

Date of issue: Monday, 22 May 2017

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| MEETING | PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst) |
| DATE AND TIME: | WEDNESDAY, 31ST MAY, 2017 AT 6.30 PM |
| VENUE: | MAIN HALL, CIPPENHAM COMMUNITY CENTRE, EARLS LANE, SLOUGH, SL1 5DJ |
| DEMOCRATIC SERVICES OFFICER: (for all enquiries) | NICHOLAS PONTONE 01753 875120 |

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.



ROGER PARKIN
Interim Chief Executive

AGENDA

PART 1

| <u>AGENDA</u> <u>ITEM</u> | <u>REPORT TITLE</u> | <u>PAGE</u> | <u>WARD</u> |
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|------------------------------|---------------------|-------------|-------------|

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3



| <u>AGENDA ITEM</u> | <u>REPORT TITLE</u> | <u>PAGE</u> | <u>WARD</u> |
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| | <i>paragraphs 3.25 – 3.27 of the Councillors’ Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.</i> | | |
| | <i>The Chair will ask Members to confirm that they do not have a declarable interest. 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 26th April, 2017 | 3 - 8 | - |
| 4. | Human Rights Act Statement - To Note | 9 - 10 | - |
| PLANNING APPLICATIONS | | | |
| 5. | S/00672/001 - Garage Site R/O, 7-9, Mansel Close, Slough, Berkshire, SL2 5UG | 11 - 34 | Wexham Lea |
| | <i>Recommendation – Delegate to the Planning Manager for Approval</i> | | |
| 6. | P/00730/076 - 225, Bath Road, Slough, SL1 4AA | 35 - 54 | Cippenham Green |
| | <i>Recommendation: Delegate to the Planning Manager for Approval</i> | | |
| 7. | P/04551/023 - Elvian House, Nixey Close, Slough, SL1 1ND | 55 - 74 | Upton |
| | <i>Recommendation: Delegate to the Planning Manager for Approval</i> | | |
| 8. | P/09881/007 - Unit 3, Blackthorne Road, Slough, SL3 0DA | 75 - 102 | Colnbrook with Poyle |
| | <i>Recommendation: Delegate to the Planning Manager for Approval</i> | | |
| 9. | P/01347/006 - 288-290, High Street, Slough, SL1 1NB | 103 - 118 | Central |
| | <i>Recommendation: Delegate to the Planning Manager for Approval</i> | | |

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|------------------------|---|-------------|-------------|
| 10. | P/01913/011 - 9-10, Chapel Street, Slough, SL1 1PF | 119 - 130 | Upton |

Recommendation: Approval, subject to conditions

MATTERS FOR INFORMATION

| | | | |
|-----|---------------------------|-----------|---|
| 11. | Planning Appeal Decisions | 131 - 132 | - |
| 12. | Members Attendance Record | 133 - 134 | - |
| 13. | Date of Next Meeting | - | - |

Wednesday 5th July, 2017 at 6.30pm

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. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings. 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, 26th April, 2017.

Present:- Councillors Dar (Chair), Ajaib, Bains, Chaudhry, Rasib, Smith and Swindlehurst

Apologies for Absence:- Councillors M Holledge and Plenty

PART I

136. Declarations of Interest

Councillor Chaudhry declared that Agenda Items 5 – PreApp/0087 – Slough Central Library, 85 High Street, Slough, SL1 1EA, Agenda item 6 – Land at Former Octagon Site, Brunel Way and Agenda item 9a – P/02465/014 – 228 High Street, Slough were situated in his ward.

Councillor Rasib advised that he had been contacted by the applicant of agenda item 7 – P/02134/018 – Montem Guest House, 9-13 Montem Lane & 1A King Edward Street). He informed the applicant that he could not comment upon the application and he stated that he would approach the item with an open mind.

Councillor Ajaib declared that Agenda items 5 – PreApp/0087 – Slough Central Library, 85 High Street, Agenda item 6 – Land at Former Octagon Site, Brunel Way and Agenda item 9a – P/02465/014- 228 High Street were in his ward and that he would approach the applications with an open mind.

137. Guidance on Predetermination/Predisposition

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

138. Minutes of the Last Meeting held on 22nd March, 2017

Resolved – That the minutes of the last meeting, held on 22nd March 2017, be approved as a correct record.

139. Human Rights Act Statement

The Human Rights Act Statement was noted

140. Slough Central Library, 85, High Street, Slough, SL1 1EA

The Committee received a pre-application presentation on the proposals for the old Slough Library site on High Street, Slough. It was the first pre-application presentation that the Committee had received following the Council's adoption of the Developer's Protocol on 31st January 2017. The Planning Manager reminded Members of the purpose, scope and format of pre-application presentations.

Planning Committee - 26.04.17

The pre-application presentation was given by representatives of Slough Urban Renewal on a proposed ten storey, mixed use development including two branded hotels (Residence Inn & Moxy), restaurants and 62 residential units on the old Slough Central Library site. The presentation covered the location of the development, outline design and the anticipated regeneration benefits.

After the presentation had been conducted, Members were given the opportunity to ask questions and make initial observations on the proposals. The following is a summary of key questions and issues raised:

- Parking – 80 spaces in the Burlington car park had been set aside for the hotel, disabled parking would be available in the courtyard and a layby had been identified for drop-offs, which was large enough to accommodate a coach. Access and security issues would need to be addressed.
- Elevation and frontage – a number of comments were made about the height of the building and its relationship to adjacent buildings, particularly the stepping down towards Cornwall House and how the angular frontage related to The Curve. It was noted that the detailed design was still being refined.
- Restaurants – it was anticipated that there would be two or three branded restaurants which would help contribute to the regeneration and attractiveness of the town centre. There was unlikely to be any significant retail development on the site.
- Residential – the inclusion of balconies in the residential element of the scheme was discussed. In view of the prominence of the site, consideration would have to be given to the design to ensure the development had a high quality feel.
- Façade and landscaping – several observations were made about the materials to be used on the façade of the building. It was noted that the sketches shown to the Committee were indicative and it had not been decided what the final treatment would be. Members highlighted the importance of both high quality design and retaining as many verges and trees as possible, with sympathetic landscaping where required.

At the conclusion of the discussion, the Chair thanked SUR for the presentation.

141. Land at Former Octagon Site, Brunel Way

Item withdrawn.

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142. 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.

There were no oral representations made to the Committee by Objectors, Applicants or Agents under the Public Participation Scheme.

Resolved – That the decisions be taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the report of the Planning Officer and the amendment sheet tabled at the meeting and subject to any further amendments and conditions agreed by the Committee.

143. P/02134/018 - Montem Guest House, 9-13, Montem Lane & 1A, King Edward Street, Slough, SL1 2QU

| Application | Decision |
|---|---|
| Demolition of existing 28 bedroom guest house and managers flat. Outline planning permission for residential development (means of access only) with lower ground floor parking for 26 cars and 23 bicycles. | Delegated to the Planning Manager for Approval. |

144. Revision of How Core Strategy Affordable Housing Policy is Applied

The Planning Policy Lead Officer and the Special Projects Planner introduced a report to revise how the affordable housing element of the Slough Core Strategy Policy 4 (Type of Housing) was applied in respect of contributions sought from housing developers through Section 106 planning obligations. An update clarifying what was proposed following a Members workshop on affordable housing held on 19th April was included on the Amendment Sheet. Approval was sought in preparation for a revision of the Developers Guide which would be presented to a future Planning Committee for adoption.

The national and local policy context, including the newly adopted Slough Housing Strategy, expected affordable housing to cover a wider range of households and include affordable and intermediate tenures. The proposed changes to the Affordable Housing Policy was part of the planning response to the revised strategic approach. The key elements of the provisions were summarised which were developers building affordable homes; financial contributions for the Council to build or fund affordable homes and viability assessments.

The Committee commented on the report and raised a number of questions. Members asked how the development of 15-25 dwellings, stepped into the

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requirement of social housing would enable SBC to gain a percentage of the numbers. The Officer advised that there was a schedule of rates of money, notional value and that the idea of the sum of money depends on units, using a figure relating to a development. The Officer advised that this work has not been carried out but that it would be included in the developers guide in the future.

The Committee discussed the proposals in detail, particularly the revised table on the Amendment Sheet, and comments on questions were raised about the specific tenure splits and about the financial contributions from developers. A Member asked about whether the revised policy could help to deliver more homes on brownfield rather than greenfield sites. The Officer responded that the circumstances of each site varied considerably and the policy would be applied relative to each site. The revised policy would not make it any easier to develop a greenfield site, however, it would ensure there was a higher proportion of affordable housing on any greenbelt land released. Another Member suggested that the policy could go further to include an even high proportion of affordable housing on greenfield sites to justify the release of such land to meet Slough's strategic housing need. It was noted that this could be considered as part of the review of the Local Plan.

At the conclusion of the discussion, it was agreed to approve the revised approach as set out in the report and the Amendment Sheet.

Resolved – That the revised approach on how affordable housing planning policy was applied be approved.

145. Members Attendance Record

Resolved – That details of the Members Attendance Record be noted.

146. P/02465/014 - 228, High Street, Slough, SL1 1JS

An information report from the Planning Manager was received relating to application P/02465/014 for 228 High Street, Slough. It was an urgent item, added to the agenda with the agreement of the Chair, to ensure the final determination could be made under delegated authority without undue delay.

The application had been determined by the Committee on 7th December 2016 at which Members delegated approval to the Planning Manager subject to improved frontage materials in response to the concerns of Members about the white render finish. The Planning Manager informed the Committee that the applicant's agent had submitted a self-cleaning render system to address the issue of future staining. The finish would be white, however, Officers were satisfied that the system was an 'improved material' which was consistent with the decision of the Committee. A planning condition could be included to ensure the system was maintained in accordance with the manufacturers guidelines.

The Committee noted the report.

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Resolved – That the report be noted.

147. Date of Next Meeting

The date of the next meeting was confirmed as Wednesday 31st May, 2017.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.00 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: | 21-Dec-2016 | Application No: | S/00672/001 |
| Officer: | Christian Morrone | Ward: | Wexham Lea |
| Applicant: | Mr. Mike Broom, Slough Borough Council | Application Type: | Major |
| | | 13 Week Date: | |
| Agent: | Derek Hampshire, The AED Practice Rockwell House, Wartling Hill, Wartling, East Sussex, BN27 1RY | | |
| Location: | Garage Site R/O, 7-9, Mansel Close, Slough, Berkshire, SL2 5UG | | |
| Proposal: | Removal of residential garages and construction of 2 pairs of 3 bedroom semi-detached houses to provide 4no new dwellings; and associated works. | | |

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, and comments from consultees and neighbours, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to consideration of any requirements from Thames Water, the Council's Tree Officer, and finalising conditions.
- 1.2 Under the current constitution this application is being brought to Committee for decision as it is a Council application for which objections have been received.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for 2 pairs of semi detached dwellings comprising a total of 4no. 3 bedroom dwellings at two storeys in height, with associated parking for each dwelling. The red-line site originally accommodated 17 garages, many of which have since been demolished.
- 2.2 Each of the proposed buildings would measure approximately 10.2m wide, depth of 11.6 deep, 5.1 metres to the top of the eaves, and 8.3 metres to the top of the hipped roof.
- 2.3 8no. parking spaces (2 per dwelling) are proposed to the front of the dwellings, with vehicular access from Mansel Close by using the existing vehicular access used to access the garage site.

3.0 **Application Site**

- 3.1 The application site is located to the rear of Mansel Close and Almons Way with an access off of Mansel Close. The site currently has the capacity for 29 garages although the site is generally in a run down condition with many of the garages in a bad state of repair and others that have been demolished. It is proposed to build the proposed buildings on the southern part of the site backing onto the residential properties in Hillersdon. This part of the site has since been fenced-off by the Council and is no longer accessible to the public or for private parking.
- 3.3 The surrounding area consists of a mixture of mostly terraced and semi detached residential properties. The area is residential in its nature.

4.0 **Site History**

- 4.1 S/00672/000: ERECTION OF 2 NO. PAIRS OF THREE BEDROOM TWO STOREY SEMI DETACHED DWELLINGS WITH ASSOCIATED PARKING

AND LANDSCAPING FOLLOWING DEMOLITION OF EXISTING GARAGES.
Approved with Conditions on 23 May 2012. **[Not implemented and now expired]**

5.0 **Neighbour Notification**

5.1 20, Almons Way, Slough, SL2 5UE, 22, Almons Way, Slough, SL2 5UE, 3, Hillersdon, Slough, SL2 5UF, 15, Hillersdon, Slough, SL2 5UF, 16, Almons Way, Slough, SL2 5UE, 18, Almons Way, Slough, SL2 5UE, 13, Mansel Close, Slough, SL2 5UG, 15, Mansel Close, Slough, SL2 5UG, 17, Mansel Close, Slough, SL2 5UG, 34a, Almons Way, Slough, SL2 5UE, 19, Mansel Close, Slough, SL2 5UG, 7, Hillersdon, Slough, SL2 5UF, 11, Hillersdon, Slough, SL2 5UF, 11, Mansel Close, Slough, SL2 5UG, 12, Mansel Close, Slough, SL2 5UG, 28, Almons Way, Slough, SL2 5UE, 10, Mansel Close, Slough, SL2 5UG, 14, Almons Way, Slough, SL2 5UE, 12, Almons Way, Slough, SL2 5UE, 9, Mansel Close, Slough, SL2 5UG, 8, Mansel Close, Slough, SL2 5UG, 30, Almons Way, Slough, SL2 5UE, 1, Hillersdon, Slough, SL2 5UF, 24, Almons Way, Slough, SL2 5UE, 10, Almons Way, Slough, SL2 5UE, 13, Hillersdon, Slough, SL2 5UF, 5, Mansel Close, Slough, SL2 5UG, 7, Mansel Close, Slough, SL2 5UG, 5, Hillersdon, Slough, SL2 5UF, 9, Hillersdon, Slough, SL2 5UF, 32, Almons Way, Slough, SL2 5UE, 3, Mansel Close, Slough, SL2 5UG, 1, Mansel Close, Slough, SL2 5UG, 26, Almons Way, Slough, SL2 5UE, 24a, Almons Way, Slough, SL2 5UE

One letter of objection along with a petition signed by 11 residents have been received with summarised comments about the following:

- Increase in traffic resulting in additional noise and air pollution
- Reduction in parking spaces
- No access for emergency vehicles
- Impact on residents from construction works
- Vehicles damaging property adjacent to the access road

[Case Officer Response: these issues are taken into consideration further below within the relevant parts of this report].

6.0 **Consultations**

6.1 **Local Highway Authority**
Vehicle and Pedestrian Access

- There are no proposed changes to the existing access which was measured to be 2.75m wide;
- The minimum width of an access road under manual for streets 1 guidance is 2.75m;
- This is the only pedestrian and vehicle access to the site and therefore pedestrians have no alternative to using this access;
- The two neighbouring properties have built boundary walls hard up to the

boundary of the access road meaning that there is no safe waiting space for pedestrians if a vehicle approaches from either end when pedestrians are using the path;

- The access road is 36m long and will take circa 28 seconds (1.3m per second) to walk up and down, so vehicles will have to wait for pedestrians to complete the link before starting to enter the access road;
- The proposed scheme involves a mix of residential use and garage use. Most garages are no longer used by local residents for parking their cars as the primary parking location. Most garages are used for storage, with people arriving and departing by car. If the whole site was to be developed for residential use then there would be a greater amount of shared responsibility to drive in a controlled and appropriate manner along the access road. That shared responsibility is weakened with the mix of uses;
- No tracking has been submitted in support of the application to demonstrate what type and length of vehicle can turn into and out of the site access;
- It is unlikely that a removal lorry, refuse vehicle, furniture delivery vehicle (beds/sofas/wardrobes etc), white goods /electrical goods delivery vehicles would be able to negotiate the tight turn into the access, as the applicant has not demonstrated this application is not acceptable;
- It is unclear at this stage as to whether construction vehicles would be able to access the site and therefore it has not been demonstrated that this scheme can be built;
- Parking restrictions (double yellow lines) would need to be implemented on both sides of Mansel Close to ensure access to the site was available by longer vehicles than a private car at all times. This would lead to a loss of parking for local residents;
- This site was previously granted planning consent with the access road widened to circa 4m, widening of the access road is necessary and therefore as currently proposed the application should be refused;

Refuse and Servicing

- There is enough space on each property to accommodate bins towards the rear;
- A bin collection point is located on the northeast corner of the site, which is approx. 36m from the public highway. This is not acceptable, as per Slough Developers Guide Part 4, the drag distance for bins from the bin store to the public highway should not exceed more than 25m.
- There is insufficient space on the access road to accommodate a refuse collection point and therefore the proposed development is unacceptable and should be refused.

Vehicle Parking

- In accordance with local parking standards, a minimum of 2 parking spaces are required for each house, therefore 8 spaces in total and thus what is proposed is acceptable for the proposed dwellings;

- The former use of this site was for garages for the houses and flats in this area and therefore the loss of these garages and hard-standing area will be a loss of amenity for the existing residents. However there are a further 10 spaces located to the north of the site for existing adjoining residents, and this is acceptable.

Cycle Parking

- Plans indicate that each property has a 2x1m shed in the garden which can be used as a cycle store.

Drainage

- Surface water from the new roof area and any additional hard paved areas shall not drain onto the public highway or into the existing highway drainage system

Highways Recommendation

The application should be refused for the following reasons:

1. The layout as submitted is unacceptable as the refuse collection points exceeds the maximum permitted walk distance of 25m for refuse collection operatives as set out in Developers Guide Part 4 and as such would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
2. The access serving the site is inadequate by reasons of its width to serve the proposed development with safety and convenience. Delivery and services would not be able to access the site which would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

6.2 **Thames Water**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.3 **Drainage Engineer**

Surface water from the new roof area and any additional hard paved areas shall not drain onto the public highway or into the existing highway drainage system

6.4 **Neighbourhood Protection / Environmental Services**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.5 **Contaminated Land Officer**

Although there is no significant potentially contaminative land use associated with the site, the proposed development is located within 250m of a historic landfill. As such, further assessment of the risks from ground gases or incorporation of ground gas protection measures in the new dwellings might be required.

Based on the above, the usual conditions are recommended.

6.6 **Tree Officer**

The proposal would have a significant impact on the neighbouring trees to east as their crowns would need to be significantly reduced affect their amenity value. Furthermore, the proposed footprint would within the root protection zone of these trees and therefore would damage their long term health.

6.7 **Waste & Environment**

The 35 metre drag distance exceeds what is normally undertaken by collectors. However, in this instance it is accepted that no other access arrangements can be achieved to safely reduce this distance. Furthermore, the site is blighted from fly-tipping which requires us to access the site from time to time. As such, an exception to the rule is acceptable here.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 **National Planning Policy Framework 2012 and Planning Practice Guidance:**

Core Policies - Achieving sustainable development

Chapter 4: Promoting sustainable transport

Chapter 6: Delivering a wide choice of high quality homes

Chapter 7: Requiring good design

Slough Local Development Framework Core Strategy 2006-2026

Development Plan Document Adopted 2008 policies:

- 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)

Local Plan for Slough March 2004 policies:

- H13 – Backland/Infill Development
- H14 - Amenity Space
- EN1 – Standard of Design
- EN3 – Landscaping
- T2 - Parking

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

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

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

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

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

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on visual amenity
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Impact on Trees
- Crime Prevention
- Highways and parking

8.0 **Principle of development**

8.1 Due to the suburban location, Core Policy 4 requires the provision of family housing. Officers consider the proposal meets the criteria to qualify as family

house as defined by the Core Strategy, which requires a minimum of two bedrooms, 76sqm, and a private rear garden. Furthermore, the proposal would not result in the loss of any family housing. Based on the above, the proposal complies with Core Policies 3 and 4 of the Slough Core, and the principle of new housing in this site is acceptable.

9.0 **Impact on Visual Amenity**

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.

9.4 The design of the proposed dwellings at two storeys in height with hipped roof is similar to the design of other properties in the area and is in keeping with the street scene and would be in keeping with the existing properties that surround the applicant site. As the area is characterised by terraced and semi detached properties it is considered that the creation of semi detached properties is acceptable in principle.

9.5 The proposed buildings would not be visible within the street scene as they would be surrounded by existing properties and would only be visible from the

existing private access way. The proposed dwellings will sit well within the site with the northern part of the site retaining the existing garages and not overly dominating the site. The proposed buildings will be in keeping with other surrounding properties and will fit well and improve the character of surrounding area replacing an existing run down garage block. The provision of housing here will also dissuade fly-tipping on the in this area which has further downgraded the appearance of the site.

- 9.6 A condition can be attached to any permission to agree materials prior to the commencement of the works to further ensure that the buildings will be in keeping with the surrounding area.
- 9.7 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN2 and H13 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012
- 10.0 **Impact to neighbouring residential properties**
- 10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 10.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *“The design of all development within existing residential areas should respect the amenities of adjoining occupiers.”*
- 10.3 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 10.4 The flank elevations of the proposed buildings would be set approximately 18m (min from the rear of the properties in Mansel Close and 23m (min) from the rear of the properties in Almons Way. These distances are in excess of the recommended flank wall to rear wall distance of 15m and would ensure that the surrounding properties in these roads will not have an adverse impact in terms of loss of light, loss of privacy or being overbearing.
- 10.5 The rear elevations of the proposed buildings would be set approximately 30m from the rear of the properties in Hillersdon. This distance is in excess of the recommended rear wall to rear wall distance of 21m and will ensure that the surrounding properties in Hillersdon will not have an adverse impact in terms of loss of light, loss of privacy or being overbearing, and ensures that the privacy to rear amenity area will also be protected.
- 10.6 The proposed parking to the rear boundary of the properties in Almons Way will not result in any loss of amenity to neighbouring property as there will not

be constant vehicle movements and would be not adversely affected more so than the current situation with vehicles using the garages on the site. The proposed access road will not have a detrimental impact as it runs between the two proposed existing buildings that already have an access road between them and the reduced number of trips resulting from the proposals, due to the reduction in the number of garages and the increased width of the access way by 1.2m, will improve this situation.

10.7 No objection is therefore raised in terms of the impacts on adjoining residential properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

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

11.1 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

11.2 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities. This policy is further backed up with the Councils Guidelines for the Provision of Amenity Space around Residential Dwellings.

11.3 The proposed dwellings would have acceptably sized internal spaces that would comply with the Council's guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook. Furthermore, the dwellings would be served by gardens of a size that would comply with Council guidelines

11.4 The proposal is considered to be in accordance with guidance given in NPPF, and Policy H14 of the Adopted Local Plan in terms of amenity space requirements.

12.0 **Impact on Trees**

12.1 The Council's Tree Officer has raised concerns over the impact the proposed foundations and superstructure would have an impact on the roots and crown on the trees within the within the neighbouring gardens to the east. The application form and plans indicate these trees would be removed, however, as they are not in the ownership of the applicant and no agreement with neighbours has been received, their removal can not be certain.

12.2 The Council's Tree Officer has stated that one of the neighbouring trees provides a good contribution to the amenity of the area. As discussed above,

the proposal would have a significant impact on these trees either by virtue crown reduction, or root damage. As such, it would be appropriate to seek mitigation in the form of a new tree and landscaping which can be accommodated towards the northern end of the parking area where there is an existing tree which according to the Council's Tree Officer is in poor health. This may require the parking spaces to be moved southwards slightly which can be negotiated before approval.

- 12.3 Should the owners of the neighbouring properties reject to remove the affected trees then an appropriate foundation system would need to be introduced to mitigate the impact, which can be secured by condition. In the case of the trees remaining, permission from the neighbouring property owners would not be required to reduce the crown with land owned by the applicant.

13.0 **Crime Prevention**

- 13.1 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.

- 13.2 Within the previous determination for this scheme it was found that 'the proposed access way and car parking area is well overlook and has good natural surveillance to combat any possible anti social behaviour'. The provision of further housing and appropriate lighting on the site would improve this, and therefore, requirement Secured by Design would not be appropriate in this instance.

14.0 **Highways and Parking**

- 14.1 The NPPF outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. In considering developments that generate significant amounts of movements, Local Authorities should seek to ensure they are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans and decisions should take account of whether improvements can be taken within the transport network that cost-effectively limits the significant impact of the development. The NPPF supports the adoption of local parking standards for both residential and non-residential development and also states that development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians.

- 14.2 Paragraph 32 of the NPPF states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

- 14.3 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.

- 14.4 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.
- 14.5 This proposal provides 2 parking spaces for each unit which complies with the adopted parking standards. It was concluded with the previously approved planning application that the over trips to/from this site would be reduced, which has been supported by the applicants transport statement.
- 14.6 Within the previously approved scheme (ref. S/00672/001), alterations were negotiated to widen the access road to 4 metres and be constructed as a vehicular crossover with brick pavers. These changes were considered to be needed to allow access for emergency and service/delivery vehicles and to give pedestrians a sense of priority over vehicles. This current application does not propose to widen the access road as the residential properties each side of the access have extended their dwellings to abut the access road. The applicant therefore asserts it is not possible to widen the access road. Based on the width of the road, the Local Highway Authority has objected to the proposal due to delivery and service vehicles being unable to access the site.
- 14.7 Although it is accepted the width of the access road does not meet the standard for larger vehicles, the access is wide enough for cars and smaller delivery vehicles. The fact that the access road does not meet the standard for a limited number of vehicles is not considered to result in impacts that are severe and it is unlikely that as a reason for refusal it would be sustained if appealed. Planning Officers consider the harm can be identified as the following:
- **Disruption in the flow of traffic** - Service/delivery vehicles to four new properties resulting in stopping/waiting on the adopted highway to access the properties, resulting in potential obstruction of the highway and causing disruption in the flow of traffic.
- 14.8 Other issues identified by Officers but not included in the local highway authority's reasons for refusal include:
- **Pedestrian safety** - The shared vehicular and pedestrian access would have an impact on the safety of pedestrians accessing the proposed dwellings. Although this is an existing access which is currently utilised by both pedestrians and vehicles accessing the garage site, the inclusion of housing within the site would result in more vulnerable users (children, elderly, wheelchairs, pushchairs, etc)

using the access. As there are a number of garages remaining at the site, there is potential conflict between the more vulnerable users and the vehicles.

- **Occupier emergency response** – the width of the access road would not accommodate fire or ambulance emergency vehicles, potentially causing a delay in emergency response times to the dwelling houses.

- 14.9 In identifying the potential harm caused by the proposal, any mitigation factors need to be included in order for Officers to weigh the significance of the potential harm caused, which is carried out below.
- 14.10 The local highway authority reasons for refusal relate to the potential obstruction of the highway and causing a disruption in the flow of traffic. Firstly, this significance of this impact should be considered in context of the roadway that would be affected which is a 'no-through road' serving residential housing. Secondly, the proposal is for 4no. dwellings, so the number of vehicle movements involved would be less than the previous garage site.
- 14.11 The Council's Waste Services team has confirmed that their bin collectors will manually collect and return bins from the proposed collection point which is well within the site. Planning Officers consider the additional time waiting on the adopted highway which is a no-through road by the refuse truck would not lead to an extended or substantial hold up in the flow of traffic in the street, and therefore would result in severe harm.
- 14.12 With regard to deliveries, it is accepted that due to internet shopping, deliveries to domestic properties within the borough has significantly increased in recent years. According to the submitted transport statement and the local highway authority response, smaller delivery vehicles should be able to access the site with some careful manoeuvring. Larger delivery vehicles would need to park in Mansel Close and manually deliver goods along the access road. This would result in larger vehicles parking in Mansel Close, which they currently need to do to serve the existing houses in the street. In order to serve an additional 4no. dwellings, the additional occurrence and additional waiting time would not lead to an extended or substantial hold up in the flow of traffic in the street, and therefore would result in severe harm.
- 14.13 Planning Officers consider pedestrian safety issues can be somewhat mitigated by introducing appropriate safety/speed calming measures such as road markings/block paving indicating it's a shared surface with pedestrian priority and speed bumps on at each end.
- 14.14 With regard to emergency vehicle access, the dwellings can be fitted with a sprinkler system to help mitigate any lag in fire response. Furthermore, the plans indicate a fire hydrant approximately 75 metres from the furthest proposed dwelling. This is considered by Officers to acceptable mitigate any

unacceptable fire risk. Regular Ambulance vehicle would also not be able to access the front doors of the proposed dwelling. Although undesirable, this is common in many flatted developments within the borough where the Ambulance vehicles are unable to access the front doors, resulting in a lag similar in nature, particularly to the upper floors. As such, Officers consider the access for Ambulance vehicles would not be significantly different to existing flatted development within the borough.

- 14.15 Based on the above, Planning Officers consider the proposal would not wholly comply with planning policy in terms of larger service/delivery vehicles and pedestrian access; however no substantial harm has been identified. Furthermore, the harm identified above needs to be balanced against the benefits of the proposal, which is summarised below.

15.0 **Planning Conclusion**

- 15.1 As described above, the potential harm has been identified due to the narrow width of the access road. The benefits of the proposal include providing 4no. family houses of which there is a need within the borough, and improving the visual amenity and natural surveillance of the site itself. On balance, Planning Officers consider that the identified adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. As such, this application is recommended for approval.

16.0 **PART C: RECOMMENDATION**

- 16.1 Having considered the relevant policies set out below, and comments from consultees and neighbours, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to consideration of any requirements from Thames Water, the Council's Tree Officer, and finalising conditions.

17.0 **PART D: LIST CONDITIONS AND INFORMATIVES (TBC)**

1. Commence within three years

The development hereby permitted shall be commenced within three years of 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. Drawing numbers

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. SB1615/PL01 Rev A, Dated 09/12/2016, Recd 19/12/2017
- b) Drawing No. SB1615/PL03 Rev A, Dated 09/12/2016, Recd 19/12/2017
- c) Drawing No. SB1615/PL04 Rev D, Dated 15/12/2016, Recd 19/12/2017
- d) Drawing No. SB1615/PL05 Rev B, Dated 15/12/2016, Recd 19/12/2017

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. Phase 1 Desk Study and Preliminary Risks Assessment

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

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

4. Phase 2 Intrusive Investigation Method Statement

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

rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

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

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

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

6. Remediation Validation

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

protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

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

7. Samples of materials

Samples of external materials (including, reference to manufacturer, specification details, and positioning) to be used in the construction of external envelope, access road, pathways and communal areas 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. Notwithstanding the submitted plans, an increase in brickwork to the external envelope of the dwellings hereby approved (such as to the ground floors) would be required.

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.

8. Submission of tree protection or confirmation of neighbour tree removal

No development shall commence until either:

- a) tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.
- b) The trees within the neighbouring properties have been removed.

REASON To ensure proposed development would not cause unwarranted damage to the long term health of the neighbouring trees.

9. Landscaping Scheme

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

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

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

10. Drainage philosophy (TBC)

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

11. Surface water discharge agreement (TBC)

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

12. 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 writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in

surrounding residential streets.

13. Working Method Statement

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

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

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

REASON In the interests of the amenities of the area.

14. External site lighting

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

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

15. Contaminated Land

TBC

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, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

16. Pedestrian safety details

No part of the development shall be occupied until pedestrian safety details and appropriate traffic calming features have been submitted to and approved in writing by the local planning authority. The approved details shall be completed prior to first occupation and retained and maintained thereafter to the satisfaction of the local planning authority.

Reason: To ensure that adequate pedestrian access to the development and in the interest of road safety in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008 and the requirements of the National Planning Policy Framework 2012.

17. Boundary Treatment

Before the dwellings hereby approved are occupied, a suitable means of enclosure of 1.8 metres high timber fence as shown on Drawing No. SB1615/PL04 Rev D, Dated 15/12/2016, Recd 19/12/2017 shall be erected along the site boundaries and the said boundary shall be maintained in its permitted form in perpetuity.

REASON To safeguard the visual amenities of the locality and the privacy and amenity of adjoining properties, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

18. Removal of Permitted Development rights – outbuildings

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), Schedule 2, Part 1, Class E no buildings greater than 15 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size of property and location of the development, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

19. Removal of Permitted Development rights - extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any order revoking, re-enacting or modifying that Order), no extensions or enlargements within Schedule 2, Part 1, Classes A, B, C and D of the Order shall be carried out without the express permission of the

Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size of property and location of the development, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

20. No additional windows

No window(s), other than those hereby approved, shall be formed in the northern or southern side elevations 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 Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

21. Obscure non-opening glazing

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

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

22. Refuse and recycling

The approved refuse and recycling stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

23. Cycle parking

The approved cycle parking shall be completed prior to first occupation of the development and 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.

24. Car parking

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

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004

INFORMATIVES:

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. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.
3. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
4. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
5. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
6. Highways:

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.

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

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

the Environment Agency will be necessary.

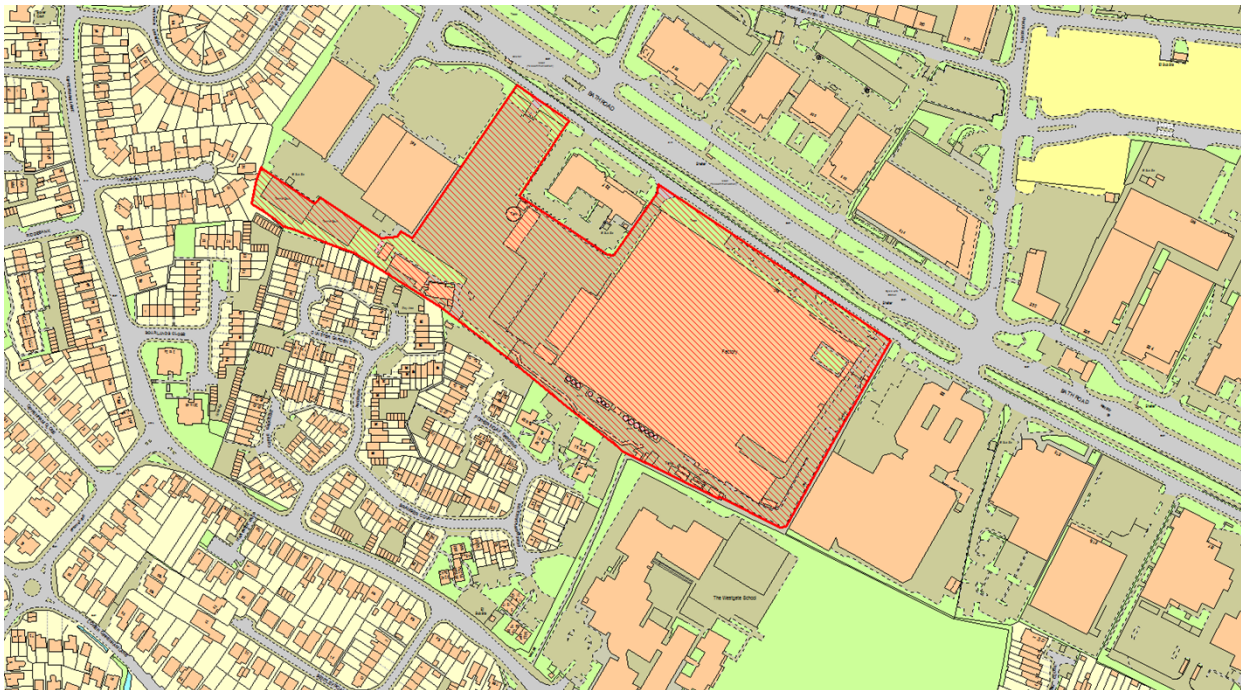
The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

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.

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|--------------------|---|-------------------|-----------------|
| Registration Date: | 09-Aug-2016 | Application No: | P/00730/076 |
| Officer: | Mark Doodes | Ward: | Cippenham Green |
| Applicant: | Segro (225 Bath Road) Limited | Application Type: | Major |
| | | 13 Week Date: | 8 November 2016 |
| Agent: | Mr. Benjamin Taylor, Barton Willmore Regent House, 4, Homer Road, Solihull, B91 3QQ | | |
| Location: | 225, Bath Road, Slough, SL1 4AA | | |
| Proposal: | Outline application with means of access (in part) for the redevelopment of the site for B1(c)/B2/B8 uses as well as Data Centre/Car Showroom (Sui Generis Use), associated infrastructure, car and cycle parking, drainage infrastructure, boundary treatments, landscaping and other ancillary 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 major development.

1.2 Having considered the relevant policies set out below, the comments from consultees received to date and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval following consideration of further details/amendments relating to transport and highway matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is an outline planning application (means of access, in part only, to be determined at this stage and all other matters reserved) for the proposed redevelopment of a mixed use scheme on one of the larger sites within the Trading Estate portfolio.

2.2 The proposed building is expected to be 18m tall at its highest point with reductions in building height graduating to a height of 12m toward the rear of the site. The proposed building will have a Gross External Area (GEA) of 31,000m². There are a number of uses that could come forward as part of the total cumulative floorspace of 31,000m² on site and the applicants have indicated that the maximum amount of floorspace for each of the proposed uses that could come forward are as set out in the table below;

| Use | Max Floor area |
|-----------------------------|-----------------------|
| B1(c) (Offices) | 23,400m ² |
| B2 (Light Industry) | 23,800m ² |
| B8 (Storage & Distribution) | 23,800m ² |
| Data Centre (Sui Generis) | 31,000m ² |
| Car Showroom (Sui Generis) | 8400m ² |
| Trade Counter (Sui Generis) | 6500m ² |

2.3 The proposals, being in outline, are intended to allow flexibility for a number of different occupiers to coexist on the site or fewer larger ones. The breakdown of such occupiers is not a material consideration. This approach can make it more difficult to accurately model for different traffic scenarios. This matter is discussed later.

2.4 No details other than the uses, volumes and access have been provided at this stage. However, a parameters plan has been

produced, (Drawing No. 4295-010 Revision K) which indicates the following:-

- Building zones and heights – these show that nearest to the Bath Road the built form would be 18m in height and that at this height the building would be a minimum 50m from the rear boundary of the site. The building would then drop to a height of 15m at a minimum of 25m from the rear boundary and finally would drop to a height of 12m at a minimum of 10m from the rear boundary.
- Service zones are shown to include access roads, service yards, car parking, cycle parking and soft and hard landscaping
- Car park zone including car parking and soft and hard landscaping
- Minimum 5 metre landscape buffer including existing trees with enhanced planting. The landscape buffer is proposed along the southern boundary, which adjoins existing residential development.
- Access zone onto service road – details to be agreed at Reserved Matters stage
- Acoustic fence to screen service yards, height and density to be agreed with SBC.

For clarification the parameters plan sets limits rather than indicating the extent of development; so the size and design of a building or buildings would be provided at the reserved matters stage.

2.5 The proposed development has been the subject of pre-application advice. Multiple changes have been undertaken to the proposed development during the course of the application.

2.6 The applicant is proposing a number of improvements to Aspro Alley as part of the application including new CCTV, lighting, widening (by 2m) and removing hiding places along the length.

3.0 **Application Site**

3.1 The site is 1.77Ha and fronts Bath Road and consists of 1-2 storey buildings that are approximately 8-10m in height. The built area of the site is 28259m². The site is presently vacant.

3.2 The site is situated within Slough Trading Estate, which is located approximately 2 miles to the west of Slough Town Centre and is located on the southern edge of the Trading Estate. The Trading Estate covers an area of 162.4 hectares. The site currently has four access points on the northern side of the site accessed from a slip road that runs parallel to the A4.

- 3.3 The site is within an area designated as an Existing Business Area in the Slough Local Plan (former Sara Lea Factory). The buildings that presently occupy it are not considered to be of any architectural merit.
- 3.4 To the west of the site is the Westgate retail park and to the east of the site is the community and religious centre at 221 Bath Road. The Westgate school and residential properties in Fotheringay Gardens, Avebury and Dunster Gardens are to the south. A row of mature trees and landscaping forms the southern boundary softening the edge of the site that is closest to nearby homes.
- 3.5 Unusually, the site wraps around number 227 Bath Road on three sides. Number 227 was an office building but prior approval for the change of use of the building to 58 1-bed flats was granted on 11 May 2017 (Planning Ref: F/00730/081).
- 3.6 The land around the site plays an important part in connecting the two Cippenham wards to employment sites. Based on data gathered in 2014 for the Local Plan (available on the SBC website) the two Cippenham Wards have a combined total population of 22,000 residents. The Aspro Alley footway is one of the few routes to connect these residents with employment and the only one that is not adjacent to a road. It is understood that the Trading Estate currently accommodates approximately 17,500 employees working within around 400 companies. Presently this footway is recognised as being narrow, poorly lit, overlooked and as a result will be underused.
- 3.7 The site is considered to benefit from good wider pedestrian and cycle links (for employment purposes) and is (for Framework) purposes considered to be in a sustainable location.
- 3.8 The opportunities to walk and cycle on Bath Road are very good, with two shared footway/cycleways provided along the southern and northern side of Bath Road. There are signalised pedestrian and cycle crossings provided across Bath Road.
- 3.9 A cycle hire hub scheme has been provided by Slough Borough Council on the opposite side of the A4 Bath Road. This provides the opportunity to hire bicycles to link with journeys via Burnham and Slough railway stations. The nearest bus stops to the application site are located on Bath Road, with eastbound and westbound stops both within a few minutes walk.
- 3.10 Burnham Station is the nearest railway station to the application site and is located approximately 1.6 kilometres to the west of the site.

4.0 **Site History**

- 4.1 The site has an extensive planning history which relates to the former factory site and previous planning applications are not considered to be relevant to the determination of the current planning application.

5.0 **Neighbour Notification**

- 5.1 Citroen Uk Ltd, 221, Bath Road, Slough, SL1 4BA,
36, Avebury, Slough, SL1 5SY,
38, Avebury, Slough, SL1 5SY,
40, Avebury, Slough, SL1 5SY,
48, Avebury, Slough, SL1 5SY,
58, Avebury, Slough, SL1 5SY,
3, Fotheringay Gardens, Slough, SL1 5SP,
70, Fotheringay Gardens, Slough, SL1 5SR,
73, Fotheringay Gardens, Slough, SL1 5SP,
75, Fotheringay Gardens, Slough, SL1 5SP,
72, Fotheringay Gardens, Slough, SL1 5SR,
54, Fotheringay Gardens, Slough, SL1 5SR,
56, Fotheringay Gardens, Slough, SL1 5SR,
58, Fotheringay Gardens, Slough, SL1 5SR,
60, Fotheringay Gardens, Slough, SL1 5SR,
48, Fotheringay Gardens, Slough, SL1 5SR,
50, Fotheringay Gardens, Slough, SL1 5SR,
52, Fotheringay Gardens, Slough, SL1 5SR,
62, Fotheringay Gardens, Slough, SL1 5SR,
1, Fotheringay Gardens, Slough, SL1 5SP,
The Westgate School, Cippenham Lane, Slough, SL1 5AH,
14, Egremont Gardens, Slough, SL1 5SW,
22, Fotheringay Gardens, Slough, SL1 5SR,
24, Fotheringay Gardens, Slough, SL1 5SR,
26, Fotheringay Gardens, Slough, SL1 5SR,
28, Fotheringay Gardens, Slough, SL1 5SR,
16, Fotheringay Gardens, Slough, SL1 5SR,
18, Fotheringay Gardens, Slough, SL1 5SR,
20, Fotheringay Gardens, Slough, SL1 5SR,
30, Fotheringay Gardens, Slough, SL1 5SR,
4, Egremont Gardens, Slough, SL1 5SW,
42, Avebury, Slough, SL1 5SY,
Sara Lee & Body Care Ltd, 225, Bath Road, Slough, SL1 4AU,
2, Egremont Gardens, Slough, SL1 5SW,
6, Egremont Gardens, Slough, SL1 5SW,
8, Egremont Gardens, Slough, SL1 5SW,
12, Egremont Gardens, Slough, SL1 5SW,
16, Egremont Gardens, Slough, SL1 5SW,
7, Fotheringay Gardens, Slough, SL1 5SP,

44, Avebury, Slough, SL1 5SY, McAfee,
227, Bath Road, Slough, SL1 5PP,
9, Fotheringay Gardens, Slough, SL1 5SP,
8, Fotheringay Gardens, Slough, SL1 5SR,
10, Fotheringay Gardens, Slough, SL1 5SR,
12, Fotheringay Gardens, Slough, SL1 5SR,
14, Fotheringay Gardens, Slough, SL1 5SR,
2, Fotheringay Gardens, Slough, SL1 5SR,
4, Fotheringay Gardens, Slough, SL1 5SR,
6, Fotheringay Gardens, Slough, SL1 5SR,
50, Avebury, Slough, SL1 5SY,
52, Avebury, Slough, SL1 5SY,
10, Egremont Gardens, Slough, SL1 5SW,
54, Avebury, Slough, SL1 5SY,
56, Avebury, Slough, SL1 5SY,
18, Egremont Gardens, Slough, SL1 5SW,
5, Fotheringay Gardens, Slough, SL1 5SP,
38, Fotheringay Gardens, Slough, SL1 5SR,
40, Fotheringay Gardens, Slough, SL1 5SR,
42, Fotheringay Gardens, Slough, SL1 5SR,
44, Fotheringay Gardens, Slough, SL1 5SR,
32, Fotheringay Gardens, Slough, SL1 5SR,
34, Fotheringay Gardens, Slough, SL1 5SR,
36, Fotheringay Gardens, Slough, SL1 5SR,
46, Fotheringay Gardens, Slough, SL1 5SR,
46, Avebury, Slough, SL1 5SY, L G Electronics,
250-252, Bath Road, Slough, SL1 4DX,
Douwe Egberts Coffee, 225, Bath Road, Slough, SL1 4AA,
Fiat Auto (uk) Ltd, 240, Bath Road, Slough, SL1 4DX,
Egain Coms, 258, Bath Road, Slough, SL1 4DX,
Furniture Village Ltd, 258, Bath Road, Slough, SL1 4DX,
Secure Comuting Ltd, 227, Bath Road, Slough, SL1 5PP,
230, Bath Road, Slough, SL1 4DX

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application has been advertised in The Slough Express.

5.2 No representations received at the time of writing this report.

6.0 **Consultation**

6.1 Thames Water

No comments received.

6.2 Environmental Quality

No objection subject to standard conditions requiring;

- 1) Phase 1 Desk based study and site walk over.
- 2) Phase 2 Intrusive Investigation Method Statement
- 3) Phase 3 Quantitative Risk Assessment & Remediation Strategy
- 4) Valuation of any remediation

6.3 Transport/Highway Safety

Trip Generation

Trip rates raise no concerns due to the allocated employment nature of the site and the “fall back” position of a large scale factory.

Car Parking

There is no reason to assume that the large site cannot accommodate the required parking spaces.

Access

Access is expected to be anywhere along the frontage to the A4 and will nonetheless form part of a reserved matters application.

Cycle Parking

Cycle parking can be provided in accordance with the Slough Local Plan cycle parking standard of 1 space per 125m² of floor area. Onsite shower and lockers provision will also be expected. These matters can be part of the detailed design stage.

Travel Plan

No travel plan has been provided at this stage. Should the application be approved, it is recommended that a £6,000 Travel Plan Contribution is sought.

Conclusion

No objection, subject to conditions and contributions secured via a legal agreement.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this S106 agreement will obligate the developer to enter into a Section 278 agreement for the satisfactory implementation of the works identified in the highways and transport schedules.

The highways schedule includes:

- Temporary access point (as necessary);
- Installation of crossover / junctions – (number of accesses and location to be agreed as part of reserved matters application, accesses to be located 30m apart radius to radius);
- Widen the southern service road at the proposed site access junctions taking account of the proposed HGV movements ingressing and egressing from the access junctions);
- Widen the southern service road to 6m in width along the section that a car transporter is likely to load and un-load from (this should be provided irrespective of whether it is shown that a car transporter can enter the site);
- Pedestrian dropped kerbs and tactile paving be provided on all of the vehicle access points;
- Reconstruct the footway fronting the application site (as necessary);
- Reinstatement of redundant access points to standard footway construction;
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Retaining wall (as necessary);
- Construction and dedication as highway maintainable at the public expense, free of charge, the widened Aspro Alley public right of way to form a lit cycle/pedestrian route (4m in width) along the eastern and southern boundaries of the site;
- Construction of a path link between the existing cycleway and the Bath Road service road opposite the end of the re-aligned Aspro Alley;

The transport schedule:

- Travel Plan contribution per development that meets the threshold for a Travel Plan as set out in Developers Guide Part 3;
- Travel Plan(s);
- TRICS SAM travel plan surveys;
- CCTV provision and signage of Aspro Alley connected to the Council's CCTV centre;
- Routing agreement for HGVs travelling to the site avoiding AQMAs in the borough – i.e. accessing the site via M4 J7;
- Electric Vehicle charging points in accordance with IAQM guidance;

6.4 Air quality

No objection, subject to the following contributions and conditions.

- 1) "The Developer will use reasonable endeavours to ensure that all HGVs (over 3.5 tonnes), accessing the site through the Tuns Lane Air Quality Management Area for operational, construction purposes, servicing and waste collection purposes, as a minimum,

be in full compliance with the Euro VI Standard.”

- 2) “The provision of at least 10% of car parking allocated to Mode 3, Type 2 EV chargers
 - a. The EV shall be smart metered in compliance with Article 2 and Annex Z of Directive 2012/27/EU on energy efficiency
 - b. 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. (The exception are dedicated car parking for staff which will not require open access to the public)
 - c. EV chargers shall comply with a minimum standard a Mode 3, Type 2 charger accessible to the public and are capable of charging an electric vehicle with a power less than or equal to 22KW and greater than or equal to 7Kw.
 - d. EV chargers shall be post mounted dual charging units.
 - e. 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

- 3) “ A detailed and monitored Sustainable Travel Plan with clear ULEV (Ultra Low Emission Vehicle) targets with up-take rates to be reported on annual basis, as well as promoting sustainable transport travel, walking, cycling and public transport. The travel plan will need to be approved by the Local Planning Authority.

- 4) A section 106 contribution towards offsetting ‘measure’ in lieu of a damage cost calculation of £75,000 towards the installation and operation of a Type 2 ‘50 Kw DC Rapid Charger within a public location off Bath Road – the charger will conform to EU Directive 2014/94/EU. The Charger will be able to offer both AC and DC charging in one unit.

PART B: PLANNING APPRAISAL

7.0 Policy Background

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

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

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

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004:

Policy EMP2 – Criteria for Business Developments
Policy EMP7 – Slough Trading Estate
Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy EN34 – Utility Infrastructure
Policy T2 – Parking Restraint
Policy T7 – Rights of Way
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities

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

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

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

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

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

Composite Local Plan for Slough in July 2013.

Other Relevant Documents/Guidance

Local Development Framework Site Allocations Development Plan Document

Slough Borough Council Developer's Guide Parts 1-4

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Parking and highway safety;
- 4) Residential Amenity
- 5) Aspro Alley improvements.

8.0 **Principle of Development**

8.1 A presumption in favour of sustainable development lies at the heart of the National Planning Policy Framework. It is recognised that sustainable development has economic, social and environmental dimensions that are mutually dependent. The National Planning Policy Framework also sets out the Government's commitment to securing economic growth in order to create jobs and prosperity and states that the planning system should help to facilitate this.

8.2 Development plan policies relevant to the consideration of the principle of the proposed development are as follows:

8.3 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This policy requires that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.

8.4 Core Policy 5 of the Core Strategy states:

Intensive employment-generating uses such as B1(a) offices will be located in the town centre in accordance with the spatial strategy.

B1(a) offices may also be located on the Slough Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the estate.

8.5 Policy EMP2 sets out criteria for business developments and Policy EMP7 relates to the Slough Trading Estate. This policy states:

Within the Slough Trading Estate, as shown on the Proposals

Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:

a) major independent B1(a) office developments being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and

b) there being no overall increase in the number of car parking spaces within the estate.

- 8.6 The Trading Estate is identified as an Existing Business Area. Whilst a Simplified Planning Zone Scheme is in operation for the Trading Estate, the proposed development would fall outside of the scope of this and as such planning permission is required.
- 8.7 There is no objection to the demolition of the existing buildings as replacement commercial use is proposed. The existing buildings on the site are currently vacant and bringing forward the redevelopment of this site with a building of high quality is considered to be desirable.
- 8.8 The Trading Estate is identified as an area for comprehensive regeneration in the Core Strategy to enable it to continue to attract inward investment, create jobs and offer opportunities for improving skills and training to local people. It is accepted that the proposal could better respond to current market conditions and would assist in improving the attractiveness of the site through a deliverable, high quality building, which would ensure that the site is well utilised for employment purposes.
- 8.9 The proposed development would provide considerable direct and indirect employment opportunities for the local area, during both the construction and end user phases. The proposal would play a part in the regeneration of the Trading Estate, as sought by development plan policies, and also assist in attracting inward investment, creating jobs and offering opportunities for improving skills and training to local people.
- 8.10 No issues are raised as to the mix of employment uses proposed, as the breakdown and detail of the mix will be the subject of further discussions at the reserved matters stage.
- 8.11 In light of recent changes to permitted development rights, a condition is recommended to ensure that the building shall only be used for office purposes in the interests of ensuring that there may be no loss of the defined Existing Business Area to non-employment generating uses in the future.

9.0 **Design and Impact on the Street Scene**

9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed development should be of a high standard and should reflect the character and appearance of the surrounding area. Policy EN1 of the Adopted Local Plan for Slough sets out detailed design criteria which development proposals are required to comply with and Core Policy 8 of the Core Strategy states the following:

High Quality Design:

All development will:

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

9.2 The National Planning Policy Framework recognises the indivisibility of good planning and good design. Development proposals should be of a high quality and be inclusive.

9.3 The Planning Practice Guidance acknowledges that good quality design is an integral part of sustainable development. The Guidance states:

Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

Good design responds in a practical and creative way to both the function and identity of a place.

9.4 The design itself is not to be considered in this application, but the heights set out on the parameters plans will set the maximum massing which is a matter that requires consideration. This part of Bath Road is characterised by larger plots with a modern commercial “headquarters” form of architecture mixed amongst other forms of more functional designs. The distance between the Bath Road itself and the frontage (afforded by the service roads and soft landscaping) also allows scope for taller buildings to not impose on the street scene as would be the case in narrow roads.

- 9.5 Overall officers are comfortable that the introduction of an 18m high building facing Bath Road could be designed in such a way as to ensure that the elevation brings variation and interest to the street scene by the use of materials, features and other architectural mechanisms. At the reserved matters stage, officers will consider layout, scale, appearance and landscaping and will seek to ensure that any proposals will contribute positively to the street scene.
- 9.6 Core Policy 8 requires that developments must be designed and constructed in a sustainable manner to help reduce carbon emissions, pollution, flooding and limit depletion of natural resources, etc. At this stage there is no reason to believe that the site will offend prevailing policy in terms of building efficiency.
- 9.7 Officers have worked with the applicant to secure improvements to Aspro Alley. These improvements are proposed as;
- CCTV coverage
 - Removing of hiding places
 - Removing of razor wire
 - Applying anti-graffiti paint
 - Provision of mirrors at suitable points
 - Provide new lighting
 - Widening of the alley by 2m

10.0 **Parking and Highway Safety**

- 10.1 Development plan policies relevant to the assessment of these matters are as follows:
- 10.2 Core Policy 5 of the Core Strategy states that the location, scale and intensity of new employment development must reinforce the Spatial Strategy and Transport Strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons.
- 10.3 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 10.4 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 10.5 Policy T8 of The Adopted Local Plan for Slough relates to Cycling

Network and Facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development.

- 10.6 The applicant has submitted a Transport Statement and Framework Travel Plan in support of their application. The Council's Transport consultant has been consulted. No objection has been raised, subject to contributions and conditions.
- 10.7 There is no reason to believe that parking provision would be unacceptable at the reserved matters stage.
- 10.8 Cycle parking spaces are expected to be provided on site. The level of provision would need to accord with Policy T8 of the Adopted Local Plan for Slough. The provision of lockers and shower facilities will also be required.
- 10.9 A Travel Plan Contribution is sought.
- 11.0 **Neighbour Amenity Impact**
- 11.1 The application has prompted four objections from local residents. These objections highlight a number of legitimate planning matters that all relate to amenity concerns. All objections concern; Overshadowing, Noise, Design, landscaping and security.
- 11.2 Officers are not concerned visual impact to the west (westgate centre), north (due to the separation afforded by the A4) and the east where mixed community uses exist. Concerns are raised as regards the relationships between the proposals and number of dwellings to the south located in Avebury and Fotheringay Gardens.
- 11.3 These units, particularly the terrace of units along 50-58 will see development brought closer and much taller than presently exists on the site. The garden of Number 58 Avebury (an objector to the scheme) faces the site at an angle. It is a reasonable assumption that a 12m (four storey equivalent) commercial development will have an adverse impact upon the outlook and quality of life of the occupants of this home. No 3d modelling has been provided to support a contrary position.
- 11.4 The separation has not been stated out on the submitted plans but has been scaled by officers to be approx. 20m to the nearest habitable window. The outlook from many rear windows, and others in the area (whilst private views) will be adversely altered as a result of the development.

- 11.5 However, there are a number of mitigating factors at hand, specifically;
- 11.6 1) These residents have purchased or rented properties in the knowledge that a commercial site exists close-by
- 11.7 2) The existing buildings are between 8-10m tall and
3) all site activity would have been of an industrial nature (therefore it is reasonable to assume that the nature of noise disturbance was broadly similar).
- 11.8 4) A new thicker 5m landscape buffer is proposed along this edge of the site.
- 11.8 In light of the above the impact of the development upon local residents can only be assessed in so far as the difference between the existing and proposed schemes.
- 11.8 Officers are not concerned regarding development impact upon residents of Dunster Gardens since only a car park is proposed adjacent this street.
- 11.9 Overall officers assign moderate adverse weight to the visual impact of the building. This conflict is passed to the planning balance.
- 11.10 It is now necessary to examine the three strands of sustainable development to reach broader conclusions as to the merits of the scheme.
- 12.0 **Economic Role**
- The government expects significant weight to be given to the economic benefits of planning permission. Paragraph 18 of the Framework states “*The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.*”
- 12.1 In the applicant’s planning statement a claim is made that the site will generate approx. 380 jobs on site and an attendant number in the wider economy. Gross Value Added by the proposals is expected to be around £31.5M (no period of time associated with this number has been stated).
- 12.2 Tempering this claim, which officers have little doubt is fairly calculated, is the fact that the site is *already* an allocated site. No detail has been provided as to what the GVA of the existing site was or what alternative schemes (which are within the same massing/scale envelope) could be able to deliver. For clarify for members, such a comparison is not entirely helpful since a comparison with the greenfield site is not a useful one. It is

accepted that the site is presently vacant but this is not the same as the site being incapable of being occupied.

12.3 Despite the lack of this information to draw balanced conclusions upon, officers note the overall scale of the site and continue to assign *significant* weight to this facet of sustainable development and welcome the investment and job creation that the proposals will deliver against a presently vacant site.

13.0 **Social Role**

13.1 Planning should be a creative exercise that seeks solutions and not problems. This site represents a once in a generation opportunity to improve a narrow and poor quality footway that links many thousands of people to many thousands of jobs. Such an opportunity should be taken very seriously for the wider public interest.

13.2 Officers have worked over a two year period to secure a realignment of the footway straight through the site to the A4. This would have the effect of dissecting the site into two parcels. The applicant has resisted this desire and as a compromise a number of improvements to Aspro Alley were put forward as an alternative.

13.3 Both the applicant and Authority agree that Aspro Alley is of a poor quality. Officers believe that the poor quality of the user experience is resulting in a lack of use, particularly by vulnerable groups during darker winter evenings. It is a well established principle of good public places (explained most recently in Buildings for Life 12) that intervisibility is important in creating secure places to use. People will avoid committing to a route without being able to see what threats lay around the corner.

13.4 The alley way is presently too narrow for a buggy and a cyclist to pass one another and needs to be widened.

13.5 Since 2015 officers have sought to secure a wider footway (along with other improvements for the alleyway). An additional two metres of a preferred four meters has been secured along with CCTV, improved lighting, mirrors etc.

13.6 It was important to officers that an opportunity to improve the connectivity of the area ought not be surrendered easily as the footway will remain a legacy of the site long after the present proposals are replaced in 30-40 years time.

13.7 The alley way is not an isolated leisure route but is an urban route between employment, housing and other local transport links such as the cycle hire scheme and bus services. Good urban design puts the users needs and “desire lines” high up in the legibility

criteria.

13.8 Officers assign significant weight to the degree to which the application improves the travel choices local residents are able to make to assist in relieving congestion, improve health, improve air quality, encourage low carbon transport and provide safe access to the area for employees, pupils and residents alike.

13.9 Officers are content that the 2m land surrender offered add positive weigh to the proposals.

14.0 **Environmental Role**

14.1 The Environmental strand of sustainable development concerns a range of matters such as the impact on the immediate environment as well a wider consideration of the environment on a national level.

14.2 Measures have been agreed to such as the inclusion of on-site Electric Vehicle Charging points, the use of Euro VI emissions vehicles for the construction process and contributions to off-site (local) EV charging bays for public use as well as building fabric. Officers are satisfied that the proposed development will provide some on and off site gains.

15.0 **Heads of Terms**

15.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

15.2 The developer has indicated that they are willing to enter into a Section 106 Agreement and a draft Heads of Terms has been submitted as part of the application. This will include on and off-site mitigation.

15.3 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

15.4 Members will be updated as regards the level and nature of the contributions on the day of committee (by way of a Committee Amendments Sheet) as some discussions are still ongoing.

16.0 **Process**

16.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. Pre-application advice has been provided by the Planning and highway authority. The development is considered to bring with it investment and other economic gains but this is balanced against other requirements of sustainable development as set out in Paragraph 7 of the National Planning Policy Framework.

17.0 **Summary & Planning Balance**

17.1 There is strong merit in supporting a scheme that intensifies an allocated employment site, and simultaneously exploits an opportunity to improve a recognised poor quality footway. Officers are content that a footway that is double the width it is presently and will be far more attractive to users. As such the application will deliver wider community / social gains and benefits.

17.2 Segro are recognised for their role in cooperating positively in discussions and making suggestions for improvement that had not previously been considered and supporting initiatives to improve the local environment.

17.3 The application has strong merit in all three of the three strands of sustainable development. The moderate impact on the private views of a small number of local residents are not considered to outweigh the public gains of the proposals in terms of investment, job creation, footway improvements and other provisions discussed elsewhere.

18.0 **PART C: RECOMMENDATION**

Recommendation

18.1 The recommendation is to delegate the application to the Planning Manager for approval following consideration of further details/amendments relating to transport and highway matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

18.2 If footway widening measures are not provided within two months from the date of this Planning Committee or a date to be agreed in writing to the satisfaction of the Planning Manager, the application

is to be refused at the earliest opportunity by Local Planning Authority delegated by this committee.

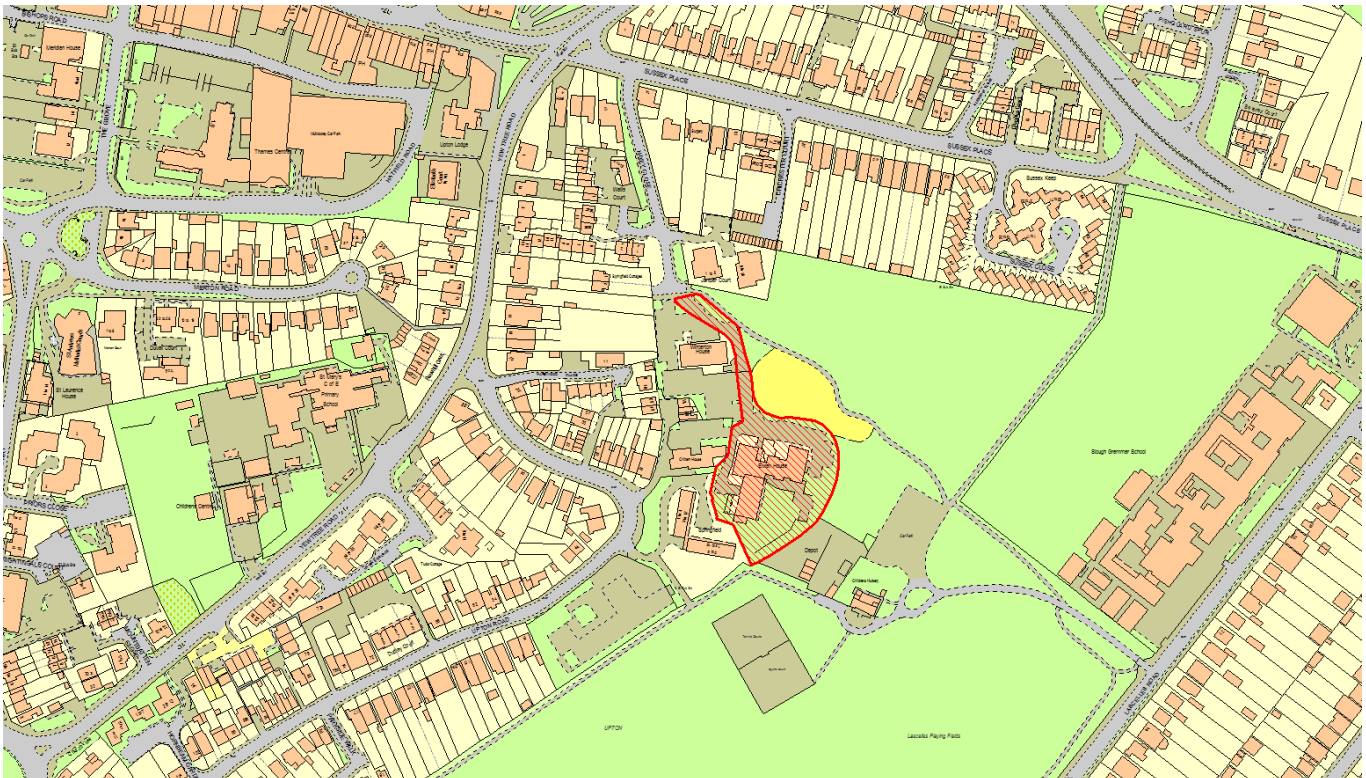
19.0 PART D: CONDITIONS

19.1 DRAFT HEADINGS OF CONDITIONS:

1. Reserved matters
2. Time limit
3. Parameters
4. Samples of materials – building and roads
5. Parking provision
6. Electrical charging bays and points
7. Cycle parking
8. Means of access
9. Acoustic fence
10. Plant equipment
11. Noise
12. Floor space/use restrictions
13. Permitted development restrictions
14. Restrictions of mezzanine floor space
15. No openings along southern boundary
16. Refuse
17. External lighting
18. Boundary treatment
19. Landscaping and management plan
20. Land contamination
21. Pedestrian visibility splays
22. Vehicle visibility splays
23. Tree protection measurements
24. Construction method statement
25. Hours of delivery
26. Hours of operation
27. Service Management Plan
28. Ancillary offices restrictions
29. Secure by Design - CCTV
30. Surface water
31. Drainage
32. Piling
33. Highways

| | | | |
|--------------------|---|-------------------|-------------|
| Registration Date: | 06-Mar-2017 | Application No: | P/04551/023 |
| Officer: | Mark Doodes | Ward: | Upton |
| Applicant: | Epsilon (Elvian House) Limited | Application Type: | Major |
| | | 13 Week Date: | 5 June 2017 |
| Agent: | Mr. Matthew Williams, Lichfields 14, Regents Wharf, All Saints Street, London, N1 9RL | | |
| Location: | Elvian House, Nixey Close, Slough, SL1 1ND | | |
| Proposal: | Construction of a first floor extension on the eastern elevation, second floor extension to the south and enclosure of the basement at Elvian House to create 11 residential dwellings in total comprising 1No. Studio, 5No. 1 Bedroom, 3No. 2 Bedroom and 2No. 3 Bedroom flats along with associated car parking, external alterations to create balconies 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.

1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, subject to consultation responses, addressing the Tree Officer comments and finalising of conditions.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application which consists of the following elements:

- 1) The loss of 14 car parking spaces to create 5 new flats and a residents gym to replace a plant room within the basement.
- 2) A proposed extension to the first floor eastern elevation measuring 15.5m by 7m to provide two new flats.
- 3) A second floor extension above the approved scheme to provide four flats measuring 26m x 10m (above the existing flats). The total height from basement floor level will be 13.5m.
- 4) Various external alterations including the addition of balconies and new windows.
- 5) The car park has been extended to the east of the site reducing the size of the amenity area and introducing an external cycle store.

2.2 In total 15 new parking spaces are proposed and would be provided at the north of the site with some additional parking to the south west and eastern corner. The total number of car parking spaces would be 57.

2.3 The extensions are largely set within the existing structure of the building. The proposal also includes raising the height of the second floor extension by 1m, to assist in insufficient floor heights of the extant scheme.

2.4 The proposals will provide the following additional dwellings; one Studio Flat, five x 1-Bed flats, three x 2-Bed flats and two 3-bed flats.

2.5 For clarity purposes a total of 50 units will now be provided on the site, of these, 39 units have been granted under the Prior Approval Application, reference F/04551/021, dated 13/01/2017.

3.0 **Application Site**

- 3.1 The site is located to the south of Nixey Close and is currently occupied with a vacant office block at 3 storeys in height with associated parking which is accessed from the end of Nixey Close. The building itself is a mid Victorian brick and stone building with modern extensions to the south and west.
- 3.2 The site is located within a Conservation Area and the building is an important building in it as defined in the Conservation Area Appraisal. The building is currently in a run down state as it has been vacant for a number of years, its redevelopment would be welcome.
- 3.3 The site has a commercial building to the north and a former commercial building which is being converted into residential accommodation to the west and further residential accommodation to the south. A public park is to the east and north east that wraps around the site on two sides.

4.0 **Site History**

- 4.1 Planning permission was granted for offices, storage, residential accommodation and gym in June 1977 (P/04551/000).
- 4.2 A further conversion of the premises to office accommodation together with extensions to the building was granted in July 1980 (P/04551/002).
- 4.3 A further permission to extend the building, add an underground car park and change the rest of the building into office use was granted in November 1980 (P/04551/004).
- 4.4 in February 2012 the use of the building was changed institutional use non residential education but was not implemented due to fire rendering it unusable (P/04551/011).
- 4.5 Consent was granted in 2013 (P/04551/013) for the a change of use and extension into 47 residential units. No affordable housing was agreed due to viability issues. This application also included a separate terrace of four family homes which, it is noted, are not included in this site area. All conditions have been discharged and works have commenced, meaning this consent remains extant.
- 4.6 Prior approval (F/04551/021) was sought (and granted) for the conversion of the office into 39 flats under permitted development rights approved in Jan 2017.

5.0 **Neighbour Notification**

- 5.1 10, Harewood Place, Slough, SL1 2AB, 9, Harewood Place, Slough, SL1 2AB, 4 Juniper Court, Nixey Close, Slough, SL1 1NU, 5 Juniper Court, Nixey Close, Slough, SL1 1NU, 6 Juniper Court, Nixey Close, Slough, SL1 1NU, 7 Juniper Court, Nixey Close, Slough, SL1 1NU, 1 Juniper Court, Nixey Close, Slough, SL1 1NU, 2 Juniper Court, Nixey Close, Slough, SL1 1NU, 3 Juniper Court, Nixey Close, Slough, SL1 1NU, 8 Juniper Court, Nixey Close, Slough, SL1 1NU, 1 Springfield Cottages, Nixey Close, Slough, SL1 1LU, 2 Springfield Cottages, Nixey Close, Slough, SL1 1LU, 12 Springfield, Upton Road, Slough, SL1 2AF, 13 Springfield, Upton Road, Slough, SL1 2AF, 14 Springfield, Upton Road, Slough, SL1 2AF, 15 Springfield, Upton Road, Slough, SL1 2AF, 1 Springfield, Upton Road, Slough, SL1 2AF, 10 Springfield, Upton Road, Slough, SL1 2AF, 11 Springfield, Upton Road, Slough, SL1 2AF, 5 Springfield, Upton Road, Slough, SL1 2AF, 6 Springfield, Upton Road, Slough, SL1 2AF, 7 Springfield, Upton Road, Slough, SL1 2AF, 8 Springfield, Upton Road, Slough, SL1 2AF, 16 Springfield, Upton Road, Slough, SL1 2AF, 2 Springfield, Upton Road, Slough, SL1 2AF, 3 Springfield, Upton Road, Slough, SL1 2AF, 4 Springfield, Upton Road, Slough, SL1 2AF, 9 Springfield, Upton Road, Slough, SL1 2AF, 3b, Yew Tree Road, Slough, SL1 2AA, 17, Yew Tree Road, Slough, SL1 2AA, Flat 4, 15, Yew Tree Road, Slough, SL1 2AA, Flat 5, 15, Yew Tree Road, Slough, SL1 2AA, Flat 1, 15, Yew Tree Road, Slough, SL1 2AA, Flat 2, 15, Yew Tree Road, Slough, SL1 2AA, Flat 3, 15, Yew Tree Road, Slough, SL1 2AA, Yew Tree Hotel, 11, Yew Tree Road, Slough, SL1 2AA, 51, Upton Road, Slough, SL1 2AD, 53, Upton Road, Slough, SL1 2AD, 55, Upton Road, Slough, SL1 2AD, 57, Upton Road, Slough, SL1 2AD, Autovalet System International Ltd, Winterton House, Nixey Close, Slough, SL1 1ND, Chiltern House, Chiltern Place, 51-59, Upton Road, Slough, SL1 2AD, Autumn End, Nixey Close, Slough, SL1 1LU

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application has been advertised in The Slough Express.

- 5.2 No representations received at the time of writing this report.

6.0 **Consultation**

6.1 **Transport and Highways**

Trip Generation

The consultant has derived trip rates from the TRICS database for the existing and proposed developments and these are considered

to be acceptable. The trip assessment shows that the previous use of Elvian House as an office development, albeit that it has been vacant for a number of years is greater than the proposed development.

Access

Access to the development is to be taken from Nixey Close via an existing access. The access road leading to the development passes an existing office building (Winterton House). It is intended that the access road will be provided as a shared surface with a width of 4.8m wide which is acceptable and allows a refuse vehicle to pass a car. However previous comments have requested that a footway be provided.

A 1.8m wide section on the west side of the access will be marked for pedestrian use in order to give equal priority to all users accessing the development whilst allowing vehicles to pass each other when necessary. This is welcomed and should be demarcated with a different coloured paviour.

The developer will need to implement traffic calming features to the access road as it is relatively straight using a change in materials (e.g. cobbles) to discourage vehicles being driven at speed.

Manual for Streets does recommend that shared streets are constructed from pavements rather than asphalt as this helps emphasise the difference from conventional streets and helps to reduce traffic speeds. Therefore as a planning condition I will require the construction materials of the access road to be submitted for agreement.

Refuse and recycling

An external refuse store is proposed to the north of Elvian House. This location is suitable as a refuse vehicle can enter the site and access this to within 10m with a maximum reversing distance of 12m. The maximum refuse collection distance for 1100 litre Eurobins is 10 metres, not 25m as referenced in the TA, in accordance with BS5906:2005 and as stated on page 20 of the Slough BC Developers Guide Part 4 - <http://static.slough.gov.uk/downloads/developers-guide-part-4.pdf>.

The refuse store shown has capacity for eight Eurobins, which is acceptable.

In addition as stated in this guidance, residents should not be expected to have to carry waste over a distance of 30m (excluding vertical distances). It is also proposed to provide an internal refuse store in the basement that residents will be able to reach by the lift. A concierge service will transfer the waste to the external refuse store prior to collection. This is acceptable, although the plans do

not adequately show how this will work.

Car Parking

A total of 57 car parking spaces are being provided which is on the basis of 1 space per flat + 7 visitor spaces (or 1.14 spaces per unit). This is an under provision of spaces compared to the Slough Local Plan Parking Standards which requires 1.25 spaces per unit per 1 bedroom flat and 1.75 spaces per 2/3 bedroom flats. Therefore compared to the Parking Standards there is an under provision of 12 number spaces. As with previous discussions for past applications I agreed that I would be willing to accept a small shortfall of parking on the grounds that the site was located very close to the town centre and also if high quality cycle parking was provided and if the pedestrian/cycle permeability of the development was maximized. I will address these issues in the sections below but I do not believe as so far proposed these conditions have been met and some further alterations are required.

Furthermore as there is a shortfall of parking the developer will need to agree a planning condition that all future residents will be ineligible to apply for a car parking permit in any existing or future residents parking scheme in the surrounding streets.

Cycle Parking

It is proposed to provide a cycle parking store, with secure access for residents only, to be located in the south east corner of the site to the east of the building. This is quite a secluded location, not very overlooked with natural surveillance, therefore ideally this would be relocated in a more prominent location. However it is accepted this may be the best location possible on the site.

The TA states that the cycle store will provide space for 28 cycle stands allowing 56 bikes to be accommodated therefore complying with SBC's standard of one cycle parking space per residential unit and an additional six spaces for visitor cycle parking. However the dimensions do not work for Sheffield stands (hoops) therefore further detail on the type of stand should be provided.

Whilst I would prefer to see individual stores being provided for each flat as this allows occupiers to use the stores for other things e.g. prams, mobility chairs and more than one bicycle per flat, it is understood that the building constraints, including the need to preserve architectural elements, prevented this from being practical for all of the flats, but for the additional 11 flats as part of this application I do not see a reason why this cannot be achieved.

Permeability

In previous discussions with past applicants I made it clear that I wanted to see whether a ped/cycle link could link the site to the

west. I note on google earth that there is vehicular right of way between the Chiltern Place development site and this site. Also I understand that there is a private footpath between Yew Tree Road and Nixey Close – the applicant is to confirm whether residents have a right to use this path. The reason I would like to see a link is so that a future pedestrian route for residents can be provided as a short cut to link to Yew Tree Road to access St Mary's Primary School. A link such as this would reduce the walk distance by 300m and as such dissuade some people from driving to the site. I would still like to encourage the developer to investigate whether a private right of way for pedestrians with a secure gate can be provided between the two sites allowing access to Upton Road.

6.2 Drainage Engineer

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.3 Environmental Protection

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.4 Planning Policy

No objections received.

6.5 Thames Water

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.6 Environmental Quality

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.7 Tree officer

Raised concerns regarding one parking space on the plan which proposes a surface material which will not intrude into the ground. However it is noted that ground levels are raised in this location and therefore the parking space will require excavation in order to be feasible and accessible. All trees on the site are protected. Therefore some reworking of the parking spaces is required and an amended plan has been requested.

An updated will be provided on the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

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

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

Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density
Policy H14 – Amenity Space
Policy EN1 – Standard of Design
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

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

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

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

The detailed Self Assessment undertaken identifies that the

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

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

Other relevant documents

Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
Slough Local Development Framework Proposals Map
Slough Borough Council Developer's Guide Parts 1-4
Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
Guidelines for Flat Conversions (April 1992)

- 7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:
- 1) Principle of development;
 - 2) Design and Impact on the street scene;
 - 3) Relationship with and potential impact on neighbouring properties;
 - 4) Amenity space for residents;
 - 5) Parking and highway safety.

8.0 **Principle of Development**

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

8.2 Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. The site effectively benefits from two previous consents; 1) The permitted development prior notification consent for 39 units and 2) the extant consent granted in 2013 for 47 units. The principle of development is, therefore, firmly accepted subject to the detailed provisions of the development plan.

8.3 Furthermore Government continues to seek ways to boost the supply of housing, particularly smaller units.

9.0 **Design and Impact on the Street Scene**

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area. Core Policy 9 states that development will not be permitted unless it:
- Enhances and protects the historic environment;
 - Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
 - Protects and enhances the water environment and its margins;
 - Enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio- diversity rich features.
- 9.2 *Paragraph 64 of the NPPF states “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”*
- 9.3 Being mindful of the above, the proposed changes are considered to make little material difference to the overall scheme which is considered to be of a high quality. It is considered that the materials proposed would be in keeping with the materials already approved and will not dilute or erode the quality of the scheme when viewed from the Conservation Area. No conflict is found with Paragraph 132 of the NPPF which expects great weight to be assigned to the desire to preserve the significance of a heritage asset. For the avoidance of doubt, no harm is identified and the proposals accord with Core Strategy Policy 9 which seek to respect the character and distinctiveness of (inter alia) Conservation Areas.
- 9.4 The proposed balconies could be argued as providing more variation and detail to the elevation as well as new private amenity where none previously existed. This raising of the ridge line of the southern facing wing from 11m to 13.5m would not be visible from the north (Nixey Close) on the approach to the Site and is not considered to erode the character of the area. In any event, Winterton House effectively obscures the site when approaching from the north.
- 9.5 The aluminium windows used on these latest proposals are unchanged from previous consents. No concerns are raised.

- 9.6 With regard to light provision, the general arrangement of rooms is unchanged in terms of the permitted development scheme granted, Light into the basement area is considered to be acceptable. Generally speaking the size and arrangement of rooms and flats is of good standard. No concerns are raised with the increase in height of the “modern” wing from 11m (as existing) to 13.5m. This difference is not considered to raise any heritage concerns. Had the difference in height been any taller, different conclusions may have been reached. The choice to recess this new floor assists in reducing the perception of bulk and mass. At 13.5m tall the development is considered to have reached the optimal balance between providing much needed new housing and respecting the character of the site and Conservation Area.
- 9.7 The proposals are a relatively minor extension compared to the host building and will not impact upon the design and appearance of the existing building thereby having negligible impact upon the character of the area.
- 9.8 The proposal would continue to be of a high quality design and appearance. The proposed development is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough and the National Planning Policy Framework.
- 10.0 **Relationship With and Potential Impact on Neighbouring Properties**
- 10.1 Due to the nature of the scheme (being largely relating to the basement) any potential new impact on neighbouring occupiers would be negligible. There will be no resultant *additional* overlooking, overshadowing and overdominance.
- 10.2 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. It 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, i) 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 Policy EN2 of the Local Plan requires that: *“there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.*

10.5 Whilst there is an intensification of the use of the site, the proposed changes to Elvian House are not considered to have any detrimental impact upon neighbouring properties as the changes to the building do not add on any fundamental additional mass and bulk that may impact upon neighbouring properties in terms of loss of light or being overbearing.

10.6 Windows will be inserted in elevations where there are existing windows and therefore not result in any additional overlooking. No conflict is found the above policies of the Local Plan.

10.7 The new elements of the development do not provide any new opportunities to overlook the rear of Spring Field than which can exist under permitted development. In any event the new floor proposed looks on to a shared amenity area through heavy tree cover. The flats are accessed from the courtyard and therefore no private windows are located on this elevation of Springfield. The separation distance is around 14m which is considered to be acceptable.

11.0 **Amenity Space for Residents**

11.1 Balconies would be provided for use by some future occupiers of some of the units. These will provide private amenity which previously was lacking. A condition has been added to ensure the glazed balustrades are constructed using obscure glass.

11.2 The design of the proposed balconies is such that they would provide a usable outside seating area and the level of provision is considered to be acceptable given the location of the site.

11.3 To support the basement conversion, and noting the sloping ground height on the western elevation, a daylight and sunlight report has been submitted. The conclusions of the report are that there is adequate light to these residential units and therefore no amenity concerns are raised.

11.4 It is considered that the proposal would comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for

Slough and the National Planning Policy Framework.

12.0 **Parking and Highway Safety**

12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

12.3 The existing building is located outside of the Town Centre area and therefore parking is expected. One space per flat is provided plus some visitor parking.

12.4 Parking standards relevant to the proposed development, which is located within a residential area, as set out in the Adopted Local Plan for Slough are as follows:

- 1 bedroom flat (all spaces assigned) – min. 2 per unit
- 1 bedroom flat (one space assigned) – min. 1 per unit, plus 0.5 communal
- 1 bedroom flat (all spaces communal) – min. 1.25 per unit (a minimum of 1 per unit has been accepted in some locations)
- 2 or 3 bedroom flat (all spaces assigned) – min. 2 per unit
- 2 or 3 bedroom flat (all spaces communal) – min. 1.75 per unit

12.5 The Council's Highway Officer has provided detailed comments in Section 6.1 of this report.

12.6 The connectivity of this site to other sites is very important and supports sustainable transport choices. The final details of access into neighbouring footways will be the subject of an update to members. A condition has also been imposed.

12.7 It is considered, given the sustainable location of the site travel by means other than the private car should be encouraged and supported. Further parking could be provided on the site but this would risk eroding the attractive setting of the building. A minimum of six Electric Vehicle (EV) Charging points will be conditioned to be delivered onsite.

13.0 **Process**

13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The concerns arising in connection with the previously withdrawn

scheme were discussed with the applicant and changes have been made. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

14.0 **Summary**

14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations.

14.2 The extant consent and the Permitted Development “Fall back” position mean that no affordable housing can be requested for the scheme. The application has been assessed as regards the impact of the additional units on the Conservation Area, the amenity and new parking arrangements.

14.2 Overall, the addition of new starter homes to the area is a welcome addition to the Borough’s housing stock and it is recommended that the application be approved subject to conditions.

PART C: RECOMMENDATION

15.0 **Recommendation**

15.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, subject to consultation responses, addressing the Tree Officer comments and finalising of conditions.

16.0 **PART D: DRAFT LIST OF CONDITIONS**

CONDITIONS:

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

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

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

Drawing No. A2821 241 P5
Drawing No. A2821 140 P5
Drawing No. A2821 212 P5
Drawing No. A2821 213 P5

Drawing No. A2821 210 P5
Drawing No. A2821 220 P5
Drawing No. A2821 211 P5
Drawing No. A2821 240 P5
Drawing No. A2821 211 P5
Drawing No. A2821 141 P5
Drawing No. A2821 100 P5
Drawing No. A2821 110 P5
Drawing No. A2821 111 P5
Drawing No. A2820 112 P5

Drawing No. A2820 113 P5
Drawing No. A2820 114 P5

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. Materials to be used on the development hereby approved shall match the 2013 approved scheme unless approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. Notwithstanding the parking layout shown on the submitted plans, no development shall commence until a plan to show parking and vehicular access arrangements has been submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided on site in accordance with the approved details prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

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

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site
- (vii) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition; minimise the pollution potential of unavoidable waste; dispose of unavoidable waste in an environmentally acceptable manner;

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

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

11. No part of the development shall commence until a Construction

Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- Construction access;
- Vehicle parking for site operatives and visitors;
- Loading/off-loading and turning areas;
- Site compound;
- Storage of materials;
- 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;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: To minimise danger and inconvenience to highway users, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

12. All balconies shall be finished using opaque safety glass, which shall not be achieved as a removable layer.

Reason: To protect the amenity of the residents.

13. The refuse shall be provided in accordance with Drawing No. XXX

Reason: To protect the amenity of the residents.

14. No part of the development shall be occupied until 11 covered and lockable cycle parking stores measuring a minimum of 2m in length x 2m in height and 1m in width are provided for each flat. 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.

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

REASON: To ensure a satisfactory appearance of the development

so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Plan for Slough 2004.

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

REASON: To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

17. Full details of the surface water disposal from the access road and car parking area(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON To prevent the risk of flooding in accordance with Policy EN32 of The Local Plan for Slough 2004

18. The 57 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

Reason: In the interest of ensuring satisfactory parking provision for occupiers of the development and to protect the amenity of residents and other land uses in the vicinity of the development from overspill parking on the public highway in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. 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.

20. No development shall commence until such time as a traffic calming scheme for the access road including speed reduction measures and safe pedestrian provision along its length has been submitted to and approved in writing by the local planning authority. Once implemented the traffic calming scheme shall be maintained in perpetuity.

Reason: In order to minimise danger, obstruction and inconvenience to pedestrians using the access road

21. No development shall take place until plan indicating at least six

electric vehicle charging points are provided. There is no upper limit to the number of EV bays that are acceptable.

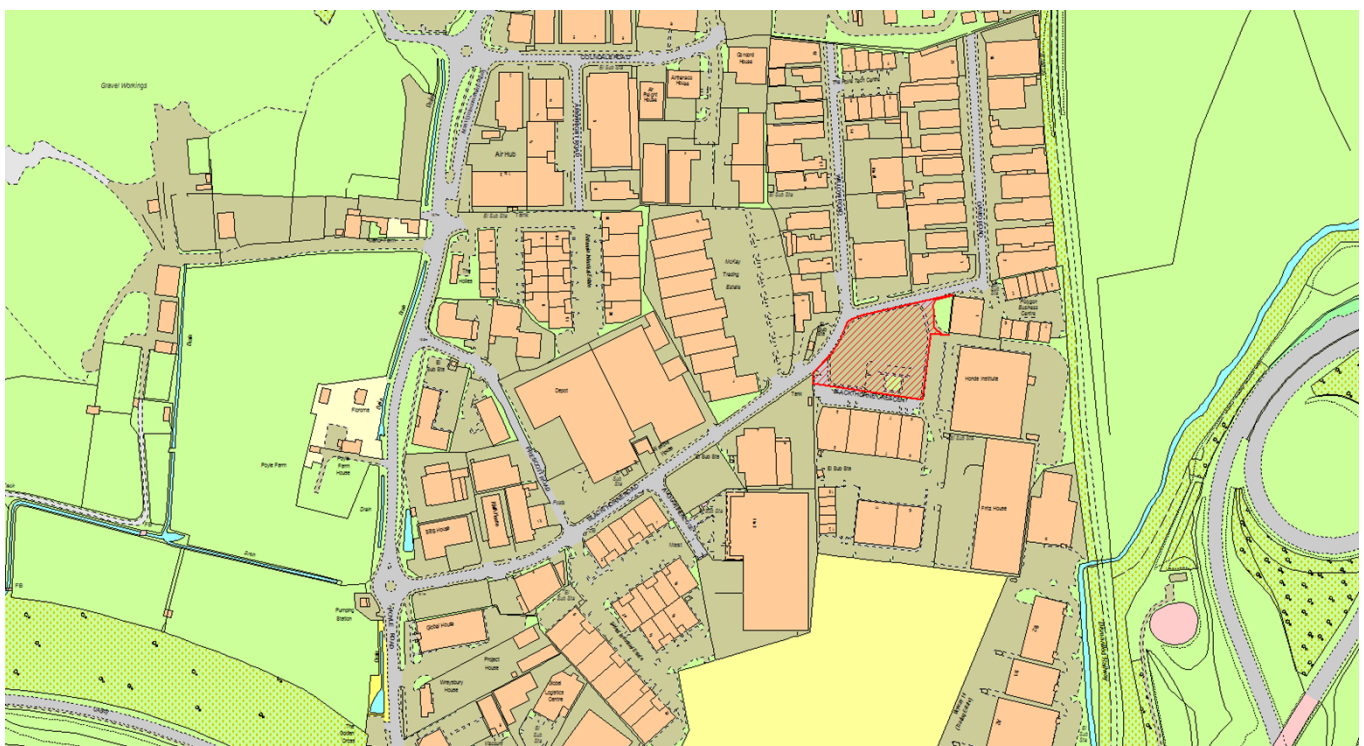
Reason; to respond to national trends in car ownership and the need to deliver a low carbon economy (Paragraph 17 of the NPPF) and to ensure future residents have a wide choice of sustainable transport modes.

INFORMATIVES:

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. 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.

| | | | |
|--------------------|---|-------------------|----------------------|
| Registration Date: | 03-Mar-2017 | Application No: | P/09881/007 |
| Officer: | Christian Morrone | Ward: | Colnbrook-with-Poyle |
| Applicant: | Mr. Fraser Green, AIPUT Industrial GP Ltd | Application Type: | Major |
| | | 13 Week Date: | 2 June 2017 |
| Agent: | Mr. Nicholas Chrispin, Chapman Taylor LLP Chapman Taylor, 10, Eastbourne Terrace, Marylebone, W2 6LG | | |
| Location: | Unit 3, Blackthorne Road, Slough, SL3 0DA | | |
| Proposal: | Construction of a new industrial unit for uses falling within B1c, B2, and storage and distribution (B8) with associate loading yard, car parking, and landscaping. The application also includes vehicular access, the widening of Blackthorne Road, widening of the corner junction by the application site, and other associate highway works. | | |

Recommendation: Delegate to Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to revised plans to address highway issues, consideration of any requirements from the Lead Local Flood Authority, Thames Water, Environment Agency, Contaminated Land Officer, Heathrow Safeguarding, finalising conditions and satisfactory completion of Section 106 Agreement.

1.2 Under the current constitution this application is being brought to Committee for decision as it is a major planning application.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the construction of a new two storey building to accommodate a warehouse for industrial manufacturing storage, and distribution unit with ancillary offices, a loading yard, and car parking. The internal floor areas have been allocated as follow:

| | B1c, B2, B8 | Ancillary Offices |
|-------------------|-------------|-------------------|
| Ground floor: | 2,324sqm | 52sqm |
| Fisrt Floor: | 0 | 337sqm |
| Total: (2,865sqm) | 2,324sqm | 389sqm |

The external areas of the site would accommodate:

- 3no. lorry loading bays
- 2no. additional lorry parking bays
- 28no. car parking spaces (including 2no. disabled bays)
- 8no cycle spaces (covered and secure)
- Landscaping

2.2 The application has been submitted on behalf of AIPUT who specialise in owning and managing warehouses at major UK Airports. The future occupier is yet to be secured, so the specific industrial and manufacturing processes can not be identified.

2.3 The application also includes vehicular access, the widening of Blackthorne Road, widening of the corner junction by the application site, and other associate highway works.

3.0 **Application Site**

- 3.1 The application site is located on the south/ east side of Blackthorne Road and is bordered along its southern and eastern boundaries by Blackthorne Crescent. It is essentially an island site within an existing industrial/ business park. The site is located in the centre of the Poyle Industrial Estate.
- 3.2 The site was formerly occupied by 5 no. two storey industrial units which had planning permission for Use Class B1(a) / B1(b) (offices, research and development). The units were arranged in a crescent formation and positioned toward the Blackthorne Road frontage (northern and western boundaries). A large area of parking which served the units was located to the rear of the buildings with access from Blackthorne Crescent. The buildings are now demolished and the site enclosed by hoardings.
- 3.3 The site is located within the Poyle Estate which is an Existing Business Area as identified in the Adopted Local Plan. The estate is characterised by predominantly medium to large one and two storey industrial buildings, the majority of which were built between 1970 and 1990. The site is located just outside the flood zones 2 and 3 as identified on the Flood Zone map, March 2008, but is located within the HSE consultation zones for a nearby major hazard site (Aarque Systems Ltd, Bowles House, Blackthorne Road, Colnbrook)..

4.0 **Site History**

- 4.1 P/09881/005 CONTINUING USE OF LAND FOR CAR PARKING FOR A FURTHER PERIOD OF 6 MONTHS.
Refused; Informatives 27-Jan-2014
- P/09881/004 APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE EXTANT PLANNING PERMISSION REFERENCE P/09881/003 DATED 9TH APRIL 2009 FOR: DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS AND REDEVELOPMENT TO PROVIDE A SINGLE INDUSTRIAL BUILDING FOR USE WITHIN CLASSES B1 (C) /B2/B8 USE (LIGHT INDUSTRIAL/GENERAL INDUSTRIAL/STORAGE AND DISTRIBUTION) WITH ANCILLARY OFFICES, SERVICING AREAS, CAR PARKING, REFUSE STORAGE AND LANDSCAPING
Approved with Conditions; Informatives 25-Apr-2013
- P/09881/003 DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS AND REDEVELOPMENT TO PROVIDE A SINGLE INDUSTRIAL BUILDING FOR USE WITHIN CLASSES B1 (C) / B2/ B8 USE (LIGHT INDUSTRIAL/GENERAL INDUSTRIAL/STORAGE

AND DISTRIBUTION) WITH ANCILLARY OFFICES,
SERVICING AREAS, CAR PARKING, REFUSE STORAGE
AND LANDSCAPING

Approved with Conditions; Informatives 09-Apr-2009

5.0 **Neighbour Notification**

5.1 1 WILLOW ROAD, POYLE TRADING ESTATE, COLNBROOK.BUCKS.,
BLACKTHORNE HOUSE, BLACKTHORNE ROAD, COLNBROOK, SLOUGH,
BERKSHIRE, SL3 0QU, UNIT 8-9, BLACKTHORNE CRESCENT,
COLNBROOK, SLOUGH, BERKSHIRE, SL3 0QR, Newmec Combi,
Blackthorne Road, Colnbrook, Slough, SL3 0AL, Unit 1, Willow Road,
Blackthorne Road, Poyle Trading Estate, Colnbrook, Honda Institute,
Blackthorne Road, Colnbrook, Slough, SL3 0DA, Norsk European Wholesale
Ltd, 2, Willow Road, Colnbrook, Slough, SL3 0BS, N F T Logistics Ltd, David
House, 1, David Road, Colnbrook, Slough, SL3 0DB, Connexion World
Cargo, 1-2, Mckay Trading Estate, Blackthorne Road, Colnbrook, Slough, SL3
0AH, Warehouse rear of, 2, Willow Road, Poyle, Slough, SL3 0BS, Modulas
House, Blackthorne Road, Poyle, Slough, SL3 0DQ, In Time Wholesale
Express Limited, 1, David Road, Poyle, Slough, SL3 0DB, Units 6 and 7 ,
Blackthorne Crescent, Poyle, Slough, SL3 0QR, Telecommunications mast at
Southern Electricity Sub Station, Blackthorne Road, Poyle, Slough, Unit B,
Blackthorne House, Blackthorne Road, Poyle, Slough, SL3 0QU, Unit A,
Blackthorne House, Blackthorne Road, Poyle, Slough, SL3 0QU, Scan
House, 3, Willow Road, Poyle, Slough, SL3 0DA

No third party letters have been received at the time of writing this report.

6.0 **Consultations**

6.1 **Local Highway Authority**

Scope of Assessment

- The Gross External Floor area is 2,865m²;
- A Transport Statement has been provided.

Service Yard Access

- The proposed access is directly onto Blackthorne Road, which is not ideal in this location, but is considered acceptable;
- Usually a site access of this size would be required to have visibility splays of 2.4m x 43m in accordance with Manual for Streets guidance, however a previous expired consent was granted on the basis of visibility splays of 2.4m x 33m in both directions;
- In respect of this application, the proposed visibility splays are 2.4m x 37m to the west and 2.4m a 30m to the east, which is considered acceptable;
- The fence-line and the sliding gate which is set behind does seem to conflict with the 2.4m distance and therefore some minor adjustments

to the positioning of the fence and gates is required to ensure the visibility splays are achieved;

- Pedestrian visibility splays of 2.4m x 2.4m required either side of the access. This is currently not shown on the drawings, but is achievable and therefore the plans can be amended and will therefore be secured by condition. These should be measured into the site from the back of the footway, in front of which no obstructions exceeding 600mm in height is to be permitted;
- It is proposed that the main site access will be provided as a vehicle crossover, this is not appropriate given the weight of vehicles using it and therefore it should be provided as a reinforced bell-mouth junction with the kerb-line extending back into the site, although level with the yard surface. The detail of this will need to be agreed as part of the highway schedule.

Gates

- It is noted that the main access will have security gates (sliding gates). Many of the sites in this area are operated as secure sites, as this development is widening the road to allow 2 HGVs to pass each other then it is considered acceptable that the security gates are likely to be closed while the site is operating.

Western Car Park Access

- The existing west end of Blackthorne Crescent which is an unadopted estate road will be closed to through traffic and given over to parking for the proposed unit. This will result in all estate traffic using the single entrance to the east, which is acceptable.
- The access to the car park, which is currently in the form of a bell-mouth is proposed to be reduced in size, which is welcomed, but this should go further to convert it to a vehicle crossover i.e. where pedestrians have priority, as it is proposed to serve only 7 parking spaces.
- The footway width should be maintained at a minimum of 2m. Visibility splays of 2.4m x 43m can be achieved in both directions from this access and this should be covered by condition.
- A barrier control is proposed at this access, set 4.2m within the site. The vehicle barrier should be set back 6m from the back edge of the footway, as the drawing currently shows it closer to the highway meaning that pedestrians would have to walk into the road to pass a vehicle waiting at the barrier, which is not acceptable from a highway safety perspective. This will need to be covered by condition.
- Pedestrian visibility splays of 2.4m x 2.4m will be required which may influence the type of vegetation proposed.

Realignment of Blackthorne Road

- Blackthorne Road outside of the proposed access is proposed to be widened from 5m to up to 8.17m to allow for an HGV waiting to access the site to pass another HGV and maintain traffic flow. Blackthorne

Road is protected by double yellow lines in this location so vehicles waiting to access the site can only be for a short period of time;

- The footway along the northern and eastern boundaries of the site and along the east side of Blackthorne Road should be a minimum width of 2m and therefore the existing footways require some widening;
- The priority junction of Blackthorne Road/Blackthorne Road to the east of the site is proposed to be widened and realigned. It is intended to improve vehicle access turning, and will provide opportunity to rebuild the collapsed drain to reduce the incidence of flooding. This widening is acceptable however the realigned boundary of the site obstructs the forward sight-line of the proposed pedestrian crossing of the widened Blackthorne Road junction. Where the letter A is shown on the drawing circa 16m to the south of the existing kerb-line this section of the boundary fence cannot extend this far. It must be brought back to the boundary of the existing carriageway.
- The proposed widened priority junction does appear too wide at 25m (maximum distance) and therefore the developer should re-consider its width at detailed design stage to reduce the crossing distance for pedestrians and place unnecessary maintenance costs on the local highway authority. Tracking drawings showing 16.5m long articulated HGVs manoeuvring in and out have not been provided as requested at pre-application stage.

Land North of Blackthorne Road

- There is a small part of the site that falls onto the north side of Blackthorne Road and this houses a landscaping area including a number of trees, which shields an electricity sub-station. It is proposed to increase the size of the sub-station and this will mean the loss of some trees.
- A number of trees already overhang the footway and therefore the local highway authority would welcome these trees being removed to prevent this from occurring in the future. Ideally the whole area would be landscaped, subject to comments from the Council's tree officer;
- The new sub-station proposed should not impinge on the forward visibility splay along Blackthorne Road. Drawings have not been provided as part of the submission to show the forward visibility splay, and these are required and are outstanding;
- The proposed location of the new sub-station impinges on the required visibility splay for the existing north-eastern access from the Arco site therefore the electricity sub-station cannot be located within the visibility splay and will need to be re-sited circa 5m further to the north, which is still within the applicant's control. So as currently proposed the electricity sub-station is unacceptable;
- The applicant will need to advise as to how the sub-station will be accessed from.

Accident Data

- A review of relevant accident data within 100m of the site has been obtained by the transport consultant from Crashmap for the 2013-15 three year period. This showed no accidents occurred within the area for the three year period.

Trip Generation

- The future tenant is unknown and therefore the application includes B1c, B2 and B8 use. It is for industrial warehouse accommodation with ancillary offices (in a split of 2,441sq.m. warehouse; 424sq.m. office).
- It is considered that B2 or B8 use could potentially generate quite a significant number of trips.
- The Transport Statement has included a trip generation assessment for the site for both B2 and B8 scenarios. This includes the morning and evening peak hour and daily vehicle and total person arrivals and departures.
- An assessment of trip generation has been undertaken by interrogating the TRICS database. Only 2 sites have been used to derive trip rates, which is a very small sample;
- The resulting trip rates and trips from the TRICS analysis are shown in the table below, based on the proposed 2,865m² floor area, rather than 2705m² that is presented in the TS. The peak hours selected are those with the highest trip rates for each respective land use.

B2 Industrial Use – Vehicle Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|----------------------------|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak (0600-0700) | 0.443 | 0.164 | 0.607 | 13 | 5 | 17 |
| PM Peak (1700-1800) | 0.088 | 0.414 | 0.502 | 3 | 12 | 14 |
| Daily Total | 2.274 | 2.069 | 4.343 | 65 | 59 | 124 |

B2 Industrial Use – Total Person Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|----------------------------|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak (0600-0700) | 2.672 | 0.098 | 2.77 | 77 | 3 | 79 |
| PM Peak (1700-1800) | 0.056 | 1.58 | 1.636 | 2 | 45 | 47 |
| Daily Total | 5.677 | 3.618 | 9.295 | 163 | 104 | 266 |

B8 Warehousing Use – Vehicle Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|--|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |

| | | | | | | |
|----------------------------|-------|-------|-------|----|----|-----|
| AM Peak (0800-0900) | 0.626 | 0.109 | 0.735 | 18 | 3 | 21 |
| PM Peak (1700-1800) | 0.213 | 0.62 | 0.833 | 6 | 18 | 24 |
| Daily Total | 3.254 | 3.048 | 6.302 | 93 | 87 | 181 |

B8 Warehousing Use – Total Person Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|----------------------------|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak (0800-0900) | 0.857 | 0.109 | 0.966 | 25 | 3 | 28 |
| PM Peak (1700-1800) | 0.231 | 0.821 | 1.052 | 7 | 24 | 30 |
| Daily Total | 4.162 | 3.67 | 7.832 | 119 | 105 | 224 |

- The above tables show that the total person trips are much higher for B2 use than B8 use, although the results show that the vehicle trips are not so different between each proposed use.
- I cannot accept that the proposed vehicle trip rates are accurate for a site that does not have good access to public transport and does not benefit from existing safe cycle routes to the site. The residential catchment area is limited therefore there is no evidence suggest that workers to this site will travel by any other means than by the private car;
- The site will operate 24 hours and therefore the trip rates have been under-estimated as the surveys of the other TRICS sites do not cover a full 24 hour period. The developer’s transport consultant has assumed that the trip rates derived from TRICS will be distributed across the operational hours, this is incorrect, there will be additional trips across those hours not covered by surveys;
- The TS includes the HGV trips and as expected these are higher for B8 use across the day;
- In summary, I conclude that the vehicle trips to the site by private car are likely to be under-estimated with a smaller under-estimation of the HGV trips.

HGV Routing

- HGVs will access/egress the site to/from the South, which is via the local road network connects to Junction 14 of the M25. Therefore, HGVs will not be permitted to pass through the village of Poyle, as agreed with the local highway authority. This routing agreement will be secured as part of the s106 agreement.

Car Parking

- The parking spaces provided are of the required dimensions;
- There are a total of 28 car parking spaces proposed as part of the scheme, 7 of which would be located separately and accessed from

the existing western access to Blackthorne Crescent, a further 6 accessed from Blackthorne Crescent and 15 sited within the main yard. The total provision includes 2 DDA accessible spaces;

- The Slough Developers Guide part 3 (<https://www.slough.gov.uk/downloads/developers-guide-part-3.pdf>) provides the parking standards for B2 and B8 developments in business areas. For B2 this is set at 1 space per 50m², and for B8 it is 1 space per 200m². This means that the number of parking spaces will be acceptable for B8 use but would need to increase to at least 57 spaces if it were to be B2 use;
- If it is to be B2 use the proposal would not be acceptable as it would not be compliant with policy. Whilst a case is put forward in the TS that assumes staff will travel by other means to the site, the case that this will happen is not well made within the TS;
- It is well known that the Trading Estate has limited accessibility to other modes of transport and hence why there have been in the past and continue to be so many existing parking problems on the Trading Estate.
- The TS states that there will be 72 inbound person trips on the 0600-0700 peak hour, presumably this is before the start of a shift, but oddly this accords to only 12 vehicle trips;
- Whilst reference is made in the TS to parking accumulation exercise this was not clearly set out for checking and therefore I have not considered it;
- There is plenty of evidence on the existing Poyle Trading Estate that demonstrates that there is a high demand from car based travel and as the B2 use class for sites can vary so much, and the parking requirement must be in line with parking policy.
- The local highway authority is already concerned that overflow parking could spill onto surrounding roads causing further unsafe parking on the wider Trading Estate, which would not be acceptable;
- It would appear that the site could accommodate another 7 spaces to the east of three HGV docks and if the applicant wants to resubmit a revised plans showing these for B1c and B2 uses then this will be taken into consideration;
- On the submitted basis there are 28 parking spaces and this is acceptable for B8 use;
- For B1c and B2 use the maximum proportion of the GFA for these uses classes is 900m² with the remainder of the floor area provided as B8 use. This should be secured by condition.
- Electric vehicle charging equipment shall be provided at one space per 1000m² of commercial floor space thus three spaces in accordance with IAQM guidance May 2015.

HGV Parking

- The loading yard will provide 5no. articulated HGVs parking spaces, 3 of which are docks to the building;
- HGV parking standards for B1c and B8 use is 1 space per 500m² up to

2,000m² and then 1 space per 1,000m². This site requires 5 spaces and the submitted drawings show 5 spaces;

- HGV parking for B2 use is 1 space 500m²;
- The service area has been assessed and vehicle swept path analysis, shows that a 16.5m articulated vehicle can enter and exit the site in forward gear;
- Provision of lorry driver WC and there should be a shower and refreshment facilities on-site. is a minimum requirement and should be covered by a condition;

Cycle Parking

- It is stated that covered and secure cycle parking will be provided for 8 bicycles. This is shown on the plans located close to the main entrance, on the western side of the development, and covered by natural surveillance. However, the shelter must be sited within a secure area, which it is not and this needs to be rectified by rotating the shelter 90 degrees so that shelter abuts boundary fence of the site. It can then be secured within a lockable area;
- In line with the standards within the Slough Developers Guide if the site were to be used for B2 or B8 then one cycle parking space per 500m² would need to be provided, which in this case would total 6 spaces. The proposed no. of racks is acceptable as is the spacing of stands are spaced 0.9m apart.
- There will also be a shower for those that commute by bicycle, however this is not shown on the plans and therefore will need to be covered by condition;

Refuse and Servicing

- Refuse and recycling waste will be stored within the unit and brought out into the yard for collection;

Recommendation

No highway objection is raised to the application, although the following changes should be made application together with the inclusion of the s106/s278 obligations, planning conditions and informatives. Required changes prior to determination:

- Relocate the electricity sub-station so it does not impact on the visibility splays from the Arco access including detailed forward and junction visibility drawings along Blackthorne Road demonstrating that the location of the electricity sub-station can be achieved without impact visibility;
- Provide details of where the sub-station is to be accessed from;
- Revise the site plan to realign the proposed site boundary on the east side of the development so it conforms to no further forward than the carriageway boundary;
- Amend the design of the service yard access to ensure visibility splays can be achieved when the gates are open;
- Set back the vehicle access barrier 6m at the western car park access;

- Amendments to the alignment, siting and security of the cycle parking;

The applicant may wish to submit a revised car park plan for additional spaces to the east side of the HGV docks for the B1c and B2 land uses if this works on a practical basis to increase the amount of floor area available for these 2 uses and therefore Condition 7 could be amended.

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 transport, air quality and highways schedules.

The transport schedule includes:

- Contribution to amendment of any waiting restrictions in the vicinity of the site;
- Contribution to the stopping up of the southern part of Blackthorne Road;
- Routing plan for HGVs as part of the operational of the site to the site is to be via M25 J14. There shall be no access to the site via Bath Road and Poyle Road north of its junction with Mathisen Way;

Air Quality schedule or by way of condition:

- HGVs operating to and from the site should be a minimum of Euro 6 engines or the latest available engine type;
- Construction HGVs should be minimum of Euro 6 engines or the latest available engine type;

The highways schedule includes:

- Temporary access point;
- Installation of new access junction;
- Removal of existing bell-mouth junction and replacement with vehicle crossover at western access serving the 7 parking spaces;
- Reconstruct the footway fronting the application site;
- Reinstatement of redundant access points to standard to footway construction;
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Widen the carriageway of Blackthorne Road to between 7.4m and 8.17m as shown on Drawing No. CTL BAL00(20)2004 Rev.09 and the junction of Blackthorne Road / David Road;
- Widen the footway along the section of Blackthorne Road from the western boundary of the site to the new proposed highway boundary on Blackthorne Road at the location of the existing gates on Blackthorne Road. The footway width will need to be wider than 2m on several sections to ensure adequate visibility at the main site access and on along the section of Blackthorne Road to the east of the site;
- Widen the carriageway of Blackthorne Road to the east of the site to create a larger junction with Blackthorne Road/David Road. At the

detailed design stage the proposed width of the realigned junction should be further considered as it is felt that this does not need to be as wide as proposed;

- Bollards capable of withstanding HGV impact along the footways of Blackthorne Road to prevent vehicle parking on the footways;
- Provide a 2m wide footway along the east side of Blackthorne Road between the end of the adopted highway and the junction bwith Blackthorne Road / David Road;
- Gully cleaning (nearest gullies around the site and site access);
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas;
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road associated infrastructure and turning area(s);
- Stopping up of the redundant public highway as necessary;

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

The relevant conditions to support the Local Highway Authority's recommendation are included within the conditions section of this report.

Drainage Engineer

A full surface water drainage strategy including a layout and calculations will need to be provided for approval. The strategy should include the existing site drainage scenario, the proposal for the site surface water drainage detailing the use of SuDS systems, together with any proposed connection to a Thames Water sewer. Surface water discharge from the site will be restricted. Any Consent to Discharge Section 106 Agreement is to be enter with Thames Water who are to confirm their approval to the connection as well as the allowable discharge rates to be agreed with all parties including Slough Borough Council.

6.2 **Thames Water**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.3 **Lead Local Flood Authority**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.4 **Environment Agency**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.5 **Contaminated Land Officer**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.6 **Heathrow Safeguarding**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.7 **Berkshire Archaeology**

The richness and significance of the buried archaeological heritage of this landscape has been demonstrated by large scale excavations in the vicinity of Poyle.

Excavations in the early 2000s in advance of the construction of Terminal 5, Heathrow, revealed an extraordinary palimpsest of archaeological remains over an area in excess of 70 hectares. Notably part of the excavations took place within the former Perry Oaks sewage sludge works, where it might reasonably have been assumed that there would be minimal survival of buried remains but the excavations showed that even here buried remains survived.

The earliest evidence of human activity was a handful of pits which were dug in the 7th millennium BC. Later features included part of the Stanwell *cursus*, a rare and important prehistoric monument, other prehistoric monuments, and settlements and field systems constructed and used throughout most of the Bronze Age, Iron Age and Roman periods. A rare find was the discovery of a late Roman lead tank with Christian motifs, one of only around 20 found in Britain to date. Other excavations include those at Kingsmead Quarry, Horton, which revealed several Early Neolithic (4,200 – 3,500 BC) dwellings, the remains of some of the earliest domestic houses recorded in England, as well as extensive Bronze Age and Iron Age settlement and field systems. While to the west of Poyle 14, exploratory excavations at Berkyn Manor Farm revealed evidence for a Late Iron Age and Roman (200 BC – AD 400) settlement.

These excavations and other archaeological research have demonstrated the widespread survival, longevity and significance of prehistoric and later settlement, agricultural and burial on the gravel and brick earth terraces in this landscape. They demonstrate that this was one of the most intensively settled and farmed prehistoric landscapes in the region. This is counter-balanced by the extent of modern development, gravel extraction and infrastructure, much of which was undertaken prior to the 1990s with little or no archaeological monitoring, which has significantly diminished the extent of areas where important buried remains may still survive.

On this basis, it is recommended that, should this proposal be permitted, it is subject to a condition requiring a programme of archaeological work. 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'. A condition has been recommended.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 **National Planning Policy Framework (2012) and the Planning Practice Guidance**

Core Policies - Achieving sustainable development

Chapter 4: Promoting sustainable transport

Chapter 1: Building a strong, competitive economy

Chapter 7: Requiring good design

Chapter 11: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026
Development Plan Document policies, Adopted December 2008:

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping
- EN24 – Protection of Watercourses
- EMP2 – Criteria for Business Developments
- EMP9 – Poyle Estate
- T2 - Parking

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

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

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

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

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

7.2 The planning considerations for this proposal are:

- Principle of the redevelopment/ change of use
- Design and Appearance
- Impact on the working conditions of adjoining industrial units
- Traffic and Highways Implications
- Drainage Implications
- Land Contamination
- Health and Safety

8.0 **Principle of redevelopment / change of use**

8.1 The proposal is for the redevelopment of the site to form a single industrial building of Classes B1(c)/B2/B8 with ancillary offices, service areas, car parking and landscaping. Demolition of the 5 no. B1(a) offices has already taken place after a long period of vacancy.

8.2 The proposal to redevelop from 5 no. B1(a) units to 1 large multi-use industrial unit within the existing Poyle Estate business area is supported in principle by Policy EMP9 (Poyle Estate) of the Local Plan, which states "*B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Lakeside Road estate, Galleymead Road and the Poyle estate. Additional independent B1(a) office floor space will not be permitted in this location*". The proposal is also consistent with Policy EMP2 (Criteria for Business Developments) of the Local Plan which requires that "*g) the proposal would not significantly reduce the variety and range of business premises*". The proposal, through the proposed change of use and increase in floor space, will increase the flexibility of the use of this site and therefore enhance the offer of industrial facilities within the Poyle Estate and contribute to the long term improvement of the Estate. It will also make better use of an existing under utilised employment site with the creation of 40 new jobs. Lastly, the proposal is supported in principle by Policy CP5 (Employment) of the Core Strategy which seeks that "*The location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy. Intensive employment generating*

uses such as B1(a) offices be located in the town centre in accordance with the spatial strategy”; and “Major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road”.

8.3 The Spatial Vision of the Slough Local Development Framework, Core Strategy 2006- 2026, has as strategic objectives:

- *“Make the best use of existing buildings, previously developed land and existing and proposed infrastructure.*
- *To ensure that the existing business areas continue to provide sufficient employment-generating uses in order to maintain a sustainable, buoyant and diverse economy.*
- *To encourage investment and regeneration of employment areas.”*

The proposal would be consistent with all of these objectives.

8.4 The National Planning Policy Framework states that *“The government is committed to securing economic growth in order to create jobs and prosperity.....Planning should operate to encourage and not act as an impediment to sustainable growth...support existing business sectors”.*

8.5 No objections are raised to the principle of development in relation to Core Policy 5 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policies EMP2 and EMP9 of the Adopted Local Plan for Slough nor the National Planning Policy Framework.

9.0 **Impact on Visual Amenity**

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.

9.4 The proposal is for one large rectangular shaped unit with a gently sloping roof which would comprise a ground floor unit with ancillary office space at the mezzanine level. The building, whilst large in terms of its footprint and size, is considered to be in keeping with the scale of other large industrial units found within the estate. The building would also be similar in terms of overall floor area and height to the previously approved planning application (ref P/09881/003).

9.5 The applicant has agreed that the building would be built and finished in high quality modern materials however, other than the composite aluminium cladding to the elevations, it is not clear which specific materials are proposed. A condition has been included to secure appropriate finishing materials, and subject to this the building is considered to be in keeping with the style of other modern industrial buildings found within the estate.

9.6 The external areas to the western side of the building would be landscaped in good quality pavers, landscaping, benches, and low level hoarding for future signage. The site would be bounded by black open mesh fencing, gates, and vehicle barriers. A condition can be included to require the submission of further details of these items.

9.7 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012.

10.0 **Impact on the working conditions of adjoining industrial unit**

10.1 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.

- 10.2 Policy EMP2 of the Adopted Local Plan states that proposals for business developments should not result in significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building
- 10.2 The proposed building would be northern and western facing and therefore would face out towards the main road away from the neighbouring sites. The access to the unit would be from the northern elevation with only fire egress to the rear (south). As such, the activity associated with the use of the unit would be focused on the northern side of the building away from their neighbours.
- 10.3 In terms of noise and disturbance, the rear elevation of the building would be proposed within close proximity of the neighbouring building to the south. As the future occupier is yet to be secured, the specific industrial and manufacturing processes can not be identified, and therefore, noise levels can not be appropriately assessed. If recommended by the Neighbourhood Enforcement Team, a condition can attached to an approval to control noise levels at the when measured from the neighbouring office building, an update will be provided on the Amendment Sheet. No air conditioning or other plant has been indicated on the proposed elevations. A condition is recommended to require that no machinery, plant, ducts or other openings be allowed without the prior written approval of the Local Planning Authority.
- 10.4 Subject to advice from the Neighbourhood Enforcement Team, no objections are raised in terms of the impacts on adjoining commercial properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.
- 11.0 **Traffic and Highways Implications**
- 11.1 The Local Highway Authority have found that although there would be enough vehicular parking on-site to serve to serve a B8 use (storage and distribution), there would not be sufficient on-site vehicular parking to serve a B2 use (general industry). The proposed parking provision of 28 spaces is appropriate for the B8 use and a limited floor area 900 square metres of B2 use within the proposed building to run alongside the B8 use.
- 11.2 Should the applicant wish to increase the B2 element, officers consider further parking can be incorporated within the site for a further 7 spaces which can then be allocated to an increased B2 element.
- 11.3 This mix in floor area use could be controlled through revised floor plans showing relevant floor areas allocated to each use, and be secured by condition.

11.4 Subject to a number of changes as listed within the Local Highway Authority along with their recommended conditions, no objections are raised regarding impacts on highways and parking.

12.0 **Drainage Implications**

12.1 The development would be required to comply with SuDS and it is proposed to use soakaways for site drainage. The site has previously been identified as being potentially contaminated, so this will need to be taken into account in the drainage strategy. No comments have been received from the Lead Local Flood Authority or the Environment Agency at the time of writing. Within the previous approval, drainage and ground water pollution issues were addressed by condition. Therefore, subject to advice from the Lead Local Flood Authority and the Environment Agency, drainage for the site can be addressed through appropriate conditions.

13.0 **Land Contamination**

13.1 The site has previously been identified as being potentially contaminated, which can normally satisfactorily addressed by conditions. Therefore, subject to advice from the Council's Land Contamination Officer and the Environment Agency, drainage for the site can be addressed through appropriate conditions.

14.0 **Health and Safety**

14.1 The site is located within the Health and Safety Executive (HSE) consultation zones for a nearby major hazard site (Aarque Systems Ltd, Bowles House, Blackthorne Road, Colnbrook). HSE were consulted in connection with previous planning applications and advised at the time that they would not advise against this application on the basis that the proposed change of use would result in a less vulnerable use on the site. Officers are not aware of any changes in circumstances since that previous assessment was undertaken.

15.0 **PART C: RECOMMENDATION**

15.1 Having considered the relevant policies set out below, and comments from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to revised plans to address highway issues, consideration of any requirements from the Lead Local Flood Authority, Thames Water, Environment Agency, Contaminated Land Officer, Heathrow Safeguarding, finalising conditions and satisfactory completion of Section 106 Agreement.

PART D: DRAFT LIST CONDITIONS AND INFORMATIVES

1. Commence within three years

The development hereby permitted shall be commenced within three years of 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. Drawing numbers

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

TBC

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

3. Contaminated Land

TBC

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, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

4. A programme of archaeological work

No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work, which may comprise more than one phase of work, in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority.

REASON The site lies in an area of high archaeological potential, particularly in relation to prehistoric and Roman remains. It is likely that an initial phase of exploratory archaeological investigation (a field evaluation) is undertaken through trial trenching, informed by a rapid

assessment of previous impacts on the site. The results of the field evaluation will determine if there are any areas of archaeological interest that require further archaeological investigation either prior to or during development. The applicant is therefore advised to provide for an appropriate period of archaeological investigation prior to the commencement of development, should the scheme be permitted

5. No change of use

Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended), the development shall only be used for purposes falling within Class B1(c), B2, and B8 of 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) and for no other purpose.

REASON In the interests of the amenities of the area in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

6. Ancillary offices

The offices hereby permitted shall be used ancillary to the main XXX use only.

REASON In order protect the amenities of the area and to comply with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 (incorporated in the Composite Local Plan for Slough 2013).

7. Floor area allocation

The maximum floor area for B1c and B2 use shall be 900m² of the Gross Internal Floor area with the remainder of the floor area provided as B8 use with ancillary offices.

Reason: In the interest of ensuring there is adequate parking provision for the proposed B1c and B2 uses and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Adopted 2008, and the requirements of the National Planning Policy Framework 2012.

8. Samples of materials

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

external envelope, access road, pathways and communal areas 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. Notwithstanding the submitted plans, an increase in brickwork to the external envelope of the dwellings hereby approved (such as to the ground floors) would be required.

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.

9. Surface Water Drainage (TBC)

No development shall commence until full details of the surface water disposal from within the site including:

- a) Permeability tests to determine if soakaways are sufficient in these locations.
- b) Geotechnical/ ground conditions, infiltration tests and water table information. If these are not available then trial pits will need to be undertaken in accordance with BRE 365, together with information on borehole tests and soil types.
- c) Full surface water drainage design
- d) Measures to prevent ground water pollution

have be submitted to and agreed in writing by the Local Planning Authority. The surface water drainage scheme shall be installed in strict compliance with the details approved before first occupation and retained thereafter.

REASON To prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

10. Landscaping Scheme

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

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained

trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority. No house shall be occupied until its associated boundary treatment has been constructed in accordance with the approved details.

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

11. Landscape management plan

No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development.

12. Boundary treatment

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

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

13. External site lighting

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

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

14. Means of Access

No part of the development shall be occupied until the new means of access to the main service yard in the form of a reinforced bell-mouth junction and changes are made to the western access to convert it to a vehicle crossover junction have been sited and laid out in accordance with the approval plans, both accesses should be constructed in accordance with Slough Borough Council's Design Guide.

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

15. Gate

The western access vehicle ingress barrier /gate serving the 7 parking spaces shall be set back a minimum of 6m from the back edge of the highway.

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

16. Splays

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

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

17. No part of the development shall be occupied until visibility splays have been provided on both sides of the service yard access between a point 2.4 metres along the centre line of the service yard access measured from the edge of the carriageway and a point 30 metres along the edge of the carriageway to the east and a point 37 metres along the edge of the carriageway to the west measured from the intersection of the centre line of the service yard access. Visibility splays of 2.4m x 43m shall be achieved on both sides of the western car park access taken from the centre-line of the vehicle egress point. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the

existing public highway for the safety and convenience of users of the highway and of the access.

18. EV Charging

No part of the development shall be occupied until 3 electric vehicle rapid charging bays with 3 electric vehicle charging points shall be implemented in full working order. The electric vehicle rapid charging bays and points shall be installed and maintained in accordance manufacturer's requirements, and be made available at all times in the future in association with the development hereby permitted

Reason: In the interest of ensuring satisfactory parking provision and the provision of sustainable modes of transport for occupiers of the development and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Adopted 2008, and the requirements of the National Planning Policy Framework 2012.

19. Facilities

No part of the development shall be occupied until washroom, shower and changing facilities have been provided for the future occupiers

Reason: To facilitate sustainable modes of travel to the development hereby permitted such as walking, cycling, jogging and thereby reducing travel by car in accordance with Core Policies 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Adopted 2008, and the requirements of the National Planning Policy Framework 2012.

20. Drainage detailed design

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

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

21. Surface water

The development shall not begin until details of the disposal of surface

water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

22. Construction Traffic Management Plan

No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- Construction access;
- Vehicle parking for site operatives and visitors;
- Loading/off-loading and turning areas;
- Site compound;
- Storage of materials;
- 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;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: To minimise danger and inconvenience to highway users.

23. Car Parking Spaces

Prior to the development hereby approved first being brought into use, 28 no. car parking spaces and 5 articulated HGV spaces shall be provided and made available for use in connection with the development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

Reason: In the interest of ensuring satisfactory parking provision for the employees and visitors to the development and for the operational use requirements of the development in order to protect the amenity of other land uses in the vicinity of the development from overspill parking on the public highway in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit if this is changing.
3. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
5. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. 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.
9. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

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| Registration Date: | 23-Jan-2017 | Application No: | P/01347/006 |
| Officer: | Mark Doodes | Ward: | Central |
| Applicant: | Skylight Slough LLP | Application Type: | Major |
| | | 13 Week Date: | 24 April 2017 |
| Agent: | Miss Eleanor Smith, Danks Badnell Architects Ltd Kings Stables, 3-4, Osbourne Mews, Windsor, Berks, SL4 3DE | | |
| Location: | 288-290, High Street, Slough, SL1 1NB | | |
| Proposal: | Redevelopment of site to provide 12no. flats. A2 and A3 commercial units to be remodelled. | | |

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

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

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the proposed redevelopment of an existing two storey building currently comprising A2 and A3 commercial units on the ground floor with B1(a) offices on the first floor.

- 2.2 The proposal involves the removal of the existing first floor level of the original building and the erection of five floors of residential accommodation above the existing ground floor.

- 2.3 The proposed building would front on to the High Street and would provide 154m² of Class A3 use on the ground floor and 12 flats on the five floors above consisting of 4 no. one bedroom flats and 8 no. two bedroom flats (Class C3).

- 2.4 There is no parking provided. Cycle parking and bin storage is provided on the ground floor level. There is an access to the rear leading to Hatfield Road, over which the landowner has an unfettered right of way to pass and repass.

- 2.5 No Affordable Housing is proposed or required (Core Policy 4 requires the provision of affordable housing for all sites over 15 dwellings and 12 are proposed).

3.0 **Application Site**

- 3.1 The site is a rectangular site on the southern side of the High Street. The site is of no particular architectural merit and is a 1960's purpose built two storey building. This part of the Town Centre is varied in form and use, and buildings vary in size, height and design. The site itself is amongst the smaller buildings in the area.

- 3.2 On one side of the site is a purpose built office block (292-294 High Street) the nearest part of which is approximately 1m higher (although it should be noted that the main tower, set back from the frontage, is considerably higher, consisting of 10 floors) and on the other side a building (278-286 High Street)

which is approximately 10.5m higher.

- 3.3 The rear of the site is accessed from Hatfield Road, only part of which is adopted. The boundary of the private road section is to the immediate west of the site. The boundary between adopted and private road is evident on-site and photographs will be made available to committee. The remainder of Hatfield Road is essentially a service road for the town centre with car parking and other servicing features. It is fair to describe the private section of this road as being in a poor state of repair. Aside from the recent consents for residential uses nearby, there are no dwellings along this stretch of Hatfield Road.
- 3.4 There are a number of properties nearby which have prior approval consents for office to residential conversion. Of particular note is the Galliard scheme (292-298 High Street) to the south of the site which was for an office to residential conversion providing a development of 90 1-bed flats (approved 25 July 2016 under planning reference F/15921/003).
- 3.5 The surrounding area is considered to comprise a mix of commercial and residential uses. The site is situated inside the Town Centre area and within an area designated as shopping centre, within the secondary shopping area.

4.0 **Site History**

- 4.1 None of the site history is considered to be relevant to these proposals.

5.0 **Neighbour Notification**

- 5.1 307, High Street, Slough, SL1 1BD,
Flat 1, 307, High Street, Slough, SL1 1BD,
305a, High Street, Slough, SL1 1BD,
305b, High Street, Slough, SL1 1BD,
311a, High Street, Slough, SL1 1BD,
Langhams Estate Agents, 301, High Street, Slough, SL1 1BD
292a, High Street, Slough, SL1 1NB, Fujitsu Ltd,
292-298, High Street, Slough, SL1 1NB,
Contract Options, 294, High Street, Slough, SL1 1NB,
Slough Museum, 278-286, High Street, Slough, SL1 1NB,
1 – 16, Regional House 278-286, High Street, Slough, SL1 1NE,
Thai Orchid, 292, High Street, Slough, SL1 1NB,
British Heart Foundation, 303, High Street, Slough, SL1 1BD,
Top Cut Hair Salon, 305, High Street, Slough, SL1 1BD,
Euro Food & Wine, 309, High Street, Slough, SL1 1BD,
311, High Street, Slough, SL1 1BD, Thames Central, Hatfield Road, Slough,
SL1 1QE,
Anthony Cant Ltd, 290, High Street, Slough, SL1 1NB,
Mycom Uk Ltd, Hatfield Road, Slough, SL1 1QE,
Zensar Technologies Uk Ltd, Hatfield Road, Slough, SL1 1QE,
G L Noble Denton, Hatfield Road, Slough, SL1 1QE

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application will be advertised in The Slough Express.

- 5.2 One representation received by email (no address provided) citing a number of private matters relating to a lease signed in 2012 for one of the commercial units. The redevelopment of the site will conflict with this lease, but this is not a material planning consideration and is a private matter between the two parties to resolve. The representation also raises concerns with the refuse and bins areas, noise, disabled access and lack of parking.

Please refer to the report below regarding the matters raised.

6.0 **Consultation**

6.1 **Transport and Highways**

“A planning application has been submitted for the proposed rebuilding of the first floor of the existing building and construction of 4no. additional floors to provide 12no. flats (4 x 1-bed and 8 x 2-bed) along with alterations to the ground floor A2 and A3 units. The existing building has a canopy overhanging the public highway, but this is to be removed as part of the proposed development.

Red-Line Area

- The red-line area has now been amended to cover the service yard to provide access to the public highway

Vehicle and Pedestrian Access

- No vehicle parking is being provided, but the ground floor retail units as will the refuse collection from the flats above;
- Despite being requested to do so the applicant has not discussed the proposed scheme with the adjoining landowner so there is insufficient space to manoeuvre bins out of the bin store;
- Pedestrian access will be from the High Street;

Trip Generation

- No trip generation analysis has not been carried out as part of the planning application;
- There is a reduction in commercial floor area and this is likely to balance out the increase in residential use above therefore the trip generation is likely neutral.

Vehicle Parking

- As the site is located in the town centre, in line with the Slough Local Plan, the minimum parking requirement is nil;
- To ensure residents do not park on the surrounding streets which would lead to a loss of amenity to existing town centre residents, a condition should be added making them ineligible to receive on-street parking permits in any existing or future scheme.

Cycle Parking

- The plans show a cycle storage area located on the ground floor towards the rear of the site, however it is unclear on what type of cycle parking it provides.
 - The application states that double height cycle storage is provided allowing for 1 cycle space per unit, however it can be seen from the designs that 4 Sheffield stands are provided, resulting in 8 total cycle parking spaces;
 - The applicant should be providing individual cycle stores measuring 2m x 1m for each unit as there is no other alternative for travel to the site and there will be additional demand created;
- Revised plans should be provided at this stage The applicant would need to provide clarification on the type of cycle parking provided, with amended plans specifying provisions of at least 12 cycle parking spaces. This to be secured via condition.

Refuse and servicing

- One 360 litre bin and two Eurobins are proposed for the development. This is acceptable as Slough Developer's Guide Part 4 states 97 litres of storage for residual waste and 53 litres for recycling waste should be provided for each flat, therefore the three bins provided are accepted.
- The bins are to be stored on the ground floor towards the rear of the site. The plans show that the refuse store will have a rear access point onto Hatfield Road, however this would need to be altered as it would be difficult to manoeuvre the bins out of storage through this access.
- The scheme for the adjoining development, which has planning approval and is under-construction shows vehicle parking obstructing the bin access to the proposed development. As it currently stands the proposed development does not have bin access to the rear car park. The architect was made aware of this but has failed to address it;
- The rear access door needs to be widened to ensure that all the bins are able to be wheeled in and out of the refuse store easily.
- It is advised that refuse provisions for the A2 / A3 commercial units should be provided separately. These are not shown on the plans and as the applicant has not right to store bins within the rear car park the proposed scheme is currently unacceptable on refuse storage;

Construction Management

- A construction management plan should be secured as a condition.

Recommendation

No Highway objection subject to the applicant must prepare a revised drawing showing:

- the residential refuse store with a suitable entrance door to Hatfield Road;
- a separate, designated refuse store for the commercial use, should be provided.
- Revised cycle parking layout with individual stores for each unit."

6.2 Environmental Protection

No objection, subject to conditions relating to;

- 1) Phase 1 desk study due to brownfield site
- 2) Phase 2 intrusive study method statement (subject to Phase 1 raising matters requiring further investigation)
- 3) Phase 3 risk assessment and remediation strategy (relating to the above)
- 4) Phase 4 - Remediation validation

6.3 Planning Policy

“The proposal is for redevelopment of the site to provide 12 flats, A2 and A3 commercial units to be remodelled.

The site falls within the town centre boundary and therefore flats in this location comply with Core Policy 4 of the Core Strategy for Slough. The retail units are being modelled which is acceptable as there is no loss of retail floorspace.

The proposed development is located within a highly sustainable location within easy walking distance of shops and transport facilities. Furthermore it makes efficient use of previously developed land, in providing a mixed use scheme which is consistent with the principle of Core Policy 1 of the adopted Core Strategy and the National Planning Policy Framework (NPPF).

For the reasons outlined above I would recommend that the application is approved.

It is however essential that the proposal is found to be acceptable on other grounds (design, traffic, access etc).”

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

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

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

Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density
Policy H14 – Amenity Space
Policy EN1 – Standard of Design
Policy EN5 – Design and Crime Prevention
Policy S8 – Primary and Secondary Frontages
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

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

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

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

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

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

Other relevant documents

- Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
- Slough Local Development Framework Proposals Map
- Slough Borough Council Developer's Guide Parts 1-4
- Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
- Guidelines for Flat Conversions (April 1992)

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

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

8.0 **Principle of Development**

8.1 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This states that proposals for high density housing, intensive employment generating uses, such as B1(a) offices, and intensive trip generating uses, such as major retail or leisure uses, will be located in the appropriate parts of Slough town centre.

8.2 Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This states that high density housing should be located in Slough town centre and as the site is in Slough Town Centre, flats are considered acceptable in principle. It is a well established regeneration principle that the provision of new high density housing in such locations assists in wider regeneration objectives by promoting a night time economy which provides further employment and footfall to the Town Centre.

8.3 Core Policy 6 seeks to retain retail uses in the shopping area of Slough Town Centre to maintain the attractiveness of the shopping centre. At present the building contains 147m² of Class A2 floor space, and 107m² of Class A3 floor space, so currently there is a total retail floor space of 254m² on the ground floor.

8.4 The proposed development would provide 154m² of Class A3 floor space and therefore would retain a large proportion of retail floor space at ground floor level, incorporating a shop front. As such no objection is raised concerning detrimental impact on the vitality and appeal of the town centre.

8.5 Accordingly, the proposal is considered acceptable in principle, subject to compliance with the councils policies.

9.0 **Design and Impact on the Street Scene**

9.1 Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy states that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.

9.2 The proposed building would be six storeys and have a height of approximately 18m. It would be constructed of a range of modern materials including glazed

tiles, pressed metal and dark grey render. The roof will be of a mansard style and will be made using a bronze standing seam finish. There will be no brick or concrete used. Windows will be aluminium framed. Protruding balconies are proposed to the rear. No windows are proposed on the side elevation.

- 9.3 It is considered that the materials proposed would be a welcome addition to this part of the High Street and will add visual character and amenity to the vicinity. It was not considered necessary to emulate the existing or nearby materials, the variation is a welcome high quality change, a condition has been recommended requiring samples of materials.
- 9.4 The overall bulk and mass is very similar to the neighbouring building. The building will be approximately 800mm higher than 276-286 High Street and approximately 10.6m higher than the nearest part of the adjoining building 292-294 High Street, although it will be lower than the main tower part of that building.
- 9.5 Turning to noise matters, it is considered that the rooms within the proposed flats would be satisfactorily arranged to limit the potential for noise disturbance. Details of noise insulation can be covered by condition.
- 9.6 With regard to light provision, the windows serving habitable rooms are considered to be of an acceptable size and appropriately positioned.
- 9.7 The proposal would be of a high quality design and appearance. The proposed development is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

10.0 **Relationship with and potential impact on neighbouring Properties**

- 10.1 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. This policy also states that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers. The main areas of concern regarding the potential impact of the proposed development on adjoining occupiers are with respect to the relationship of the proposed development
- 10.2 It is considered that the main area for consideration would be with respect to separation distances between the neighbouring Galliard Homes flatted development by means of Prior Notification application and resultant overlooking, overshadowing and overdominance. The proposed flank elevation is separated by approximately 9m from the Galliard scheme. There are no side facing windows in the Galliard scheme or in the proposed scheme therefore there would be no overlooking or loss of privacy between the properties.
- 10.3 The proposed development would be acceptable having regard to the relationship of the proposal with the properties opposite.
- 10.4 It is considered that the proposed development would be acceptable and would

comply with Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

11.0 **Amenity Space for Residents**

11.1 Overall the flats are considered to be of a good standard of living space and to raise no concerns as regards the internal space provided. Balconies would be provided to the rear for use by future occupiers of half of the units.

11.2 The design of the proposed balconies will be amended to Juliet balconies to ensure that the residential activity is retained within the curtilage of the flats and therefore would not result in a detrimental visual impact to this part of the high street.

11.3 It is considered that the proposal would comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

12.0 **Parking and Highway Safety**

12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

12.3 The existing building is located within the town centre as shown on the Proposals Map. As such there is a wide range of alternative transport options open to the occupants that will support no parking being provided.

12.4 The location within the Town Centre means that parking does not need to be provided and cycle storage is provided securely onsite.

12.5 Given the sustainable location of the site where travel by means other than the private car should be encouraged and supported, the proximity of the site to the railway, bus station, car hire schemes and cycle routes are satisfactory and conditions are recommended.

13.0 **Process**

13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The concerns arising in connection with the previously withdrawn scheme were discussed with the applicant and changes have been made. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework at paragraph 187.

14.0 **Summary**

- 14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations. The proposals are considered to assist in meeting housing supply figures and provide regeneration opportunities for the Town Centre, whilst adding a good quality building to the street scene. On balance, these factors are considered to outweigh the lack of parking and amenity impact on the Galliard scheme.

15.0 **PART C: RECOMMENDATION**

- 15.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, subject to revised drawings, consideration of consultation responses and finalising of conditions.

16.0 **PART D: CONDITIONS**

CONDITIONS:

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

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

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

DRAWING NUMBERS

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

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

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

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

Thames Valley Police.

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

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

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

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

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

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

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

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

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

2026, Development Plan Document, December 2008.

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

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

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

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

9. 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.

10. No part of the development shall be commenced until a revised drawing showing 12 covered and lockable cycle parking stores measuring a minimum of 2m in length x 2m in height and 1m in width are provided for each flat. The drawing shall be submitted to, and approved in writing by, the Local Planning Authority. The cycle parking shall be provided in accordance with the approved 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 Local Transport Strategy.

11. No doors or gates to open over the highway.

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

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

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

14. No loading or unloading of goods shall take place directly from High Street at any time unless otherwise approved in writing by the local Planning Authority.

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

15. No development shall commence until details of the proposed bin store for residential use and separate store for commercial use (to include siting, design, width of doors, unobstructed drag route to the collection point on Hatfield Road and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

16. REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

17. No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- Construction access;
- Vehicle parking for site operatives and visitors;
- Loading/off-loading and turning areas;
- Site compound;
- Storage of materials;
- 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 and hours;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

REASON To minimise danger and inconvenience to highway users, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations

(vi) minimise, re-use and re-cycle waste, including materials and waste arising from demolition; minimise the pollution potential of unavoidable waste and dispose of unavoidable waste in an environmentally acceptable manner.

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

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

INFORMATIVES:

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.
10. The applicant is advised that no construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

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|--------------------|--|-------------------|---------------|
| Registration Date: | 16-Dec-2016 | Application No: | P/01913/011 |
| Officer: | Karen Haizelden | Ward: | Upton |
| Applicant: | Mr. Iftakhar Ahmed | Application Type: | Major |
| | | 13 Week Date: | 17 March 2017 |
| Agent: | Mr. Alan Counter 33, Chaucer Way, Coomberlands, Addlestone, Surrey, KT15 1LQ | | |
| Location: | 9-10, Chapel Street, Slough, SL1 1PF | | |
| Proposal: | Reserved Matters application pursuant to outline planning permission P/01913/009 dated 16 December 2013 to consider appearance and landscaping, in the respect of the erection of a four storey plus basement mixed use scheme, (residential and commercial). (Discharge conditions 1,5,7 and 8 ref P/01913/009) | | |

Recommendation: Recommended for approval, subject to conditions



P/01913/011

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies and comments from consultees; the proposal is considered to be acceptable in principle and recommended for approval, subject to conditions.

PART A: BACKGROUND

2.0 Introduction

- 2.1 The applicant, has submitted the Reserved Matters application in response to the granting of Outline Application P/01913/009, dated 16 December 2013, known as 9-10 Chapel Street for the following development:

APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE EXTANT OUTLINE PLANNING PERMISSION REFERENCE P/01913/006 DATED 24TH NOVEMBER 2010 FOR THE ERECTION OF FOUR STOREY BUILDING PLUS BASEMENT TO PROVIDE A MIXED USE DEVELOPMENT COMPRISING; a) GYMNASIUM, HAIR SALON / BEAUTICIANS AND SAUNA / AEROBICS ROOM AT BASEMENT LEVEL b) 131 SQ METRES OF CLASS A2 OFFICES AT GROUND FLOOR LEVEL c) 8 NO. X ONE BEDROOM FLATS AND 8 NO. X BEDSIT FLATS ON THREE LEVELS AT FIRST SECOND AND THIRD FLOORS TOGETHER WITH ON SITE CYCLE AND REFUSE STORAGE (OUTLINE APPLICATION WITH APPEARANCE AND LANDSCAPING RESERVED FOR SUBSEQUENT APPROVAL) IN ORDER TO EXTEND THE TIME LIMIT FOR IMPLEMENTATION

3.0 Proposal

- 3.1 This proposal is for a reserved matters application to consider landscaping and visual appearance for a four storey building plus basement, to provide a mixed use development comprising (a) gymnasium, hair salon / beauticians and sauna / aerobics room at basement level (b) 131m² of Class A2 offices at ground floor level (c) 8no. one bedroom flats and 8no. bedsit flats on three levels. Outline permission P/01913/009 was granted on 16 December 2013. Details have also been submitted in relation to the discharge of Conditions 1, 5, 7 and 8 attached to that permission P/01913/009. The submitted application drawings do not indicate a basement layout, but this part of the development does not impact on the appearance of the building, so is not under consideration as part of this application.

4.0 Application Site

- 4.1 The application site is located on the north eastern side of Chapel Street, which is a service road that predominantly serves the rear of the properties in High Street. The site is currently vacant.
- 4.2 The site is surrounded with commercial buildings on the north eastern side of the site,

with most of them being rear accesses to High Street units and two storey residential properties to the south and south west of the site. These residential properties face onto Herschel Street with the rear of the properties on Chapel Street with parking areas and gardens adjacent to Chapel Street itself.

4.3 The site is situated within the Slough Town Centre Boundary and Slough Town Centre Shopping Centre as defined in the proposals map for Slough.

5.0 **Site History**

- 5.1 P/01913/003 USE FOR PHOTOGRAPHIC AND RECORDING STUDIOS WITH ANCILLARY OFFICES AND USE OF REAR BUILDING FOR STORAGE OF CAR SPARES.
Approved (Limited Period Permission) 07-Sep-1992
- P/01913/004 CONTINUED USE FOR PHOTOGRAPHIC AND RECORDING STUDIOS AND GENERAL STORAGE OF CAR PARTS.
Approved with Conditions 19-Dec-1996
- P/01913/005 CONTINUED USE OF PREMISES AS PHOTOGRAPHIC/MUSIC STUDIOS, GENERAL STORAGE CARS, PARTS
Refused 07-Jul-1999
- P/01913/006 ERECTION OF FOUR STOREY BUILDING PLUS BASEMENT TO PROVIDE A MIXED USE DEVELOPMENT COMPRISING;
a) GYMNASIUM, HAIR SALON / BEAUTICIANS AND SAUNA / AEROBICS ROOM AT BASEMENT LEVEL
b) 131 SQ METRES OF CLASS OF CLASS A2 OFFICES AT GROUND FLOOR LEVEL
c) 8 NO. X ONE BEDROOM FLATS AND 8 NO. X BEDSIT FLATS ON THREE LEVELS AT FIRST SECOND AND THIRD FLOORS TOGETHER WITH ON SITE CYCLE AND REFUSE STORAGE (OUTLINE APPLICATION WITH APPEARANCE AND LANDSCAPING RESERVED FOR SUBSEQUENT APPROVAL)
Approved with Conditions; Informatives 24-Nov-2010
- P/01913/007 ERECTION OF 7 STOREY BUILDING PLUS BASEMENT TO PROVIDE A MIXED USE DEVELOPMENT COMPRISING;
A) GYMNASIUM, HAIR SALON / BEAUTICIANS AND SAUNA / AEROBICS ROOM AT BASEMENT LEVEL
B) 334 SQ METRES OF CLASS OF CLASS A2 OFFICES AT GROUND AND FIRST FLOOR LEVEL
C) 10 NO. X ONE BEDROOM FLATS AND 15 NO. BEDSIT FLATS ON FIVE UPPER LEVEL TOGETHER WITH ON SITE CYCLE AND REFUSE STORAGE (OUTLINE APPLICATION WITH APPEARANCE AND LANDSCAPING RESERVED FOR SUBSEQUENT APPROVAL)
Withdrawn by Applicant 22-Feb-2012

P/01913/008 ERECTION OF 6 STOREY BUILDING TO PROVIDE A MIXED USE DEVELOPMENT COMPRISING: A) 133SQ METERS OF CLASS A2 OFFICES AT GROUND FLOOR. B) 30NO BEDSIT FLATS ON FIVE UPPER LEVELS TOGETHER WITH ON SITE CYCLE AND REFUSE STORAGE (OUTLINE APPLICATION WITH APPEARANCE AND LANDSCAPING FOR SUBSEQUENT APPROVAL).

Refused; Informatives 12-Sep-2013

P/01913/009 APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE EXTANT OUTLINE PLANNING PERMISSION REFERENCE P/01913/006 DATED 24TH NOVEMBER 2010 FOR THE ERECTION OF FOUR STOREY BUILDING PLUS BASEMENT TO PROVIDE A MIXED USE DEVELOPMENT COMPRISING; a) GYMNASIUM, HAIR SALON / BEAUTICIANS AND SAUNA / AEROBICS ROOM AT BASEMENT LEVEL b) 131 SQ METRES OF CLASS A2 OFFICES AT GROUND FLOOR LEVEL c) 8 NO. X ONE BEDROOM FLATS AND 8 NO. X BEDSIT FLATS ON THREE LEVELS AT FIRST SECOND AND THIRD FLOORS TOGETHER WITH ON SITE CYCLE AND REFUSE STORAGE (OUTLINE APPLICATION WITH APPEARANCE AND LANDSCAPING RESERVED FOR SUBSEQUENT APPROVAL) IN ORDER TO EXTEND THE TIME LIMIT FOR IMPLEMENTATION.

Approved with Conditions; Informatives 16-Dec-2013

P/01913/010 Erection of 5 storey building plus basement to provide a mixed use development comprising;
a) Gymnasium, hair salon / beauticians and sauna / aerobics room at basement level
b) 126 sq metres of class a2 offices at ground floor level
c) 2 no. one bedroom flats and 19 no. bedsit flats on four upper levels together with on site cycle and refuse storage at ground floor level (outline application with appearance and landscaping reserved for subsequent approval).

Refused; Informatives 25-Jul-2014

- 5.2 Planning permission was granted in September 1992 for a photographic and recording studios with ancillary parking and offices (P/01913/003) and permission for its continued use was granted December 1996 (P/01913/004) and July 1999 (P/01913/005).
- 5.3 Planning permission was then granted for demolition of existing buildings and erection of a two storey office building with undercroft parking (S/00618/000). This was followed by two outline applications that were granted planning permission two storey office buildings in September 2005 (S/00618/001) and January 2006 (S/00618/002) but have not been constructed and have now expired. At the time that the applications were determined they were adjudged to have established an appropriate size, scale and bulk of building for the site.
- 5.4 An outline planning application was approved for a detached four storey building with a basement, comprising gym and beauty uses, office accommodation at ground floor level and residential uses in the top three floors consisting of 8 no. one bedroom flats

and 8 no. bedsits in November 2010 (P/01913/006).

5.5 Planning permission was applied for in December 2011 for a seven storey building plus basement to provide a gymnasium, hair salon, beauticians, sauna and aerobics room at basement level, 334m² of office space on the ground and first floor and 25 residential units (10no. 1 bed flats and 15no. studio flats) on the floors above but was withdrawn prior to determination (P/01913/007) although a similar scheme was refused in September 2013 (P/01913/008)

5.6 P/01913/009 was itself essentially an application for an extension of time to commence the previously approved outline planning application for a detached four storey building with a basement, comprising gym and beauty uses, office accommodation at ground floor level and residential uses in the top three floors consisting of 8 no. one bedroom flats and 8 no. bedsits.

6.0 **Neighbour Notification**

6.1 The following adjoining occupiers were consulted.

Savers, 174, High Street, 7, Herschel Street, , 4, Herschel Street, Reed Employment Ltd, 164, High Street, 8, Herschel Street, 5, Herschel Street, Mcdonalds Restaurants Ltd, 172, High Street, 9, Herschel Street, 6, Herschel Street, 10, Herschel Street, , Nationwide Bldg Soc, 170, High Street, Post Office, 176, High Street.

No comments have been received.

7.0 **Consultation**

7.1 **Transport and Highway Comments**

7.1.1 The Highway Officer has worked with Applicants to amend scheme and make scheme acceptable.

7.1.2 *Secure by Design*

The whole application should be reviewed on the basis of the Secure by Design guidance. The layout of the scheme remains very poor and unsafe for pedestrian access to the flats. The shared use of the entrance hall for residential and commercial would not be supported by the Secure by Design principles. This should be designed out by modifying the ground floor of the development.

7.1.3 *Cycle Store*

The cycle store was the best that could be achieved at the time of the first application. But things have moved on since then and really the quality of the store is still very poor and frankly the developer should be providing individual 2m x 2m x 1m stores for each flat rather than a large communal store. Taking into account the comments in respect of Secure by Design the application should be amended to provide individual storage for each flat, this has now been amended to the individual racks proposed.

- 7.1.4 *Bin Storage*
The bin storage area has remained as submitted, and agreed at outline stage. The Refuse and Recycling Guidance has changed since then and therefore the design should be updated. The residential development bin store is of the right size. A separate store is required for commercial waste. This has now been amended.
- 7.1.5 *Land Dedication / S106 agreement*
Land at the front of the development was to be dedicated to the local highway authority for maintenance at the public expense I presume this is still the case and that the previous contributions are still to be secured. S106 requirements remain in place.
- 7.1.6 Tree and Landscape Officer – No objections

PART B: PLANNING APPRAISAL

Policy Background

8.0 National Guidance

8.1 National Planning Policy Framework (March 2012)

- 8.1.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 8.1.2 A presumption in favour of sustainable development lies at the heart of the NPPF. The document recognises that sustainable development has economic, social and environmental dimensions that are mutually dependent, and Paragraph 8 states that 'economic growth can secure higher social and environmental standards, and well designed buildings and places can improve the lives of people and communities.'
- 8.1.3 Section 1 reinforces the Government's commitment to securing economic growth in order to create jobs and prosperity and states that the planning system should help to facilitate this. Paragraph 19 states that 'Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.'
- 8.1.4 Section 7 of the NPPF relates to good design in development proposals and recognises the indivisibility of good planning and good design. Development proposals should be of a high quality and be inclusive.
- 8.1.5 Paragraph 58 it is stated that planning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;
- and
- are visually attractive as a result of good architecture and appropriate landscaping.

8.1.6 In paragraph 60 it is stated that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. *It is, however, proper to seek to promote or reinforce local distinctiveness.*

8.1.7 However, paragraph 61 acknowledges that design goes beyond aesthetic considerations and stresses that 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. But in paragraph 64 it is stated that 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.

9.0 **The Development Plan**

Local Plan for Slough, March 2004

9.1 Policy EN1 (Standard of Design) states that development proposals must reflect a high standard of design and must be compatible with and/or improve their surroundings.

9.2 Policy EN3 (Landscaping Requirements) requires a comprehensive landscaping scheme for all new development proposals.

9.3 Policies T2, T7, T8 and T9 are transport policies relating to new developments. In particular, Policy T2 advises no increases in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes. In addition, the Council's car parking standards are contained at Appendix 2 and the standard in Existing Business Areas for Class B1(a) offices is 'no overall increase' and then there are specific standards for Class A1-5, C1, D1 and D2 uses. There is therefore a distinction between Class B and non-Class B uses within Existing Business Areas.

Slough Local Development Framework, Core Strategy 2006 – 2026

9.4 The overall spatial strategy within the Core Strategy can be summarised as one of '*Concentrating development but also spreading the benefits to help build local communities*'. In order to achieve this it specifically encourages the comprehensive regeneration of selected key locations and identifies the Heart of Slough as somewhere where major change can be made to the urban townscape and the quality of the public realm.

9.5 Core Policy 1 (Spatial Strategy)

This policy requires that all development complies with the spatial strategy set out in the core strategy. The overarching planning strategy for slough is for high density housing, intensive employment generating uses or intensive trip generating uses to be located in the town centre.

The strategy does however state that comprehensive regeneration of selected key locations within the Borough will also be encouraged at an appropriate scale. It provides for some relaxation of the policies or standards in the Local Development Framework. However this must be justified by the overall environmental, social and economic benefits that will be provided to the wider community.

- 9.6 Core Policy 7 (Transport)
New development is to be located in the most accessible locations, thereby reducing the need to travel, improve road safety and improve air quality. Development proposals will have to make contributions to, or provision for the development of Slough town centre as a Regional Hub.
- 9.7 Core Policy 8 (Sustainability and the Environment)
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.
- 9.8 Core Policy 9 (Natural and Built Environment)
Development will not be permitted unless it:
- Enhances and protects the historic environment;
 - Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
 - Protects and enhances the water environment and its margins;
 - Enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio- diversity rich features.
- 9.9 Core Policy 10 (Infrastructure)
Development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructures must be sustainable.
- 9.10 Core Policy 11 (Social Cohesiveness)
The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.
- 9.11 Core Policy 12 (Community Safety)
All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.

Planning Assessment

10.0 **Principle of Development**

10.1 Planning permission (P/01913/009) was granted in December 2013. That application was essentially an extension of time application of the same development approved in 2010. The following is an extract from that officer's report:

10.2 *"There has been no major change in local planning policy since the previous approval and therefore the proposal to extend the time to implement the scheme is still considered to be acceptable, subject to the Section 106 Agreement discussed below. The National Planning Policy Framework has replaced Planning Policy Statement 1 although there is noting in this new national policy which would be contrary to the previous granting of planning permission or would result in the application being viewed in a different way.*

It is therefore considered that the proposals would still be considered acceptable with no major change in policy and the appropriate Section 106 Agreement in relation to the following issues:

- *Principle of use*
 - *Scale, massing, bulk and layout*
 - *Impact to neighbouring residential properties / relationships to neighbouring buildings*
 - *Amenity for future residential occupiers / standard of accommodation*
 - *Amenity Space*
 - *Parking / Highway Safety*
- Section 106 Agreement*

While it was previously acknowledged that some of the residential accommodation falls below the normally applied standard of space and daylighting and that such accommodation would not be suitable for permanent long term residence. The applicant has therefore entered into a Section 106 Agreement in the same terms as previous to restrict all the residential accommodation in the building to short term lets to meet an unmet need in Slough and serve a sector of the population where affordability is an issue and who may have difficulty accessing social rented accommodation and that there was advantages in providing some housing accommodation at the lower end of the market in a town centre location with excellent access to all facilities and public transport.

There is also a £17,500 transport contribution and an agreement to undertake the widening of the pavement outside of the site agreed under the Section 106 Agreement in order to make up for the shortfall of parking at the site."

10.3 The principle of flats have therefore been accepted and approved in 2010 and the permission extended in 2013. Although the appearance of the building was not considered as part of the previous approvals, the applicant included elevational drawings, which were presented to Members in making a decision in 2010. In terms of assessing this current application, the applicant has submitted the same elevational drawings. Some minor changes have been made relating to the materials in order to achieve a higher quality building, as well as improvements made to account for current standards for bin storage and cycle storage.

10.4 The principle considerations of scale massing bulk and layout have been approved already in the previous application. The use, footprint and upper limits of the building comply with the approved plans and therefore no objection is raised in terms of the principle of the proposal, subject to satisfactorily addressing the reserved matters outlined in condition 1 of planning permission P/01913/009, relating to appearance and landscaping.

11.0 **Visual Appearance**

11.1 The building will be located in a prominent albeit back street location. The surrounding buildings are predominantly red brick with a mixture of flat roofs. This building will be viewed in the wider context of the street as well as immediate neighbouring properties. Planning conditions imposed at outline stage have placed a requirement that the windows should be obscure glazed. The materials that have now been submitted are acceptable and a comprehensive list and set of samples have been provided.

11.2 The building will be constructed in dark red bricks with stone cills and a flat roof. The windows proposed are dark grey aluminium. The cladding detail between the windows will add character and be a composite timber material. Overall this will give the building a modern appearance however it will also blend into the surrounding commercial buildings.

11.3 The obscure glazing proposed in relation to condition 8 is Pilkington Opifloat Opal. This will have an opaque appearance and will let light in but not give rise to any loss of privacy or overlooking issues. Officers are satisfied that the appearance will be acceptable in achieving a building that will respect the appearance of the general street scene.

12.0 **Landscaping**

12.1 Details contained on drawing number TH/A3/1356/LS are considered acceptable by the Tree and Landscape Officer. There is very limited outdoor space so this small planter with a semi –mature tree is considered the best use of space.

12.2 It is believed that the proposed landscaping is acceptable given the limited space available and no objection is therefore raised in terms of the proposed landscaping.

13.0 **Traffic and Highways**

13.1 Bin storage: The precise details of the bin store are subject to a further planning condition to ensure the latest standards are met at the time of construction.

13.2 The approved details for cycle stands are Sheffield Inverted U cycle racks supplied by Cyclehoop Ltd. These are acceptable and satisfy the planning condition 7 which can be considered discharged.

14.0 **Section 106 agreement**

14.1 This application will not have a Section 106 agreement, because the agreement is linked to the main approval.

15.0 **CONCLUSION**

15.1 The principle of the current proposal has already been established through the granting of the previous planning permission. That contained drawings of the proposed building and the elevational drawings submitted with the current application confirms that the building will respect the character of the area.

15.2 It is considered that the applicant has worked with Officers in addressing the concerns around visual appearance and landscaping, as discussed in this report. As a result it is considered that the application should be supported, because of the economic and social benefits.

16.0 **PART C: RECOMMENDATION**

16.1 The recommendation is to approve the application, subject to conditions.

17.0 **PART D: LIST OF CONDITION(S)**

1. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.
 - (a) Drawing No. CS.06.B Rev B East (side) Elevation from access road), Dated 04.04.17, Recd On 18.04.2017
 - (b) Drawing No. CS.05.B Rev B South (front) Elevation from chapel street), Dated 04.04.17, Recd On 18/04/2017
 - (c) Drawing No. CS.08.B Rev B West (side) Elevation from pedestrian access), Dated 04.04.17, Recd On 18/04/2017
 - (d) Drawing No. CS.07.A Rev ANorth (rear) Elevation from service yard), Dated 04.04.17, Recd On 18/04/2017
 - (e) Drawing No. CS.01.A Rev B Ground Floor plan, Dated 04.04.17, Recd On 18/04/2017
 - (f) Drawing No. CS.02 First Floor plan Recd On. 13/12/2016
 - (g) Drawing No. CS.03 Second Floor Plan Recd On 13/12/2016
 - (h) Drawing No. CS.04 Third Floor Plan Recd On 13/12/2016
 - (i) Drawing No.01 Roof Plan Recd On. 18/04/2017
 - (j) Drawing No.02 Detailed Plan 1:20 Recd On 18/04/2017
 - (k) Drawing No. TH/A3/1356/LS Landscaping Dated 08.12.16 Received 13/12/2016
 - (l) Drawing No. CS00 Rev E Dated 16.04.16 Received 13/12/2016

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.

2. The landscaping scheme as indicated on Drawing No. TH/A3/1356/LS Landscaping Dated 08.12.16 Received 13/12/2016 shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

INFORMATIVE(S):

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

SLOUGH BOROUGH COUNCIL**REPORT TO:** Planning Committee**DATE:** 31st May 2017**PART I**
FOR INFORMATIONPlanning Appeal Decisions

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

| WARD(S) | ALL | |
|----------------|--|---|
| Ref | Appeal | <u>Decision</u> |
| P/16780/000 | 65, Richards Way, Slough, SL1 5TP Construction of a single storey front, first floor side, two storey rear extension and loft conversion including alterations to the roof. | Appeal Granted 27 th April 2017 |
| P/11209/006 | 42, Castleview Road, Slough, SL3 7NQ Construction of a single storey rear extension, first floor side extension & rear dormer window. | Appeal Dismissed 27 th April 2017 |
| P/12915/006 | 63, Langley Broom, Slough, SL3 8NB Construction of a first floor side extension. | Appeal Granted 17 th May 2017 |

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MEMBERS' ATTENDANCE RECORD 2017/18
PLANNING COMMITTEE

| COUNCILLOR | 31/05 | 05/07 | 02/08 | 06/09 | 04/10 | 01/11 | 06/12 | 17/01 | 21/02 | 21/03 | 25/4 | 30/05 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Ajaib | | | | | | | | | | | | |
| Bains | | | | | | | | | | | | |
| Chaudhry | | | | | | | | | | | | |
| Dar | | | | | | | | | | | | |
| M. Holledge | | | | | | | | | | | | |
| Plenty | | | | | | | | | | | | |
| Rasib | | | | | | | | | | | | |
| Smith | | | | | | | | | | | | |
| Swindlehurst | | | | | | | | | | | | |

P = Present for whole meeting
 Ap = Apologies given

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

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