councils have concluded that there will be a shortfall of 5,800 dwellings within the two districts over the plan period. In order to do this they have had to make presumptions about which sites will come forward in the urban areas, what density development will be built at and how much land will be released from the Green Belt. As a result they have effectively preempted the proper consideration of the Spatial Options in the Local Plan and the Green Belt Preferred Options which are now being consulted upon.
- 5.17 In December 2015 Chiltern and South Bucks Councils made representations to Aylesbury Vale Council that it should accommodate 7,500 houses in its Local plan that could not be accommodated in the two districts. This figure has now been revised down to 5,800 dwellings.
- 5.18 Members will recall that a report was considered at the meeting of this Committee on 3rd August about the Aylesbury Vale draft Local Plan. It was noted

that the proposed redistribution of 12,000 houses from Wycombe and Chiltern and South Bucks districts to the north of Buckinghamshire would have implications for the housing market in the south of the County which is under severe pressure and already is one of the least affordable areas in the country. As a result representations were made that Aylesbury Vale Council should robustly challenge the level of unmet housing need that it is being asked to accommodate from Chiltern/South Bucks.

- 5.19 Under the circumstances it is not considered that the Green Belt Preferred Options have been identified in a robust way for a number of reasons but the most important one in this context is that the amount of land to be released from the Green Belt appears to have been predetermined rather than objectively assessed. Having decided that there are the exceptional circumstances required to release Green Belt land for housing a much larger amount could be identified if sufficient weight was given to meeting local needs where they arise.

Failure to Consider the Proposed Northern Expansion

- 5.20 As explained above this Council made representations to Chiltern and South Bucks Issues and Option consultation that there should be an urban expansion of Slough in the form of a new 'Garden Suburb' which will help to meet the housing needs in the area. It has also raised this in Duty to Cooperate meetings.
- 5.21 As a result it would be expected that the Councils would have given this proper consideration, particularly since it could form part of one of the Spatial Options for the plan which they identified at the Issues and Options stage.
- 5.22 Unfortunately it appears that the Chiltern and South Bucks Joint Committee approved the Green Belt Preferred Options without first considering any of the comments that had been made to the previous consultation exercise which including our representations about the northern expansion.
- 5.23 A report on the results of public consultation has now been published on the website but this was after the Joint Committee made its decision and this as still not been presented to Members.
- 5.24 Even if the Members had the benefit of seeing the report it would not have provided them with very much of an explanation as to why the northern expansion of Slough is not currently being considered in the Joint Plan. The introduction to report mentions that Slough Borough Council was in support of a potential extension of Slough but there is no further consideration of this apart from a single paragraph alongside our representations in the report which states:

"Independent analysis of the housing market area functional linkages concludes that the "best fit" for Chiltern and South Bucks Local Plan area is with the rest of Buckinghamshire. Best fit groupings do not change functional housing market

relationships and they will continue to be considered through the plan making process.”

- 5.25 It is not entirely clear what this response means but it is assumed that it is saying that the Joint Plan does not need to accommodate an urban extension of Slough to meet Slough's needs because it is not in the same Housing Market Area. This misses the point that our representations clearly stated that urban extension of Slough in the form of a new 'Garden Suburb' is considered to be the most sustainable way of meeting South Bucks and Chiltern's housing needs. This means that the argument about the Housing Market Area is irrelevant.
- 5.26 Our representations went on to say that if the Joint Plan produces a strategy that can meet its needs without having a northern expansion of Slough it is considered that this option should still be considered to meet Slough's needs. The response appears to suggest that this will be considered through the plan making process but does not explain how this will be done.
- 5.27 As a result it is not considered that Chiltern and South Bucks District Councils have yet given proper consideration to the representations that we have made to the Local Plan or matters that we have raised through the Duty to Cooperate.
- 5.28 The proposal to have a northern expansion of Slough has not been properly considered as part of the Green Belt Preferred Options work. Following a request from Chiltern and South Bucks Councils we provided them with a map showing the area of search. The Green Belt Development Options Appraisal lists three areas identified by Slough Borough Council through the Issues and Options consultation which effectively make up the area of search for the northern expansion of Slough (refs 4.337-9) as rejected for further consideration because they were 'recommended to not be considered further under the draft Green Belt Assessment Part 2' (Section 4) .
- 5.29 A table in the Draft Green Belt Assessment Part 2 document then states that these areas are recommended to not be considered further as the full site areas do not 'as a whole' have permanent defensible boundaries (Table 5 and Figure 5b). The analysis (Appendix 6, Volumes 3 and 7, classified as 'Section 4 Areas: Site Nominations) states that this causes them to be judged as failing the part 1 assessment.
- 5.30 Two smaller areas which make up the wider area of search for the northern expansion of Slough are also assessed in the Green Belt Assessment Part 2. These are the area at George Green, west of Wexham park hospital and at Middlegreen, north of Slough (Appendix 5, Vol 2, refs 2.29 and 2.30 respectively, classified as 'Reg. 18 Built Area Extension Options').
- 5.31 The first site passes the test of having a permanent and defensible boundary but fails on the other Green Belt tests because it is contiguous with the Slough built area and because it forms a vital gap between Slough and George Green.

- 5.32 The second site fails the first test because it is not possible to identify a boundary that is permanent and defensible. This means that it is not taken forward for further testing.
- 5.33 The way in which these sites have been assessed highlights the flaws in the methodology which has been used which means that the Green Belt Assessment has not produced very meaningful results. This is because both the assessment criteria and the application of a sequential approach which applies a hierarchy to each of the criteria is not appropriate.
- 5.34 Firstly the methodology appears to assess whether a site in its entirety currently has a strong permanent boundary such as road, railway or river. If a site doesn't have this it is not taken forward to the next stage on the grounds that it does not meet the NPPF requirements.
- 5.35 There is, however, nothing in the NPPF to support the idea that sites must currently have permanent or defensible boundaries in order to be released from the Green Belt. The development of a site will automatically create a new boundary and so it is irrelevant to consider what is there at present as the criteria as the key site selection criteria.
- 5.36 Secondly the methodology assesses sites against the five purposes of having Green Belts that are set out in the NPPF. These are not necessarily helpful in assessing the relative merit of individual sites. For example the first purpose is to "check the unrestricted sprawl of large built up areas". This means that the development of any site on the edge of a town is automatically considered to have more harm to the Green Belt than the development of an isolated site in the middle of the countryside. This clearly can't be the case. At the same time it is assumed that development on the edge of settlements constitutes "sprawl" which need not be the case if it is properly planned. This means that the methodology has an in built bias against urban extensions of large settlements such as Slough even though they may be more sustainable.
- 5.37 Finally the methodology attempts to assess whether there are exceptional circumstances to justify releasing land from the Green Belt without any reference to the scale of need that there is for housing or how it would fit in with the as yet undecided Spatial Strategy for the Local Plan.
- 5.38 The consultation document requests that if alternative options are to be put forward, those putting them forward should first consider the Green Belt Development Options Appraisal (and more detailed related studies where relevant) on the Councils' websites to see if the option has already been considered and if so to understand why it has been rejected.

- 5.39 If the alternative option is still to be promoted and has already been considered and rejected then the Councils request that the reasons for rejection are fully addressed as part of consultation response.
- 3.40 For all of the reasons highlighted above it is not considered that the proposal for a northern expansion of Slough or for selected growth around Taplow, Langley and Iver stations have been properly assessed. As a result it is proposed that Chiltern and South Bucks should be asked to reconsider these proposals using more appropriate selection criteria.
- 5.38 This criteria should be capable of giving proper weight to all aspects of Green Belt policy. It should also be capable of taking into account of important non Green Belt factors such as the emerging overall spatial strategy for the Plan, the extent and distribution of housing need, the impact upon affordability, accessibility and sustainability.
- 5.39 The methodology should also be capable of robustly testing the assumption that 5,800 houses should be built in Aylesbury Vale.
- 5.40 Failure to meet housing needs where they are arising will put more pressure upon the local housing market and make property even less affordable to local people.

6 Conclusion

- 6.1 It is considered that representations should be made to Chiltern and South Bucks Councils that proper consideration should be given to the northern expansion of Slough, with selected growth around Taplow, Burnham and Iver stations in order to meet housing needs arising in the area. Failure to do this will put even more pressure upon the local housing market and make it even less affordable.
- 6.2 This issue will also have to be raised through the Duty to Cooperate which is intended to help resolve strategic cross boundary planning issues.

7 Background Papers

Previous Planning Committee reports on the Chiltern and South Bucks Local Plan

South Bucks and Chiltern Consultation Documents:
Green Belt Preferred Options Consultation Document
Draft Green Belt Assessment Part Two
Green Belt Development Options appraisal

8 Appendices

REPORT TO: PLANNING COMMITTEE

DATE: 7th December 2016

PART 1
FOR INFORMATION

Planning Enforcement

Set out below are summaries of planning enforcement cases which have recently been heard by the courts. Copies of the enforcement notices are available from the Members Support Section on request.

Reference	Address / Nature of Breach / Progress	Judgment
2015/00002/ENF	10 Tyler Walk - Unauthorised side extension	Guilty - financial penalty 15/01/2016
2014/00073/ENF	Recycling Centre, Farnham Road - breach of planning conditions	Guilty - financial penalty 15/01/2016
2014/00073/ENF	Recycling Centre, Farnham Road - breach of planning conditions	Guilty - financial penalty 01/07/2016
2015/00219/ENF	76 Mercian Way - unauthorised front extension	Guilty - financial penalty 12/08/2016
2011/00289/ENF	1 Granville Avenue. Change of Use. Residential to Cultural Centre/Place of Worship.	Guilty - financial penalty 15/08/2016 Arrest Warrant outstanding.
2016/00118/ENF	559 London Road. Change of Use. Residential to Car Sales	Woking Shared Services . Plea of not guilty. Trial 1 Jan 2016
2011/00135/ENF	58 Blandford Road South. Residential to office	Guilty - financial penalty 08/11/2016
2013/00105/ENF	6 Reddington Drive. Independent residential habitation	Guilty - financial penalty 20/09/2016

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

P = Present for whole meeting
Ap = Apologies given

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

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