

Date of issue: Tuesday, 27 June 2017

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Dar (Chair), M Holledge (Vice Chair), Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
<b>DATE AND TIME:</b>	WEDNESDAY, 5TH JULY, 2017 AT 6.30 PM
<b>VENUE:</b>	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	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**

**AGENDA  
ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

**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*



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	<i>be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 paragraphs 3.25 – 3.27 of the Councillors’ Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.</i>		
	<i>The Chair will ask Members to confirm that they do not have a declarable interest.</i>		
	<i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i>		
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4.	Human Rights Act Statement - To Note	9 - 10	-
<b>PRE-APPLICATION PRESENTATION</b>			
5.	Land at Former Octagon Site, Brunel Way	11 - 12	Central
<b>PLANNING APPLICATIONS</b>			
6.	P/016841/000 - Slough Family Centre, Chalvey Park, Slough, SL1 2HX	13 - 34	Chalvey
	<i>Recommendation: Delegate to the Planning Manager for Approval</i>		
7.	P/00988/015- BMW House, Petersfield Avenue, Slough, SL2 5EA	35 - 64	Central
	<i>Recommendation: Delegate to the Planning Manager for Approval</i>		
8.	P/01158/023- 19-25, Lansdowne Avenue, Slough, Berkshire, SL1 3SG	65 - 84	Chalvey
	<i>Recommendation: Delegate to the Planning Manager for Approval</i>		
9.	P/00419/017- Iceland Foods Plc, Farnburn Avenue, Slough, SL1 4XT	85 - 110	Farnham
	<i>Recommendation: Delegate to the Planning Manager for Approval</i>		

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
10.	P/00442/014 -Land At 426/430 Bath Road, Slough  <i>Recommendation: Delegate to the Planning Manager for Approval</i>	111 - 130	Haymill and Lynch Hill
11.	P/16436/002- 102, Waterbeach Road, Slough, SL1 3JY  <i>Recommended for Approval</i>	131 - 136	Baylis and Stoke
<b>MISCELLANEOUS REPORTS</b>			
12.	Review of the Local Plan for Slough- Report of Public Consultation on Issues and Options Document	137 - 162	All
13.	Response to Reading Draft Local Plan 2013-2036 Consultation (Regulation 18)	163 - 168	All
<b>MATTERS FOR INFORMATION</b>			
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15.	Members Attendance Record	171 - 172	-
16.	Date of Next Meeting		

Wednesday 2<sup>nd</sup> August 2017

#### Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. 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, 31st May, 2017.**

**Present:-** Councillors Dar (Chair, except minute 8), Ajaib, Bains, Chaudhry, Plenty, Rasib (in the Chair for minute 8), Smith and Swindlehurst

**Also present under Rule 30:-** Councillors Sadiq. Sohal and Davis

**Apologies for Absence:-** Councillor M Holledge

**PART I**

**1. Declarations of Interest**

Councillor Dar declared that he had a personal interest in Agenda item 5 - S/00672/001 Garage Site R/O, 7-9 Mansel Close, Slough, Berkshire, SL2 5UG in that he had previously expressed a view on the application. He stated that he would withdraw from the meeting during consideration of the application.

Councillor Swindlehurst declared that agenda item 6- P/00730/076 – 225 Bath Road, Slough, SL1 4AA was within his ward and that he had some emails from affected residents but that he had not responded and that he would consider the application with an open mind.

Councillor Bains declared that agenda item 7- P/04551/023- Elvian House, Nixey Close, Slough, SL1 1ND was in his ward. He stated that he would consider the application with an open mind. It was noted that agenda item 10 P/01913/011 – 9-10 Chapel Street, Slough, SL1 1PF was incorrectly listed on the agenda as being in the Upton ward when it was in Central ward.

Councillor Smith declared that agenda item 8 - P/09881/007- Unit 3, Blackthorne Road, Slough, SL3 0DA was in his ward. He did not live close to the site, had not been lobbied and would consider the application with an open mind.

Councillors Ajaib and Chaudhry both declared that agenda items 9- P/01347/006 – 288-290 High Street, Slough, SL1 1NB and agenda item 10- P/01913/011 -9-10 Chapel Street, Slough, SL1 1PF were in their ward but they would consider them with an open mind.

Councillors Dar, Ajaib, Chaudhry, Plenty, Rasib and Swindlehurst declared personal interests in that the applicant for Agenda Item 10- P/01913/011 – 9-10 Chapel Street, Slough, SL1 1PF was known to them through the Labour Party but that they would approach the application with an open mind.

**2. Guidance on Predetermination/Predisposition - To Note**

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

## Planning Committee - 31.05.17

### 3. Minutes of the Last Meeting held on 26th April, 2017

**Resolved:-** That the minutes of the last meeting, held on 26<sup>th</sup> April 2017, be approved as a correct record.

### 4. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

### 5. Planning Applications

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

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

Application: P/00730/076- 225 Bath Road, Slough, SL1 2AA: an objector and the applicant's agent addressed the Committee.

Application: S/00672/001 – Garage Site R/O, 7-9 Mansel Close, Slough, SL2 5UG: the applicant's agent and Ward Members for Wexham Lea Councillors Sohal and Sadiq addressed the Committee.

Application P/04551/023 – Elvian House, Nixey Close, Slough, SL1 1ND: the applicant's agent addressed the Committee.

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

**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 Head of Planning Policy and Projects and the amendments sheet tabled at the meeting and subject to any further amendments and conditions agreed by the Committee.



## Planning Committee - 31.05.17

### 6. P/00730/076 - 225, Bath Road, Slough, SL1 4AA

Application	Decision
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.	Delegated to the Planning Manager for approval, following changes to the parameters plan relating to the western site corner adjacent to Avebury Gardens, to provide more significant visual protection to immediately adjacent properties, details/amendments relation to transport and highway matters, response from Thames Water, finalising of conditions and satisfactory completion of a Section 106 Agreement.

### 7. Election of Chair

Councillor Dar declared a personal interest in relation to application S/00672/001 – Garage Site R/O, 7-9 Mansel Close, Slough, SL2 5UG and withdrew from the meeting, vacating the Chair.

In the absence of the Vice-Chair, the remaining members of the Committee were invited to elect a Chair for the purposes of considering the item. Councillor Rasib was proposed, seconded and duly elected as the Chair for the duration of the item.

*(Councillor Rasib in the Chair)*

### 8. S/00672/001 - Garage Site R/O, 7-9, Mansel Close, Slough, Berkshire, SL2 5UG

Application	Decision
Removal of residential garages and construction of 2 pairs of 3 bedroom semi-detached houses to provide 4no new dwellings and associated works.	Delegated to the Planning Manager for approval subject to consideration of any requirements from Thames Water and finalising conditions.

*(Cllr Dar rejoined the meeting and took the Chair for the remainder of the meeting)*

## Planning Committee - 31.05.17

### 9. P/04551/023 - Elvian House, Nixey Close, Slough, SL1 1ND

<b>Application</b>	<b>Decision</b>
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.	Delegated to the Planning Manager for approval.

### 10. P/09881/007 - Unit 3, Blackthorne Road, Slough, SL3 0DA

<b>Application</b>	<b>Decision</b>
Construction of a new industrial unit for uses falling within B1c, B2 and storage distribution (B8) with associate loading yard, car parking, and landscaping. The application also included vehicular access, the widening of Blackthorne Road, widening of the corner junction by the application site and other associate highway works.	Delegated to the Planning Manager for approval subject to revised plans to address highway issues, consideration of any requirements from the Contaminated Land Officer, resolution of drainage issues, finalising conditions and satisfactory completion of Section 106 Agreement.

### 11. P/01347/006 - 288-290, High Street, Slough, SL1 1NB

<b>Application</b>	<b>Decision</b>
Redevelopment of site to provide 12no. flats. A2 and A3 commercial units to be remodelled	Delegate to the Planning Manager for approval.

## Planning Committee - 31.05.17

### 12. P/01913/011 - 9-10, Chapel Street, Slough, SL1 1PF

<b>Application</b>	<b>Decision</b>
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 four storey plus basement mixed use scheme, (residential and commercial). (Discharge conditions 1, 5, 7 and 8 ref P/01913/009).	Approved, subject to conditions.

### 13. Planning Appeal Decisions

**Resolved** – That details of recent Planning Appeal Decisions be noted.

### 14. Members Attendance Record

**Resolved** – That the Member's Attendance Record be noted.

### 15. Date of Next Meeting

The date of the next meeting was confirmed as Wednesday 5<sup>th</sup> July 2017 at 6.30pm.

Chair

(Note: The Meeting opened at 6.30pm and closed at 9.42pm)

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The Human Rights Act 1998 was brought into force in this country on 2<sup>nd</sup> 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

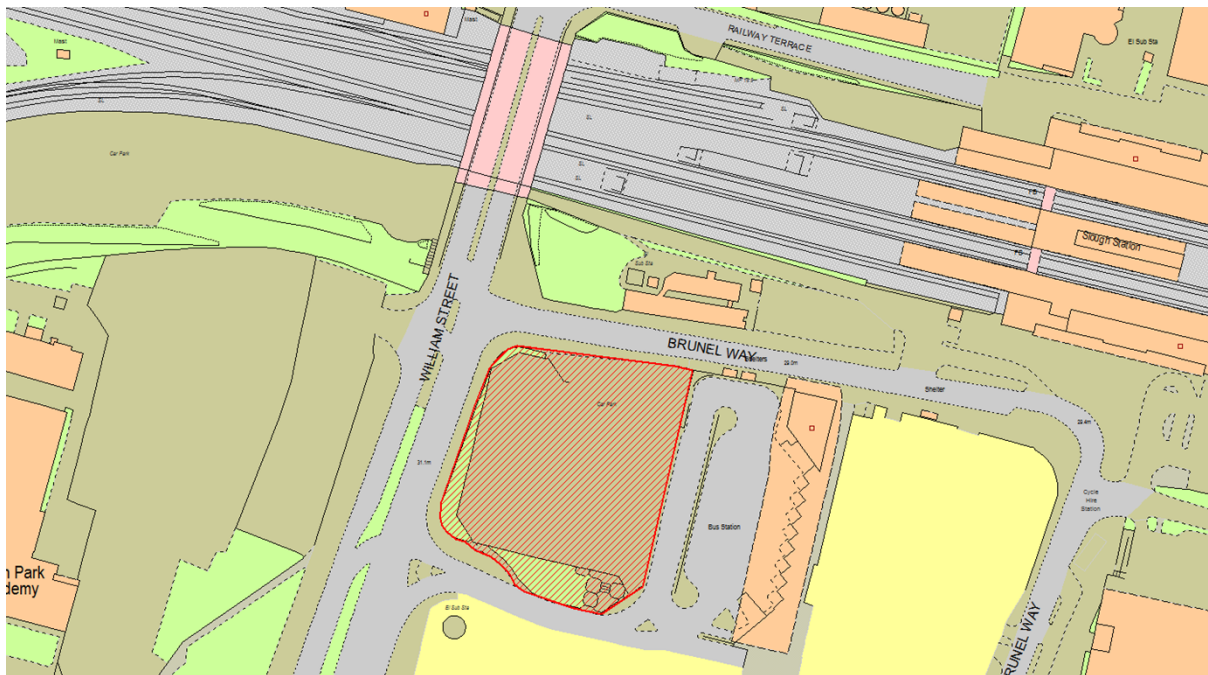
	<b>USE CLASSES – Principal uses</b>
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c )	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest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

	<b>OFFICER ABBREVIATIONS</b>
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:	N/A	Application No:	N/A
Officer:	Mark Doodes	Ward:	Central
Applicant:	Aberdeen Asset Management	Application Type:	Major
		13 Week Date:	N/A
Agent:	TP Bennett		
Location:	Land at Former Octagon Site, Brunel Way		
Proposal:	Mixed use residential-led scheme		

**PRE-APPLICATION PRESENTATION**



## Introduction:

Aberdeen Asset Management, a listed investment management group who act of pensions providers and other large scale institutions, is seeking to erect a mixed use residential-led scheme on land that is presently vacant. The site is considered to be strategically important and the direction of its development is the subject of care and scrutiny internally.

TP Bennett, acting for Aberdeen, has prepared a detailed pre-application to present to Councillors regarding the scheme. The proposals presently feature 260 privately rented flats of which 55% are two bedroom units, arranged in two towers of 18 and 25 storeys. Affordable housing delivery is the subject of on-going discussion.

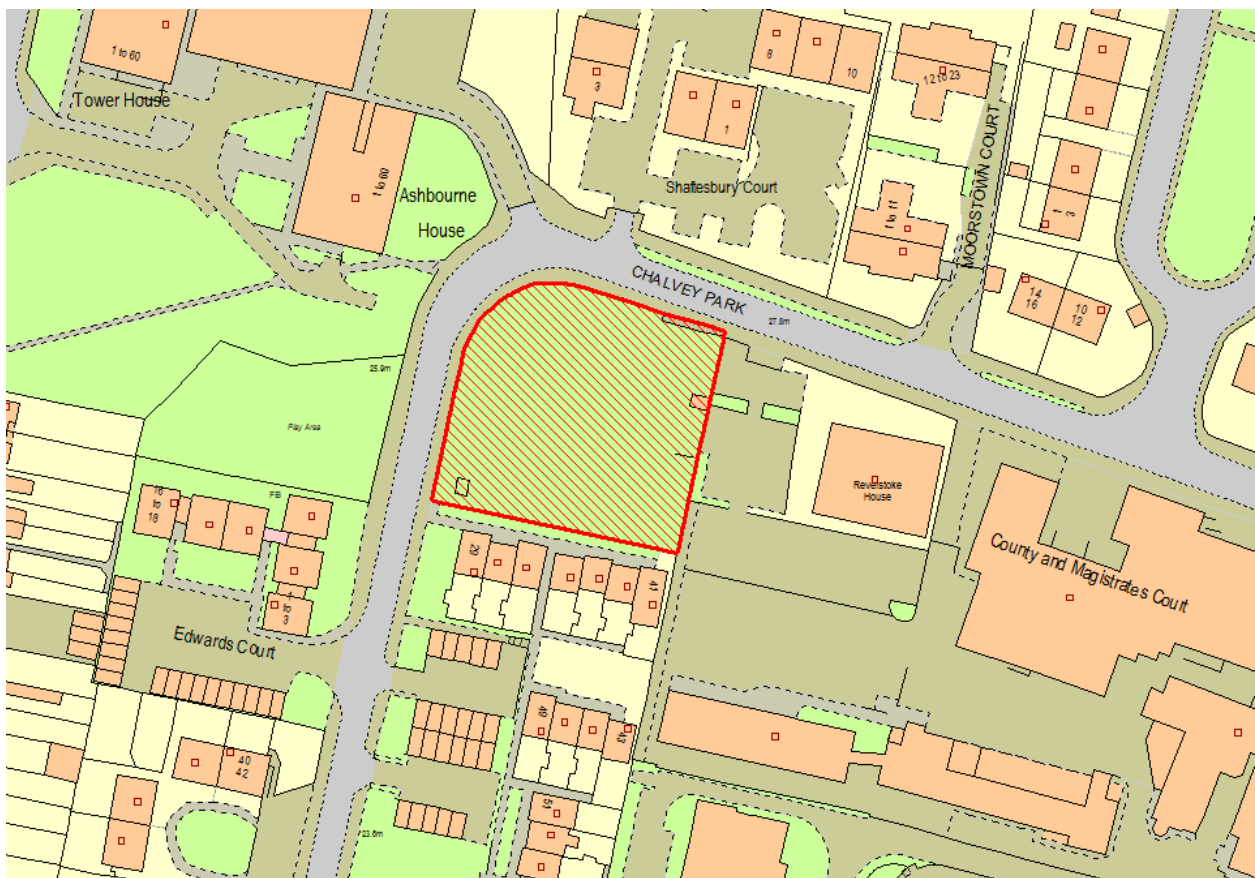
In between the two towers is a 180 bed hotel. A range of other uses exist on the lower floors that create a new public square including a gym, public house, cycle store, coffee shops, small retail unit and a "business suite" as part of the mid-upper market hotel offer which also features conference facilities. Overall the design is intended to create a landmark-grade building close to the Heart of Slough sites.

The agents and investors will present the scheme and answer any initial questions Councillors may have.



Registration Date:	13-Jan-2017	Application No:	P/16841/000
Officer:	Mark Doodes	Ward:	Chalvey
Applicant:	Mr. Abbas Shams, Reach Limited	Application Type:	Major
		13 Week Date:	14 April 2017
Agent:	Niamh Mulligan, Quantic Associates Barley Mow Centre, 10, Barley Mow Passage, London, SW15 2RS		
Location:	Slough Family Centre, Chalvey Park, Slough, SL1 2HX		
Proposal:	Construction of 4no. four bedroom houses and 6no. three bedroom houses with associated works (Outline application to consider access, layout and scale).		

**Recommendation:** Delegate to the Planning Manager for Approval



## **P/16841/000 – Slough Family Centre, Chalvey Park**

### **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 (the threshold being ten or more homes).
- 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 the completion of a satisfactory S106 Agreement, acceptable surface water drainage requirements, any minor changes to the plans and amended/new conditions.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This is an outline planning application for the erection of ten family dwellings with gardens and parking. The application is made in outline with matters of Scale and Access being submitted for consideration. For the avoidance of doubt, this leaves Layout, Landscaping and Appearance as matters to be the subject of future submissions. It should be noted that 'Layout' was originally requested to be agreed at the outline application stage but following discussions with the applicant Layout has been formally withdrawn, to become a matter for future consideration. The site has been demolished and cleared and is presently secured by builders hoardings.
- 2.2 The proposed development would provide ten three storey homes which are described (within the Design and Access Statement) as having a mansard roof. The mix proposed is as follows; 4 no. four bedroom homes (of 123m<sup>2</sup>) and 6 three bedroom houses (Class C3).
- 2.3 Layout is not a matter to be determined at this stage, however the illustrative layout shows car parking provision to be provided at the frontage within a courtyard arrangement. Garages are not provided in favour of a shared surface to the frontage.
- 2.4 The access proposed is to be relocated approx. 5m towards the west hand corner, this is discussed later. A second access is proposed to service parking for two units in a private driveway arrangement with tandem parking. Each unit will be provided with two parking spaces. No visitor parking is proposed. No affordable

housing is required or proposed.

### 3.0 **Application Site**

3.1 The site of the proposed development comprises a 0.2Ha roughly square corner plot of land formerly occupied by the Slough Family Centre. The centre has been relocated to St. Martins Place.

3.2 The site is located to the south of Chalvey Park on the bend of the road where it goes from east / west direction to a north / south direction.

3.3 The site is in a mixed residential / office area with office buildings to the north and east, the rear yard of the Police Station to the south east, two storey flat roof dwellings to the south, three storey flats to the south west, open grassed area and children's play park to the west and an 11 storey block of flats to north west.

3.4 The surrounding area is considered to comprise a mix of commercial and residential uses and the site is considered to be situated the interface between the town centre and the residential area.

3.5 The site is immediately adjacent to (but outside) Town Centre Boundary as defined by Core strategy Policy 4.

### 4.0 **Site History**

4.1 P/07764/000: Application for erection of a storage building. Approved with conditions on 18 December 1987.

4.2 P/07764/001: Application for the erection of a single storey extension. Approved with conditions on 2 June 1993.

4.3 S/00615/000: Application for the erection of a single storey extension to provide office, recreational and assembly area and the erection of a building to provide toy storage area. Approved with conditions on 28 July 2004.

4.4 S/00615/001: Application for the erection of a 9m X 3m modular building. Approved with conditions on 18 April 2005.

4.5 S/00615/002 Application for 8 dwellings Approved with conditions 2009 (LAPSED)

### 5.0 **Neighbour Notification**

5.1 29, Chalvey Park, Slough, SL1 2HX,  
1 Shaftesbury Court, 18, Chalvey Park, Slough, SL1 2ER,  
41, Chalvey Park, Slough, SL1 2HX,

7, Edwards Court, Slough, SL1 2HY,  
8, Edwards Court, Slough, SL1 2HY,  
9, Edwards Court, Slough, SL1 2HY,  
35, Chalvey Park, Slough, SL1 2HX,  
31, Chalvey Park, Slough, SL1 2HX,  
3-4, Moorstown Court, Slough, SL1 2EP,  
10, Edwards Court, Slough, SL1 2HY,  
4, Shaftesbury Court, 18, Chalvey Park, Slough, SL1 2ER,  
37, Chalvey Park, Slough, SL1 2HX,  
33, Chalvey Park, Slough, SL1 2HX,  
39, Chalvey Park, Slough, SL1 2HX,  
Niklas Data Ltd, 2 Shaftesbury Court,  
18, Chalvey Park, Slough, SL1 2ER,  
3, Shaftesbury Court, 18, Chalvey Park, Slough, SL1 2ER

5.2 In accordance with Article 13 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. The deadline for the comments is 4<sup>th</sup> of July 2017. Any comments will be reported to the Committee in the update report.

5.3 One Neighbour Objection – Concerns regarding the additional traffic movements and overspill car parking onto the street. (officer note; parking accords with standards)

## **6.0 Consultation**

### **6.1 Transport and Highways**

Objection due to the proximity of the new access to the corner, which precludes the necessary visibility splays. In addition to this objection a number of comments and requests (if officers are minded to approved the scheme) have been made:

- a) Main access – re-designed to achieve visibility splays of 2.4m by 25m including alterations to the means of enclosure and dedicating the land within the visibility splay. The aforementioned request is on the requirement of the applicant to enter into a S106 Agreement to secure a S278 Agreement under the Highways Act to reduce the speed limit to 20mph and some works on the highway of Chalvey Park.
- b) Southern access – to be deleted to ensure that there is no loss of residents parking bays.
- c) Off-street parking at 1 space for the 2-3 bed units and 2 spaces for the 4 bed units.
- d) Future occupiers of the development not being entitled to parking permits.
- e) Electrical charging spaces.
- f) The developer funds a Traffic Regulation Order to amend the

- waiting restrictions on Chalvey Park re-siting the Pay and Display bays and amending the double yellow lines.
- g) Provision of secure cycle parking.
  - h) The applicant withdraws layout.

6.2 Environmental Protection

No comments

6.3 Thames Water

No comments

6.4 Crime Prevention Design Advisor

No objection "*subject to the electronic gates being self closing with residential fob activation . The Gates would need to sit within a robust boundary fencing (open topped railings or similar (1.8m min height) - both gate and boundary fencing must be robust and difficult to climb, thus preventing unauthorised vehicle and members of the public from gaining access.*".

6.5 Environmental Quality (contaminated land)

No objection subject to conditions relating to contaminated land surveys, and mitigation measures.

6.6 Lead Local Flood Authority (LLFA)

There is a legal duty for the Planning Authority to consult the LLFA on all major development. This has been undertaken. A drainage strategy has been requested (20<sup>th</sup> June 2017) and members will be updated.

**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 (NPPF) and the Planning Policy Guidance (online resource)

National Guidance: NPPG Paragraphs 7, 14, 47 and 49.

The following Local Plan for Slough March 2004 Policies apply:

EN1 - Standard of Design

EN3 – Landscaping Requirements

H14 – Amenity Space

OSC17 – Loss of Community, Leisure or Religious Facility  
T2 – Parking Restraint

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

Core Policy 4 – Type of Housing

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 8 - Sustainability and the Environment

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)

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

## 8.0 **Principle of Development**

- 8.1 The proposed development would be carried out on land which has been identified in the local plan as being in a residential area, as such the principle of redevelopment if accepted. The most recent application for eight residential units lapsed in 2012, since this date there has been no change in the Local Plan and national policy seeks to boost the supply of housing. As such no objection was raised to the use of the site for residential purposes.
- 8.2 As such there is considered to be no in-principle objection to the proposed development being carried out on this land.
- 8.3 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This policy states that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.
- 8.4 The proposal would result in the gain of ten much needed new family homes which will also assist in meeting government targets for delivering market housing and the general ambition to boost significantly the delivery of housing.
- 8.5 Accepting the principle of development is conditional upon also satisfying the various other provisions of the local plan, which are now discussed.

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

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The proposed dwellings would be three storeys in scale. Beyond this design attribute, no more information is provided for

assessment at this stage. It is considered that three storey development would be suitable in the area (given the purpose built flats to the south west which are also three storeys). There is no reason to conclude that the buildings cannot be designed to fit into the street scene and contribute positively. A condition can be added to set the maximum height of the buildings as not more than 9m.

- 9.3 The proposed building frontage is concave with a building line that doesn't address the frontage. This design alternative, compared to the lapsed consent, offers some benefits such as providing a much more overlooked car parking area which provides two more units whilst still providing generous rear gardens. The Crime Prevention Officer notes that some of the parking bays are not overlooked but this matter can be dealt with at the Reserved Matters stage. In any event a condition to ensure that the access is security fob controlled has been imposed.
- 9.4 As layout does not form part of these proposals, some consideration must be given as to if officers are comfortable that ten units can be accommodated on the site. The size area is 0.2Ha, meaning the density proposed is 50DPH. As such, no fundamental concerns are raised. It is also noted that the revised application form also states "up to 10 units" meaning that if any parking or other layout conflict arises there is scope to remove one or more units.
- 9.5 In terms of visual impact on the street scene, the street is varied in nature and includes modern and older building, including highrise flats and institutional / office uses as well as purpose built flats and houses from earlier in the 20th century. As such there is considered to be strong capacity to accept change in this locality. In any event, the introduction of three storey housing in an area that already has other examples of this form of housing is not considered to generate any cause for concern. The new housing will not be seen as an alien feature in the street. Had the housing proposed been any taller than three storey units different conclusions may have been drawn.
- 9.6 Boundary treatments have not been defined at this stage.
- 9.7 The proposals include an illustrative layout that requires some reworking at the Reserved Matters stage, these issues are largely related to highways matters. Officers are confident that the proposed development can be made acceptable in layout terms and would comply (at the reserved matters stage) with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.



- 10.0 **Relationship With and Potential Impact on Neighbouring Properties**
- 10.1 It is considered that the main area for consideration in relation to the potential impact on neighbouring occupiers would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and overdominance.
- 10.2 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. This policy also states that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers.
- 10.3 The main areas of concern regarding the potential impact of the proposed development on adjoining existing occupiers are with respect to the relationship of the proposed development with existing residents of Chalvey Park
- 10.4 The guidelines set out in The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document regarding generally acceptable separation distances within a residential context are considered to be of relevance. Whilst the Guidelines relate principally to extensions to residential properties, the additional guidance contained within the supplementary planning document informs the interpretation and implementation of relevant development plan policies for developments in residential areas.
- 10.5 The guidelines require that a minimum separation distance of 15 metres is maintained in the case of a flank wall/primary elevation and 21 metres in the case of a primary elevation/primary elevation relationship. Guidelines relating to the application of the 45 degree vertical plane are not considered to be relevant since no conflict is found in this regard.
- 10.6 The layout is not a matter to be formally considered but the illustrative layout does give an indication of the type and form of development at hand. The illustrative layout is a simple horseshoe of housing arranged centrally to the plot. Within the horseshoe, the facing habitable room distances are 26m, which is in excess of minimum standards. The closest relationship to existing dwellings is 19.5m from plots 3-8 and the terrace of existing two storey units between 29 and 39 Chalvey Park. The windows facing the development along this terrace at the first floor are bedroom windows. This distance is under the minimum 21m however the existing landscaping and slight difference in height, urban nature of the setting and boundary controls all serve to mitigate the harm to an acceptable level.

- 10.7 The proposed development is to be acceptable having regard to the relationship of the proposal with the properties that currently exist on all sides, in particular the north, west and east elevations. The proposed development would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.
- 10.8 The previously approved (lapsed) scheme is arguably inferior to this layout in a number of ways including the use of a large un-overlooked parking courtyard. Officers are comfortable to support this layout.
- 10.9 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 mid-scale density of the scheme (50DPH) has meant that good sized private garden can be provided, and in some cases (based on the illustrative layout), excellent gardens. Officers are comfortable that a high quality final layout can come forward at the Reserved matters Stage. Some of the gardens will be affected by shadows from trees that are on and off the site, but this is no reason to resist the scheme which provides much needed family housing close to the town centre.
- 11.2 The design of the scheme is considered to respond well to the family housing in the area and the level of amenity provision is considered to be acceptable and although some units have much smaller gardens than others officers do not consider that a redesign of the layout is required.
- 11.3 With regard to light provision, and based on an illustrative floor plan, the rooms are considered to be of an acceptable size and windows are suitably / appropriately positioned.
- 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, Access 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. This area is very central to the Borough and all the

facilities of the Town Centre (including the public transport links) are a short walk away from residents.

- 12.2 The existing access is to be relocated approx. 5m towards the bend. Whilst this means there is less visibility splay, the road is a cul-de-sac and traffic volumes are low. As Chalvey Park is a 30mph road, the visibility splays should be 2.4m by 43m. The Council's Highway consultee has objected to a less than standard visibility splay, however there are a number of mitigating factors including;
- a) The road is a cul-de-sac
  - b) The most trafficked part of the road is at the Magistrates Court and Police Station section, not this area.
  - c) The road is a 30MPH limit serving a modest number of units meaning traffic volumes are low
  - d) The site is abutting the town centre where increased pedestrian and other activity inform driver choices as to appropriate speeds.
  - e) The road could be reduced in speed to a 20MPH zone, subject to separate due process regarding a Traffic Regulation Order

Whilst the opinion of the Highway Consultant is noted and given significant weight, it is considered that the visibility splay of 2.4m by 25m would be acceptable in this instance given the above mitigating factors. It is therefore not considered reasonable to demand the visibility splay for a 30mph road as recommended by 'Manual for Streets' guidance. Officers are comfortable that such a matter, whilst having its origins in fact and government guidance, would not be sufficient to dislodge the strong presumption in favour of sustainable development that the proposals represent.

- 12.3 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.
- 12.4 The Council's Highway consultee has stated that they would accept a minimum of 1 space per 2-3 bed dwelling and 2 spaces per 4 bed dwelling. This would result in a minimum requirement of 14 spaces.
- 12.5 Officers note that the site is abutting the town centre and as such has access to buses, the train station, cycle hire schemes, short term car rental services and there is scope within the homes to provide cycle storage. As such, the shortfall proposed is not considered to be sufficient to resist a good quality scheme of family units in a sustainable location. After all, had the scheme been located on the adjacent site, for example, significantly less parking than the formal standard would have been acceptable to the Highway Authority, due to the town centre boundary. However, the proposals would reduce the on-street parking on Chalvey Park. It is not considered reasonable to remove the Southern access from the

plans which is in broadly the same location as the access to the residential scheme approved in 2009. In 2009 there would have been a displacement of on-street car parking. In this current application, the applicant is requested to enter into a S106 Agreement to make a financial contribution towards the re-provision of on-street parking which the Council will carry out.

- 12.6 Prior to 'Layout' being withdrawn from matters being considered, Highway officers raised a number of concerns, including;
- Frontage parking obstructs some visibility splay, this can be overcome by moving parking back into the site marginally into the site and adding a row of shrubs. This will offer some wider gains too.
  - The need to relocate a lamp column.
  - The loss of some on-street parking for residents.
  - The new access means the loss of some pay-and-display parking bays. The Borough will need to compensate for this loss of income.
  - A number of spaces will require track plans or need to be moved or removed. This matter can be controlled by future submissions.
  - Cycle parking must be provided for each unit. The site is of a density to be able to support this requirement.
  - Space for wheelie bin storage must also be shown. As with the above matter, the provision of sheds in gardens will assist in this matter as there are no garages.
  - Some of the homes do not have rear access for refuse storage.
- 12.7 The above issues may appear, on face value, to cumulatively act as a reason to resist the scheme, however officers have discussed solutions to many of the issues with the applicant and the Highway Authority and are comfortable that the changes required do not go to the heart of supporting this scheme. The request to compensate the Council for the loss of income through the removal of on-street parking spaces would not be reasonable in planning terms.
- 12.8 Notwithstanding the parking layout that has been submitted, it is considered, 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 town centre, no conflict is found with Core Policy 7 and Policy T2 of the Local Plan.
- 13.0 **Tree Protection and Impact**
- 13.1 There are a number of trees along the western and eastern boundaries of the site. There is an isolated tree towards the central front area of the site (a mature silver birch). This tree must be removed to enable the development to progress. A basic plan showing the location and species of the trees on the site has been

included. This is not a British Standard tree survey as there is no reference to the age, condition or root areas of the trees. Since the layout of the scheme is not fixed at this stage we can require a formal survey and arboricultural impact assessment to be commissioned. The results of this study will be expected to inform the final layout submitted.

- 13.2 As part of the application process, the Borough arboriculturalist was consulted but made no comments. Nonetheless officers are mindful of the positive contribution all the trees on the site make to the visual amenity of existing (and proposed) residents. The loss of the silver birch is accepted as being part of the balance made between the need to provide housing and the need to protect the natural environmental.
- 13.3 A mature Ash tree also appears likely to be affected by the proposals since the crown of the tree coincides with unit 8's foundations. Since Layout is a matter to be resolved as part of this application a condition requiring details of the root protection zones, special construction methods and other protection systems and techniques will be afforded to the Ash tree.
- 13.4 The loss of further trees, over and above the Silver Birch will need to be considered. As such, a condition has been appended to the recommendation to ensure that general tree protection measures are put in place to protect these assets.

#### 14.0 **Process**

- 14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The applicant has been updated as to the progress of the application and the merits of the scheme have been discussed on a few occasions. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

#### 15.0 **Summary & Planning Balance**

- 15.1 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 limited harm of the loss of a tree and marginally sub-standard parking provision are not considered to outweigh the significant benefits arising from the provision of new family homes in a sustainable location.

## **PART C: RECOMMENDATION**

### 16.0 **Recommendation**

16.1 Delegate to the Planning Manager to Grant Outline Planning Permission subject to:

- 1) Acceptable surface water drainage arrangements;
- 2) Amend or add new conditions;
- 3) Agree minor changes to the plans; and,
- 4) Completion of satisfactory S106 Agreement to prevent future occupiers from obtaining parking permits and to secure a financial contribution towards the replacement of the displaced on-street parking to an alternative location in Chalvey Park.

## **PART D: CONDITIONS**

### CONDITIONS:

1. Details of the following reserved matters for the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development shall include:
  - The layout of development;
  - The appearance of the development;and
  - Detailed landscaping strategy, including details of proposed maintenance of new planting.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. Application for approval of all reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of three years from the date of this permission. The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:
  - i) the expiration of three years from the date of this permission:or
  - ii) the expiration of two years from the final approval of the reserved matters referred to in Condition 1 above, or in the case of approval of different dates, the final approval of the last such matter to be approved.

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 92 (2) of the Town and Country Planning Act 1990.

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

(a) D01.01 Tree Schedule, (b) Access Plan Ref No to be confirmed (d) Design and Access statement produced by Quantic Assoc (e) revised application form (dated June 2017) to remove Layout as a matter for consideration.

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.

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

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

5. At the same time as the submission of the Reserved Matters, details of the proposed boundary treatment and any gates including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The means of enclosure shall be erection 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 and in the interests of highway safety.

6. 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 for any courtyard or parkign areas 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.

7. 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.

8. The works shall be undertaken in accordance with the submitted Flood Risk Assessment (FRA), (nb. reference number to be



confirmed to members). No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed

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

9. Full details of the surface water disposal and future management and maintenance of the the system shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as maintained thereafter in accordance with the approved management and maintenance regime.

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

10. 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.

11. No development shall commence until details of the proposed bin stores (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. As with cycle storage, the provision of garden sheds would likely resolve this matter. The approved storage shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

12. 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.

13. No development shall take place until details in respect of measures to:
- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
  - (b) Minimise the pollution potential of unavoidable waste;
  - (c) Dispose of unavoidable waste in an environmentally acceptable manner;
  - (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

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

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

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

15. Notwithstanding the details provided herein, the development that comes forward as part of the “appearance” Reserved Matters application shall be in agreement with the “scale” approved herein. Specifically, that units shall be not more than three stories in height and of a flat roof, parapet wall or other architectural mechanism to ensure that the height of the

development is no greater than 9m to the ridge line. For the avoidance of doubt, a four storey scheme would not be considered acceptable. At the same time as the submission of the Reserved Matters applications a topographical survey of the site shall be submitted.

Reason: To ensure the scheme respects the character and scale of the nearby homes and buildings in accordance with Policy EN1 of the Local Plan.

16. Notwithstanding the provisions of Classes A, B and E of The Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no enlargement, improvement or any other alteration of or to any dwellinghouse the subject of this permission shall be carried out without planning permission having first been obtained from the Local Planning Authority.

Reason – To ensure the amenity of future residents are protected from development which would otherwise not be capable of being controlled.

17. At the same time as the submission of an application for the approval of a Reserved Matters application for "appearance", any window(s) to be created in the first floor side elevations and above of the dwellings shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The windows shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority. No further windows other than those approved shall be inserted at first floor level and above in the

Reason: To protect residential amenity.

18. No development (including any demolition, earthworks or vegetation clearance) shall take place before a scheme of landscaping, phased in relation to any phasing of the development, which shall include details of both hard and soft landscape works and earthworks, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme as approved shall be carried out in the first planting season following the completion of each development phase. Any trees, shrubs or plants that die within a period of five years from the completion of each development phase, or are removed and/or become seriously damaged or diseased in that period, shall be replaced (and if necessary continue to be replaced) in the first available planting season with others of similar size and species, unless the Local Planning Authority gives prior written permission for any variation.

Reason – In the interests of residential and visual amenity.

19. At the same time as the submission of an application for the

approval of a Reserved Matters application a British Standard Tree Survey and Arboricultural Impact Assessment along with mitigation and protection measures are to be submitted for consideration and approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved mitigation and protection measures.

Reason - To protect the visual amenity gains that the trees bring to the site.

20. In this condition “retained tree” means an existing tree which is to be retained in accordance with the those details approved in condition 21. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the details approved for condition 21, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Works) and if any retained tree is removed, uprooted or destroyed or dies, another tree of such a size and species shall be planted as may be specified in writing by the Local Planning Authority.

Reason - To protect the visual amenity gains that the trees bring to the site.

21. At the same time as submission of the “layout” Reserved Matter, full details of the main vehicular access including visibility splays of 2.4m by 25m and full details of the secondary access to be used as a parking court for no more than four cars including pedestrian visibility splays of 2.4m by 2.4m shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The approved splays shall thereafter be maintained at all times free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason – In the interests of highway safety.

#### INFORMATIVES:

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant will need to apply to the Council’s Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain

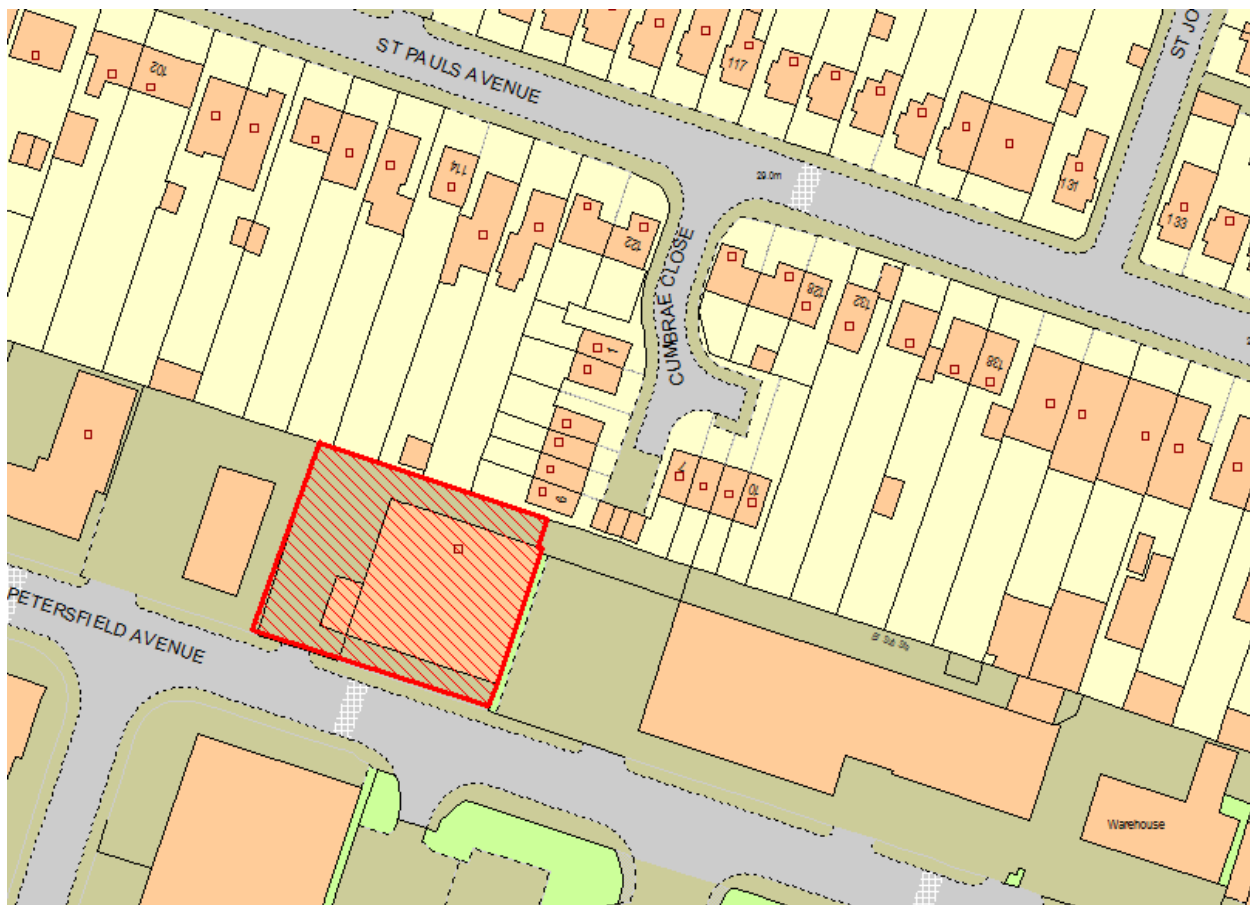
onto the highway or into the highway drainage system.

4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.

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Registration Date:	18-Apr-2017	Application No:	P/00988/015
Officer:	Christian Morrone	Ward:	Central
Applicant:	T and S Estates Ltd	Application Type:	Major
		13 Week Date:	18 July 2017
Agent:	Eleanor Smith, Danks Badnell Architects Ltd Kings Stables, 3-4, Osborne Mews, Windsor, Berkshire, SL4 3DE		
Location:	BMW House, Petersfield Avenue, Slough, SL2 5EA		
Proposal:	Demolition of the existing B8 and B1 office and warehouse and the construction of a part 4, part 3 and part 2 no. storey residential building comprising of 24 no apartments, with a semi basement car park.		

**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 neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to the changes required by the local highway authority, the design changes set out in sections 9 and 10, consideration of any requirements from the Crime Prevention Design Advisor, the Affordable Housing Officer, Environmental Quality Officer, finalising conditions, and satisfactory completion of a section 106 agreement.

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application for:

- Demolition of the existing B8 and B1 office and warehouse and the construction of a part 4, part 3 and part 2 no. storey residential building comprising of 24 no apartments (10no. 1 bed and 14no. 2 bed) flats
- Modification on existing vehicular access for 24 off-street parking spaces and formation with a semi basement car park (space per flat)
- Landscaping

3.0 **Application Site**

3.1 The site falls within an existing business area, positioned on the northern side of Petersfield avenue, and comprises a commercial unit in use as a car showroom and a separate distribution company. The surrounding area is mixed, with industrial, commercial, and to the north, residential dwellings along St Pauls Avenue and Cumbrae Close. The buildings in the surrounding area vary in form, scale, style, and appearance.



4.0 **Relevant Site History**

- 4.1 P/00988/013 CHANGE OF USE FROM CAR SALES / WORKSHOP (SUI GENERIS) TO DISTRIBUTION WAREHOUSE (B8) AND CHANGES TO FENESTRATION AND BIN STORE AREA

Approved with Conditions; Informatives 22-Jun-2009

- P/00988/005 CHANGE OF USE FROM INDUSTRIAL TO SALE & SERVICING OF MOTOR CARS WITH ANCILLARY OFFICES (367 SQ M)

Approved with Conditions 11-Apr-1983

5.0 **Neighbour Notification**

- 5.1 112, St. Pauls Avenue, Slough, SL2 5ER, 8, Cumbrae Close, Slough, SL2 5EB, 118, St. Pauls Avenue, Slough, SL2 5ER, 6, Cumbrae Close, Slough, SL2 5EB, 114, St. Pauls Avenue, Slough, SL2 5ER, 110, St. Pauls Avenue, Slough, SL2 5ER, 5, Cumbrae Close, Slough, SL2 5EB, 4, Cumbrae Close, Slough, SL2 5EB, George White Bikes Ltd, The Garage, Petersfield Avenue, Slough, SL2 5DR, Retriever Sports, Retrieve House, Petersfield Avenue, Slough, SL2 5DU, 3, Cumbrae Close, Slough, SL2 5EB, 7, Cumbrae Close, Slough, SL2 5EB, 116, St. Pauls Avenue, Slough, SL2 5ER, Centurian Valet Service, Albion Close, Slough, SL2 5DT, H S B Home Improvement Ltd, Petersfield Avenue, Slough, SL2 5EA, Grace Building, Ground Floor Rear, Petersfield Avenue, Slough, Berkshire, SL2 5AE, Workshop adjacent, Fleetwood House, Albion House, Slough, Berkshire, SL2 5AE, Slough Tyre Centre, Petersfield Avenue, Slough, Berkshire, SL2 5AE, Car Park above, George White Motors, Albion Close, Slough, Berkshire, SL2 5AE, Ground Floor Front, Grace Building, Petersfield Avenue, Slough, Berkshire, SL2 5AE, Redsky Wholesalers, BMW House, Petersfield House, Slough, Berkshire, SL2 5EA, Montem Building, Petersfield Avenue, Slough, Berkshire, SL2 5AE

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, two site notices were displayed outside the site on 19/05/17. The application was advertised as a major application in the 19/05/17 edition of The Slough Express.

One letter of representaiton singed by two occupiers of 118 St Pauls Avenue has been received objecting to the proposed with comments

relating to:  
(Full comments available on file).

- The building is too high resulting in:
  - (i) Un-uniform development (mainly two storeys in Petersfield Avenue)
  - (ii) Overshadowing and loss of sunlight
  - (iii) Loss of privacy
  - (iv) Noise and disturbance from future occupiers
- Increase the existing ambient noise impact as the semi-underground carpark will act as a sound tunnel and project existing noises toward St Pauls Avenue
- Lack of landscaping and no provision for recreational/green space or for children to play

[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:**

This is an application for 24 flats (x10 1 bed and x14 2 bed) flats. The site was previously used as a showroom for BMW and then as a drinks distribution unit (B8) of 604m<sup>2</sup> by Red Sky Ltd. The site is located outside of the town centre. Pre-application discussions were held with the applicant.

#### Trip Generation

A Transport Statement that supported planning application P/00988/014 assessed the existing vehicle trip generation at the site operating as B8. As way of comparison I have interrogated the TRICS database to determine the likely trip generation for the proposed use. In terms of vehicle trips the proposed use is comparable to the proposed use. The original Transport Statement did not consider multi-modal trip rates for the existing use so I have not been able to compare these against multi-modal trip rates for C3 (residential) use.

**Table 1 - Trip Rates and No. of Trips for the Existing and Proposed Use**

	Vehicle Trip Rates (per 100m <sup>2</sup> For B8 use) and per dwelling for C3 use			No. of Vehicle Trips (2 way)		
	AM peak	PM peak	Daily	AM peak	PM peak	Daily
B8 use	0.483	0.769	5.312	5	7	52
C3 use	0.567	0.522	1.971	14	13	47

For multi-modal use I have not been able to recreate the trip rate used by the original Transport Statement for the B8 use, but I have been able to interrogate the TRICS database to compare vehicle trip rates for B8 use to multi-modal trips for B8 use and found that multi-modal trips rates for B8 use is approximately 20% higher than for vehicle trip rates. Therefore, if the vehicle trip rates presented in Table 1 were increased by 20% to provide an estimate for multi-modal trips then we can see that the use of this building would lead to an increase multi-modal trips of 58 trips i.e. a near doubling of trips.

	Vehicle Trip Rates compared to Multi-Modal Trip Rates per 100m <sup>2</sup> For B8 use and per dwelling for C3 use			No. of Daily Trips (2 way) based upon 20% increase of Table 1 trips for existing B8 use trips
	Daily Arrivals	Daily Departures	Total Daily	Total Daily
B8 vehicle	3.157	2.919	6.076	52
B8 multi-modal	4.028	3.400	7.428	65
C3 vehicle	0.939	1.032	1.971	47
C3 multi-modal	2.492	2.653	5.145	123

### Car Parking

- The level of parking provision for the site is proposed at 1 space per flat which is below the parking standard. This level of parking provision has been accepted on similar sites in the locality with mitigation measures and these measures will be discussed further below;

- As part of the S106 agreement or as a planning condition residents of the development would be ineligible to receive on-street parking permits in any existing or future on-street parking scheme;
- Most of Petersfield Avenue is covered by single yellow line restrictions, although on the north side of the carriageway to the east of this site there are no waiting. It should not be the outcome of this development that overspill parking occurs on the public highway due to a shortfall of provision of parking spaces within the site. Therefore, I would request that a financial contribution is secured from the applicant to fund a scheme including the costs of the Traffic Regulation Order (TRO), Consultation of the TROs, and implementation of the scheme that prevents long stay on Petersfield Avenue to deter residential parking;
- There shall be no allocation of car parking spaces, where a shortfall of parking is proposed then spaces shall be provided on a communal basis with a maximum lease period of 1 year per space. This allows parking to be reallocated to other flats where car parking is no longer required by a flat;

#### Access

- Modifications are proposed to the existing access.
- The submitted drawings show that the visibility splay just crosses third party land to the west therefore the scheme will need to ensure that the full 2.4m x 43m visibility splay can be accommodated within the applicants site and a slight tweak to the design of the access road should be able to accommodate this;
- Pedestrian visibility splays of 2.4m x 2.4m are also required on both sides of the access and this is not currently shown on the drawings which will affect the amenity space in front of Flat 2;
- The vehicle access barrier shall need to be set back 6m from the back of the footway, this is currently shown as 4.8m, which is unacceptable as it does not allow drivers to access the key fob without blocking the footway;

- The vehicle access passes under the building at a height of 3.9m, which would allow high sided long wheel base vans i.e. suitable furniture deliveries for flats to access the rear car park for removals and other deliveries;
- The access road is too wide and could be reduced in width so as to achieve the visibility splays. The access fob will need to be on the drivers' side therefore a wide access is not conducive to this arrangement;
- A separate footway along the east side of the access road would be appropriate to accommodate this fob, but also allow the refuse store to be secure and accessed only from the exterior;
- The applicant should consult secured by design guidance;

#### Cycle Parking

- Individual cycle stores are shown, but these are substandard in dimension forcing residents to lift bikes into a standing position. There is a plenty of space on this site to put in high quality cycle storage, which does not require the lifting of bikes. The narrow width of the stores result in only one bike being capable of being stored when a 1m wide store would allow 2 bikes to be stored;
- Therefore the applicant must amend the scheme to enhance cycle storage as it is not meeting the full car parking standard;

#### Mitigation

- Petersfield Avenue is an existing business/industrial area in Slough. It benefits from proximity to Slough station and town centre. It is likely that other sites along Petersfield Avenue will come forward for residential use following this site's development. As Petersfield Avenue changes, the type of traffic will change and in order to encourage future occupiers to walk and cycle rather than use private vehicles for short journeys the characteristics of Petersfield Avenue as a street will need to change.
- There is significant potential for introducing on-road cycle facilities and street trees and other public realm improvements to enhance the street for residents and therefore taking account of the increase in multi-modal trips to the site I would recommend that the applicant makes a contribution of £17,500. This

approach is consistent with accepting that a shortfall of parking would be acceptable;

### Refuse and Recycling

- Refuse vehicles will need to park on road outside of the development to collect refuse;
- The refuse bins should be located within 10m of the highway – they are currently set further back than this so this will need to be changed and brought forward;
- A bit of work is required to tidy up the design to the bin store and this should be secured by condition.

### Recommendation

No highway objection subject to the securing the S106 contributions and amendments to the cycle storage and comment above. If the applicant is unwilling to fund the contributions or make the other reasonable changes then the recommendation should be amended to refusal.

### S106 / S278

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 and highways schedules.

The transport schedule:

- Financial contribution to cycle lanes and public realm improvements along Petersfield Avenue (prior to occupation);
- Financial contribution implementation of traffic orders (prior to commencement);
- Car parking provided on communal basis – wording of car parking scheme to be agreed;
- Residents excluded from residential permits

The highways schedule includes:

- Temporary access point (as necessary);
- Installation of crossover / junction

- 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);
- Gully cleaning of the nearest gully to the site;
- Support structure agreement for basement (as necessary);

The Local Highway Authority has recommended 12no. conditions which form part of the list of recommended conditions in section 17.

## 6.2 **Thames Water**

### Waste Comments

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

Recommended conditions regarding piling and drainage are recommended by Thames Water which forms part of the list of recommended conditions in section 17.

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

## 6.3 **Drainage Engineer**

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. 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.

## 6.4 **Neighbourhood Protection / Environmental Services**

No objection subject to appropriate conditions and informative.

Recommended conditions regarding noise and disturbance during the construction phase are recommended by Neighbourhood Protection which forms part of the list of recommended conditions in section 17.

6.5 **Contaminated Land Officer**

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

6.6 **Environmental Quality – Air Quality**

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

6.7 **Lead Local Flood Authority**

Having reviewed the evidence provided for the planning application we would recommend drainage conditions be attached to the application.

In their Design and Access Statement the developer has provided a high level concept of utilising green roofs and porous pavements to evacuate surface water runoff and discharge into the Thames Water sewer. Additional information that would detail proposed peak and volume reduction for storm events of up to 1 in 100 year occurrence with allowance of climate change, details of the drainage systems including attenuation and flow controls as well as assessment of overland flow routes for exceedance events and/or flush floods during which the drainage system and inlet structure become overwhelmed should be provided. Information on any pollution control measures should be detailed as well as information on proposed maintenance arrangements for the lifetime of the development.

The proposed development is:

- Located within flood zone 1.
- Less than 1 hectare in size.
- Classified as “major” development, as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015 (<http://www.legislation.gov.uk/ukSI/2015/595/part/1/made>).

In accordance with National Planning Policy Framework paragraph 103 a site specific flood risk assessment does NOT need to be submitted with the planning application. This is because the site is within flood zone 1 and is less than 1 hectare in size.

The development is classified as “major”: in accordance with the ministerial written statement (HCWS161) a drainage strategy that



considers the SuDS Hierarchy must be submitted with the application.

Detailed comments regarding what is required to comply with SuDS have been provided and are on file.

6.8 **Crime Prevention Design Advisor**

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

6.9 **Affordable Housing Officer**

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

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

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

Core Policies: Achieving Sustainable Development  
Chapter 1: Building a strong, competitive economy  
Chapter 4: Promoting sustainable transport  
Chapter 6: Delivering a wide choice of high quality homes  
Chapter 7: Requiring good design

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

Core Policy 1 – Spatial Strategy  
Core Policy 3 – Housing Distribution  
Core Policy 4 – Type of Housing  
Core Policy 5 - Employment  
Core Policy 6 – Retail, Leisure, and Community Facilities  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 10 – Infrastructure  
Core Policy 12 – Community Safety

**The Adopted Local Plan for Slough 2004**

H9 – Comprehensive Planning  
H10 – Minimum Density  
H11 – Change of Use to Residential  
H14 – Amenity Space  
EMP6 – Stoke Road Area  
EN1 – Standard of Design

EN3 – Landscaping  
EN5 – Design and Crime Prevention  
T2 – Parking  
T8 – Cycle Network and Facilities  
T9 – Bus Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map
- Flat Conversions Guidelines

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 the character of the area
- Impact on residential amenity

- Living Conditions and Amenity Space for residents
- Crime Prevention
- Highways and Parking
- Affordable Housing

## 8.0 **Principle of development**

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

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

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

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

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

Core Policy 4 again emphasizes that high density housing should be

located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area.

The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.

The site in question falls outside of the town centre area, but is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported.

Given the scenario of future redevelopment schemes to the north of the site and the existence of the Foyer development to the south, the existing and proposed context for the site will be that of high density flats. The construction of family housing on this site would be odds with the site's setting and therefore be inappropriate in an urban form context.

It is considered that the need for housing outweighs the loss of an employment facility and that there would be no requirement to replace a community use off site or to seek a financial and the site could be built out as residential in its entirety. Further, given that the site is located just outside of the Stoke Road neighbourhood shopping area then there would be no requirement to provide retail at the ground floor level.

Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in

the paragraph above, to the provision of flats rather than family housing.

Based on the above, the proposal would be acceptable in terms of land use.

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 buildings .....housing 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. Of a high quality design that is practical, attractive, safe, accessible and adaptable
2. Respect its location and surroundings
3. 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 would be four storeys in height with flat roof behind parapet elevations and would exceed the height of the neighbouring

buildings. However, as highlighted in the principle of development, the site falls within a selected key area, where the principle new residential development is being supported, and therefore a comprehensive change in the surrounded character is to be expected. The Council accept this will result in higher roof levels provided the buildings would not appear over dominant. When considering the width of Petersfield Avenue, and the height of existing residential flats in locality, the proposed height would result in an acceptable scale of development.

- 9.5 The proposed building is simple in its form but incorporates features such as inset balconies, various small set backs and projections, large floor to ceiling windows set in an appropriate rhythm, and a mix of materials. Officers consider this would result in an acceptable style and appearance which subject to appropriate materials and suitable landscaping, the proposal would be acceptable.
- 9.6 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 EN3 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 existing rear gardens which back onto the site at 142-148 St Pauls Avenue are relatively deep, and the proposal is away from the common boundary, therefore, officers are satisfied that the occupiers of these properties would not suffer an unacceptable overbearing impact.
- 10.5 The relationship at the rear boundary is however somewhat different with 6 Cumbrae Close whereby the dwelling and rear garden area is

much smaller, and set sideways by the rear boundary. In this instance, the proposal has been reduced to two storeys in height at approximately 12.5 metres to the common boundary with 6 Cumbrae Close. Where the proposed building returns to four storeys to the south, the separation distance is approximately 19.4 metres to the common boundary with 6 Cumbrae Close. When taking into account the current overbearing impact from the existing building onsite which is positioned approximately 4.5 from the rear boundary, the overbearing impact onto 6 Cumbrae Close would not be significantly worse.

- 10.6 The site would result in a degree of overbearing to the neighbouring sites at each side, however, these sites are under commercial uses, and the overbearing impact would not have an unacceptable impact on their day to day operation. Furthermore, officers consider the scale of the building would not sterilise future appropriate development on the neighbouring sites.
- 10.7 In terms of overlooking and privacy issues, the windows within the rear elevation have been cantered to the west in an attempt to avoid direct overlooking into the rear gardens in Cumbrae Close and St Pauls avenue. Owing proposed separation distance, and the fact the cantered rear facing windows would not directly overlook neighbouring property, this type of feature is considered to satisfactorily mitigate an unacceptable loss of privacy to neighbouring residential occupiers in this instance. Revised plans have been requested to include cantered windows upper rear elevation windows (west) and to omit the rear facing balconies which would cause unacceptable overlooking.
- 10.8 A neighbour representation has objected to the proposal with issues relating to the ambient background within Petersfield Avenue noise being worsened due to the proposed basement acting as a 'sound tunnel' and transporting or amplifying the ambient background within Petersfield Avenue into the neighbouring properties to the north.
- 10.9 The Council's Environmental Protection team have assessed the application, and have raised no concerns regarding noise and disturbance. Furthermore, planning officers consider the use of the site for 24 residential flats with no rear facing balconies would not result in any significant increase in noise and disturbance compared what the existing commercial site is capable of.
- 10.10 The proposal would set away from the remaining neighbouring properties by a distance ample enough to mitigate any neighbouring amenity issues. Conditions should be included require planning

permission for any further windows in the side elevations.

- 10.11 Subject to conditions, the omission of the rear balconies, and alterations to the upper floor windows at the rear to mitigate overlooking, no objections are raised in terms of the impacts on neighbouring 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 Council's Guidelines for the Provision of Amenity Space around Residential Dwellings.

- 11.3 The proposed flats 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.

- 11.4 19 of the 24 flats would be served by small but individual private terrace areas, Due to overlooking issues, the remaining 5 units that would be positioned at the rear would not include any outdoor amenity space. As the site is located close to the town centre (south) and Bowyer recreation park (north), a small number of units without external amenity area would not be wholly unacceptable.

- 11.5 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.

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 Owing to the location close to the town centre and within an area of limited residential uses, it would be appropriate to condition any approval for the development to be capable of achieving Secured by Design accreditation

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 one off street parking space for each flat which is short of what is short of the policy requirement. However, the site is close to the town centre and bus/train stations which allow for a relaxation in the parking provision. However, this would result in an increase in pedestrian and cycle movements in an around the site and further pressure on public transport. Owing to the commercial nature of

the area is current catered for particularly well and therefore potential resulting in a hazardous environment for cyclist and pedestrians. This is further amplified by the material change to the end users of the flats that could be occupied more vulnerable residents such as disabled, children, infants in pushchairs, and elderly.

- 14.6 The local highway authority has raised no objection to these impacts provided suitable mitigation is undertaken to provide appropriate infrastructure for non-car modes of transport. The local highway authority has requested this through a financial contribution which planning officers consider acceptable based on the circumstances highlighted above. Furthermore, a similar financial contribution was recently secured at the Lion House development to the west.
- 14.7 The local highway authority have also requested a financial contribution to control over spilling of car parking on the surrounding Petersfield Avenue and a number of changes to the proposed vehicular arrangements. The applicant is aware of these and the changes are hoped to be carried before the issue of the amendment sheet.
- 14.8 Subject to the changes and requirements set out by the local highway authority, no objections are raised in terms of highway and parking

15.0 **Affordable Housing**

- 15.1 Core Policy 4 of the Slough Local Development Framework Core Strategy states that *for All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.* The applicant has confirmed the will provide a policy compliant financial contribution for affordable housing that would be commuted to another available site. This can be secured through a Section 106 agreement.

16.0 **PART C: RECOMMENDATION**

- 16.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to the changes required by the local highway authority, the design changes set out in sections 9 and 10, consideration of any requirements from the Crime Prevention Design Advisor, the Affordable Housing Officer, Environmental Quality Officer, finalising conditions, and satisfactory completion of a section 106 agreement

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

## 1. Commence within three years

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

REASON: To prevent the accumulation of planning permissions, ar enable the Council to review the suitability of the development in the of altered circumstances and to comply with the provisions of Sectio 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. 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.

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

#### 4. 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.

#### 5. Drainage

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 and maintained 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.

#### 6. 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:

#### 7. 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:

- (i) Construction access;
- (ii) Vehicle parking for site operatives and visitors;
- (iii) Loading/off-loading and turning areas;
- (iv) Site compound;
- (v) Storage of materials;
- (vi) 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.

#### 8. Working Method Statement

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

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

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.

9. 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.

10. 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. Once approved, a suitable means of boundary treatment shall be implemented on site in accordance with the approved details prior to the first occupation of the development and retained at all time on the future.

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.

11. 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.

12. Refuse and recycling

TBC

REASON: In the interests of visual amenity of the site in accordance

with Policy EN 1 of The Local Plan for Slough 2004.

13. Cycle parking

TBC.

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.

14. New means of access

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

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

15. Redundant means of access

No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the plans to be submitted to and approved in writing by the local planning authority and the works constructed in accordance with Slough Borough Council's Design Guide.

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

16. The vehicle access gate or shutter shall be set back a minimum distance of 6m from the back edge of the footway. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

REASON: In order to minimise danger, obstruction and inconvenience to users of the footway and the carriageway and of the development.

17. Pedestrian visibility 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 the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

#### 18. Vehicular visibility splays

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

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

#### 19. Electric vehicle rapid charging bays

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.

20. No car parking permit

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

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

21. Height of the under pass to be constructed at 3.9m from carriageway to building – TBC

22. No piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

23. Secured by Design

Prior to first occupation, the development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development shall be submitted and approved in writing by the Local Planning Authority. Security measures in line with the principles of Secured

by Design are to be implemented following consultation with the Thames Valley Police.

REASON: In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004, 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.

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.

## 7. Thames Water:

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be

completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).”

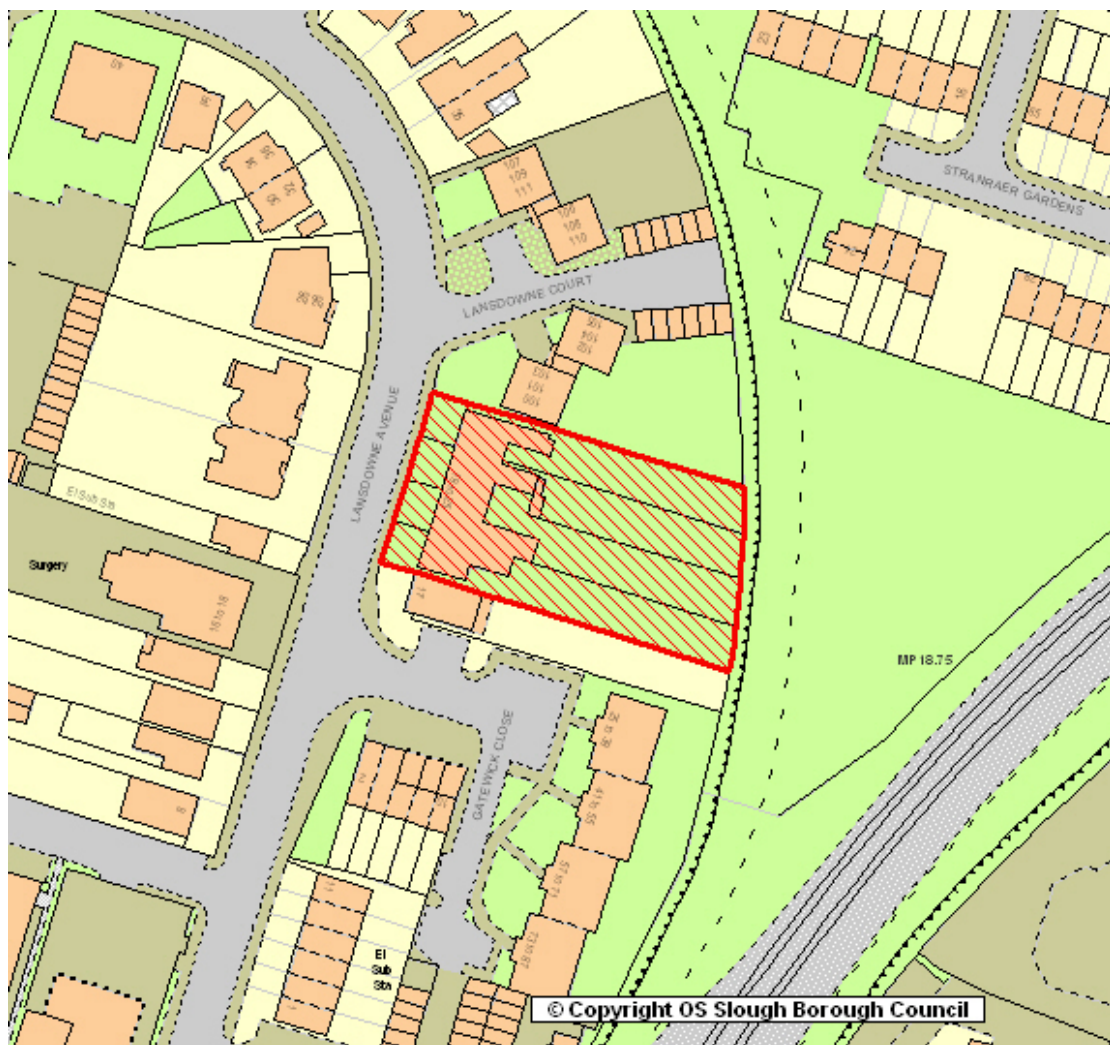
Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Registration Date:	18-April-2017	Application No:	P/01158/023
		Ward	Chalvey
Officer:	Mark Doodes	Application type:	Major
		13 week date:	6th November 18 July 2017
Applicant	Care of Agent		
Agent	Woolfe Bond Planning, The Mitfords, Basingstoke Road, Three Mile Cross, Reading, RG7 1AT		
Location	19-25, Lansdowne Avenue, Slough, Berkshire, SL1 3SG		
Proposal	DEMOLITION OF EXISTING BUILDING AND THE ERECTION OF TWO BUILDINGS CONTAINING 24 NO RESIDENTIAL DWELLINGS TOGETHER WITH ASSOCIATED ACCESS, CAR PARKING, LANDSCAPING AND AMENITY SPACE		

**Recommendation:** Delegate to the Planning Manager for approval.



## **P/01158/023**

### **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 (the threshold being ten or more homes).
- 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 completing a satisfactory Section 106 agreement to secure various off –site contributions for affordable housing and education facilities, any minor amendments to the plans and finalising of conditions.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This is a full planning application that proposes the demolition of the existing guest house accommodation, to facilitate the erection of two blocks of flats with a total number of 24 units, comprising 8no. one-bed, 13 x two-beds, 3no. three-beds units. All the units will be open market.
- 2.2 The scheme is arranged in two blocks with the remainder of the site being set aside for parking and amenity space.
- 2.3 The frontage block is four stories tall and features a central gable feature. It is finished in brick and uses horizontal courses to break up the frontage. Three checked dormer windows add to the gable feature to create a loft space capable of use as further flats. The front elevation features a number of Juliet balconies to the northern elevation of the building. There are no windows on the side elevation facing north.
- 2.4 The current application includes full details of the layout and the elevations. The proposed access would be located off Lansdowne Avenue close to the junction with Lansdowne Court. This access would lead to car parking for 26 vehicles located in the northern section of the site adjacent to Lansdowne Court. Two Electric Vehicle Charging points and two disabled bays are included. Communal cycle storage is provided to the southern boundary in the amenity area.
- 2.5 The rear block runs the full width of the site and has three different heights starting at three storeys on the northern boundary rising to four then five for around half of the width. The change in ridgelines

and the use of some vertical and horizontal emphasis breaks-up the frontage. Some of the units have Juliet balconies. On the ground floor the three bed units open on to private rear amenity space rather than communal space wrapping around the building.

- 2.6 The proposals also feature three accesses, two pedestrian and one dedicated vehicular access. All three require a security fob.

### 3.0 **The Site**

- 3.1 The application site is a guest house with offices located on the frontage at Lansdowne Avenue. The existing buildings are mainly two-storeys in height although some have accommodation in the roof. The properties were originally built for residential purposes but have been altered physically and in terms of use in the past and knocked through in places. At the rear of the buildings are various extensions and outbuildings that have built over a number of decades. These are in a relatively poor state of repair. The rear of the site is open and there is no boundary treatment separating the different planning units. Some parking is available to serve the site located on the frontage between the back edge of footway and the front elevation of the buildings in hard surfaced areas.
- 3.2 The buildings, whilst Victorian in era, are not considered to be of any particular architectural or historic merit. This conclusion is in part due to the poor condition of the buildings. There are a total of seven trees on or abutting the site. A detailed landscaping plan accompanies the proposals.
- 3.3 The site is outside the town centre boundary. The road is the subject of parking restrictions in the shape of single yellow lines.
- 3.4 In terms of the wider area, there is a large parking courtyard at Gatewick Close and four block of purpose built four storey flats. There are no windows on the side elevation. Immediately next to the site is the Bharani Medical Centre, which is located in an attractive gable fronted bay-windowed Victorian property. A mature tree is on this frontage boundary, which is to be retained.
- 3.5 Opposite the site is a mix of housing including a two storey 1960's home, a pair of large and extended interwar semi-detached dwellings. Lansdown Court, to the north of the site, is a purpose built cul-de-sac of three storey pitched roofed flats. There are no windows on the side elevation of these buildings.
- 3.6 To the rear of the site is the disused line that linked the Windsor line with the west-bound GWR mainline. The active main railway line is behind this curving off towards the Slough railway station.

#### 4.0 **Neighbour Notification**

- 4.1 26, Lansdowne Avenue, Slough, SL1 3SJ,  
Flat 102, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,  
Flat 104, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,  
Flat 105, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,  
6, Gatewick Close, Slough, SL1 3SF,  
22, Lansdowne Avenue, Slough, SL1 3SJ,  
20, Lansdowne Avenue, Slough, SL1 3SJ,  
8, Gatewick Close, Slough, SL1 3SF,  
Flat 100, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,  
Flat 101, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,  
Flat 103, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,  
10, Gatewick Close, Slough, SL1 3SF,  
14, Lansdowne Avenue, Slough, SL1 3SJ,  
2, Gatewick Close, Slough, SL1 3SF,  
16, Lansdowne Avenue, Slough, SL1 3SJ,  
17, Lansdowne Avenue, Slough, SL1 3SG,  
31, Gatewick Close, Slough, SL1 3SE,  
33, Gatewick Close, Slough, SL1 3SE,  
35, Gatewick Close, Slough, SL1 3SE,  
37, Gatewick Close, Slough, SL1 3SE,  
25, Gatewick Close, Slough, SL1 3SE,  
27, Gatewick Close, Slough, SL1 3SE,  
29, Gatewick Close, Slough, SL1 3SE,  
39, Gatewick Close, Slough, SL1 3SE,  
18, Lansdowne Avenue, Slough, SL1 3SJ,  
4, Gatewick Close, Slough, SL1 3SF

4.2 Site Notice was erected on the 26<sup>th</sup> April 2017 and the consultation period ended three weeks later on 17<sup>th</sup> May 2017. The application was advertised on the 5<sup>th</sup> of May 2017 in the Slough Express.

4.3 Three objections were received from nearby residents. Both cite similar concerns regarding the impact of the proposals upon the street scene and traffic intensification. These matters are discussed within this report.

#### 5.0 **Relevant Site History**

5.1 P/01158/018 - Demolition of existing buildings and erection of twenty three bedroom replacement hotel and 22 retirement flats at the rear (outline) - Refused 13/12/06

5.2 P/01158/019 - Demolition of existing buildings and erection of 15 x no.2 bed retirement flats, 5 x no.1 bed retirement flats, 1 x no.3 bed retirement flats and hotel with office accommodation. – Approved 26/09/07

5.3 P/01158/020 – Demolition and erection of 3.5 Storey 24 Bed Hotel



and 4/5 storey block of flats for 21 units. Approved at Committee 22/10/08 (LAPSED)

- 5.4 2 Minor applications for fascia signs and a first floor rear extension were approved in 2008 and 2015 respectively.

6.0 **Consultations**

6.1 **Highways**

- 6.1.1 The existing use is understood to comprise of a hotel with 35 bedrooms and an office. The site is understood to be currently served by 8 parking spaces. From a traffic generation point of view the existing development has the potential to generate around 86 vehicular movements per day (two-way). The proposed development has the potential to generate around 87 movements per day (two-way) and these facts represent a “fall back” position as regards traffic generation from the site. It has been confirmed on previous applications that no objection on traffic generation and impact grounds are raised.

- 6.1.2 From a parking point of view, a 1 bed flat would be expected to provide one parking space, a two bed unit 1.75 spaces per unit and a three bed flat would be 2. As is common with developments in or near the centre, this level of provision is often not possible to be provided. The plans indicate that the development will provide only one car parking space per unit, which is below the required standard.

- 6.1.3 However the site is a short walk from the town centre and in view of this it is considered, on balance, that an objection on the grounds of inadequate car parking provision would be difficult to sustain. s

- 6.1.4 Secure cycle parking is provided on site. A cycle store is indicated on the site plans and includes a footway link to the car park and directly onto Lansdowne Avenue.

- 6.1.5 Mindful of the above comments, it is possible to confirm that no objection is raised to this application on traffic or road safety grounds, subject to conditions.

6.2 **Traffic and Parking**

- 6.2.1 The site is currently accessed via a mixture of both singular and double width vehicular crossovers (six in total) from Lansdowne Avenue. The access points conform to current standards in terms of sight line and pedestrian visibility provision. The carriageway fronting the site is 8 metres in width. A residents' parking area is provided on Lansdowne Avenue opposite the application site. Waiting restrictions of no parking Mon-Sat 8am-7pm operate in the vicinity of the application site. These restrictions are supported by single yellow lines.

- 6.2.2 In order to give priority to pedestrians, a crossover will need to be provided as means of access and not a bell mouth. The crossover will need to be constructed to carriageway standards. No obstructions over 600mm in height are permitted in the sight line areas. The sight lines must fall on land in control of the applicant (please ensure this requirement is included in the conditions). The edge of footway (back of footway) 2.4m x 2.4m pedestrian visibility splays are required, in front of which no obstructions exceeding 600mm in height is to be permitted (please ensure this requirement is included in the conditions). The proposed access will alter the traffic flows on the highway. The street lighting will therefore require to be modified (designed in accordance with BS 5489) to incorporate those flows. Such alterations must be designed and implemented at the expense of the applicant.
- 6.2.3 The proposal has been assessed in terms of the existing and retained office use on site. The proposal includes 26 car parking spaces, in this location one space per unit would be acceptable. Noting the “fall back” position of the traffic volumes and numbers for a hotel the proposal results in an improvement over this situation in terms of the shortfall and on this basis no objection is raised in parking terms.
- 6.2.4 The Highway Engineer is satisfied with the current proposal and appropriate conditions have been recommended.

## 7.0 **Policy Background**

- 7.1 The Local Plan for Slough 2004. This is not an allocated housing site. Relevant policies include Policy H13 (Backland Infill Development), Policy H14 (Amenity Space), Policy EN1 (Design)
- 7.2 In addition to this, Core Policies 4, 7 and 8 of Core Strategy are also relevant. Core Policy 4 seeks to generally resist flatted development outside the town centre. This is the same policy against which the 2009 lapsed consent was assessed against. The policy states “*new residential development...will be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of exiting...services... and infrastructure.*” The area is noted as having many existing blocks of 3 three storey purpose built flats and is very close to the town centre, therefore the proposals are not wholly discordant with the thrust of this policy.
- 7.3 National Planning Policy Framework paragraphs 7, 14, 17, 32, 47 and 49. The passages of the Framework seek to direct new housing to sustainable locations, such as this.

## 8.0 **Design**

- 8.1 There is no overriding architectural character on the street, a mixture

of contemporary flats and traditional semi-detached houses are found in the locality of varying ages. That said, the design of the proposals could have taken more care to be traditional in appearance with pitched and hipped roofs and ornate dormer windows and ridge details.

- 8.2 However, the Framework cautions against Authorities imposing design codes (at Paragraph 60) where this may stifle creativity. The applicants have included an illustrative computer generated image of the site when views from along Lansdown Avenue. The image supports officer opinion that the rear block will be largely shielded from the main street scene. It will be readily visible along Gatewick Close but this street is more modern and built-up.
- 8.3 The building will also be seen in the context of more modern additions to the vicinity, many of which are four stories in height. As such the rear block and the front block are not considered to be likely to result in an alien feature in the street.
- 8.4 On this basis, no objection is raised to the proposal in terms of the design and it is considered that the pitched roofs and half hips would reduce the visual bulk and not appear incongruous or ajar with the street scene.

#### 9.0 **Impact Upon Existing Local Residents**

- 9.1 It is noted that the current scheme is highly similar to the approved 2008 hotel/flats application. In this application no objection was raised by officers. The current application is of a tall nature and high density but it is noted that the site is very close to the Town Centre boundary which is further along Lansdown Road to the south and along the railway line to the east. Being a location close to the Town Centre, there are much closer relationships between buildings than would be expected in more suburban locations.
- 9.2 Three local residents have objected to the proposals. Neither of the residents cite overlooking or overshadowing as reasons for resisting the proposals. The same conclusions are drawn by officers for the current scheme, as when the 2008 scheme was approved.
- 9.3 Whilst the proposals are in-depth and at five storeys of a higher rise nature, there is no undue overlooking created to existing residents. This is because of the particular way that the neighbourhood has evolved over time with two mid-scale purpose built developments of flats (one to the north one and one to the south). These have ensured that no windows look directly on the area where the bulkier block of flats will be cited. The closest relationship in terms of window to window distances is around 22m to the rear of the most southern of the Lansdown Court blocks, which is in excess of the minimum standard.

- 9.4 It is considered that the current application does not raise any new concerns that might have an impact on existing local residents.
- 10.0 **Future Amenity of Residents**
- 10.1 The proposal includes an amenity space of approx. 18m x 13m between the two blocks. This area is centrally located and is adjacent to the car park area which would mean it would be overlooked and would provide an acceptable amenity space for the occupiers of the flats. Within this area is seating and a cycle store area.
- 10.2 The site is in the environs of the town centre and is also proximate to Salt Hill Park. This will mean that the future occupiers will have access to other open spaces and leisure facilities.
- 10.3 The ground floor flats of the rear block also have some private outdoor amenity space which is considered preferable to a shared rear amenity area which will likely go unused.
- 10.4 Overall no concerns are raised as to the quality of life of prospective residents. No response has been received from the Police Liaison Officer. Given that the basic layout was approved in 2009, and that the application has been the subject of pre-application discussions, no concerns are raised.
- 11.0 **Loss of Employment-generating land**
- 11.1 No viability or employment information has been provided as regards the current guest house use. It is clear from the condition and nature of the proposals that the guest house caters for a lower segment of the market. Had a hotel use been able to providing a viable return, these proposals, nor the approved 2008 proposals, would be unlikely to have come forward. This in itself is not a compelling reason in isolation to simply accept the loss of a hotel.
- 11.2 However it is noted that there was a consent granted in 2007 to replace the hotel with retirement flats. This application, unlike a care home (for example), would have had a very low employment profile.
- 11.3 Officers are also mindful of the proximity of the site to the Town Centre and the pressing need to deliver new housing in the more sustainable parts of the Borough. Equally officers are aware of a number of other large-scale town centre hotel schemes being prepared and submitted to the Council.
- 12.0 **Surface Water Drainage and Flooding**
- 12.1 The site is within Flood Zone 1 and is less than 1 Ha in size. As such a flood risk assessment is not required to be submitted but formed

part of the submission. This included a surface water drainage strategy.

12.2 No objection has been raised by the Lead Local Flood Authority to these proposals or the supporting documentation.

12.3 Pre-commencement conditions requiring the submission of a pro-forma to the Council to include more details of the surface water drainage strategy such as details of the site's geology, any contamination on the site, new site levels and the location of sustainable drainage infrastructure (for example the location of underground storage tanks), demonstration that the SuDS hierarchy has been followed, existing and proposed run-off, details of the ongoing management and maintenance of the SuDS infrastructure.

### 13.0 **Trees**

13.1 A tree survey, protection plan and impact assessment were submitted with the application. The Tree Officer was consulted as part of the application process. There are no significant trees on the site. No objection was raised to the proposals subject to the submission of a more detailed Arboricultural Method Statement prior to the commencement of development.

### 14.0 **Thames Water**

14.1 Thames Water were consulted as part of the application process. No objection was raised subject to standard conditions relating to a piling method statement.

### 15.0 **Crime Prevention Liaison Officer**

15.1 To support safer communities by avoiding design flaws and oversights at the earliest stage, the Thames Valley Police Liaison Office was consulted as part of these proposals. No comments were received. This may be due to the limited changes over the 2009 lapsed scheme.

### 16.0 **Environmental Protection**

16.1 The proposals seek to redevelop the site for residential purposes. Given the brownfield nature of the site, the Environmental Quality team were consulted as part of the application. No objection was raised subject to pre-commencement conditions relating to the requirement for a desktop Phase 1 study followed by an invasive phase 2 study (if required) and various other tests and remediation reports.

### 17.0 **S106 Contributions**

17.1 Discussions have reached agreement on the level of contributions necessary to off-set the impact of the proposals. Figures for off-site affordable housing and education have been agreed at full sum.

18.0 **Housing mix**

18.1 The mix of housing to provide a range of sizes of accommodation is considered to be a sensible approach to the demands in the area for smaller units. No concerns are raised by officers.

19.0 **Other material considerations**

19.1 Importantly a scheme with almost identical scale, design, bulk and mass was approved 2008 (P/01158/020) for a hotel and flats to the rear. This consent has lapsed but is a strong material consideration.

19.2 Since the lapse consent nothing has changed in terms Local Plan policies and the publication of the NPPF in 2012 has, if anything, placed even greater weight on “*boost[ing] significantly the supply of housing...*” (Paragraph 47) amongst other supportive passages. Equally nothing has changed about the area or the site to lead officer to a different conclusion.

20.0 **Summary**

20.1 The principle of redevelopment to provide a good quantum of open market flats on this site is acceptable in principle. This conclusion is partly made due to the number and range of consents granted in the last decade which (in terms of scale and mass) are, in all practical terms, indistinguishable from this scheme.

20.2 The design, bulk and siting would not result in an inappropriate built form when viewed from the street scene. No objection is also raised in traffic and highway safety terms.

**PART C: RECOMMENDATION**

21.0 **Recommendation**

21.1 On the basis of the above, the proposal is recommended to be delegated to the Planning Manager to grant planning permission subject to the completion of a satisfactory S106 agreement to secure off site Education and Affordable Housing Contributions etc. along with any new or amended conditions.

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

- 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 revised plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

(a) Revised Drawings. 013357 02a, TMC-16018-S, 013357 05a, 013357 08, 013357 10, 013357 07, 013357 06, 013357 09 (rev A received June 2017) and Site Location Plan.

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.

- 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 Local Plan for Slough 2004.

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

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

- 5) No development shall commence until details of the means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON to ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of

general safety along the neighbouring highway in accordance with Policy T3 of The Local Plan for Slough 2004.

- 6) No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON to ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy T3 of The Local Plan for Slough 2004.

- 7) Prior to first occupation of the development, the internal access roads footpath and vehicular parking, amenity space, cycle storage and turning provision shall be provided in accordance with approved plans. Thereafter parking shall remain in place and Electric Vehicle charging points to remain in serviceable condition.

REASON to ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Local Plan for Slough 2004.

- 8) No development is to commence until an Arboricultural Method Statement is submitted inline with comments from the Borough Arboriculturalist including full details of the means of protection.

REASON: In the interests of protecting the trees on the site or abutting it.

- 9) No dwelling is to be occupied until the detailed landscaping and tree planting scheme has been implemented according to the Landscaping Proposals Plan produced by David Williams Landscaping (Ref L1 project 0307 dated 23/03/2017). 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 and biodiversity enhancement of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

- 10) No development shall commence on site until details of the proposed boundary treatment including position, external



appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

- 11) 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.  
REASON to ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T3 of The Local Plan for Slough 2004.
- 12) No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.  
REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.
- 13) 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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.
- 14) No development shall take place until a Construction Management Plan is submitted to, and approved in writing by the LPA. This plan will include full details of the demolition means, Public safety details, site security, operating hours, controls to limit noise and vibration, details of management of air, dust, storm water and sediment, waste and recycling and traffic management.

Reason – in the interests of public amenity and site safety.

- 15) 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.

- 16) The bathroom window(s) to be created shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The windows shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

Reason: To protect residential amenity

- 17) No new windows are to be created whatsoever, including roof lights in any elevation without the prior written consent of the LPA.

Reason: To protect residential amenity

- 18) No development shall take place before details of the proposed finished floor levels; ridge and eaves heights of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

Reason: to ensure the scheme is not unduly raised without the knowledge or consent of the LPA.

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

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

- 20) No part of the development shall be occupied until the redundant means of access have been removed and the footway re-instated and laid out in accordance with the plans to be submitted to and approved in writing by the local planning authority and the works constructed in accordance with Slough Borough Council's Design Guide.

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

- 21) No doors or gates to open over the highway. The vehicle gates shall be set back a minimum 6m from the back edge of the footway.

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

- 22) No part of the development shall be occupied until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the

splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway

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

- 23) No part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

- 24) No part of the development shall be occupied until 3 electric vehicle rapid charging bays with 2 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.

- 25) No part of the development shall be occupied until 24 in number covered and lockable cycle parking stores measuring a minimum of 2m in length x 2m in height and 1m in width are provided. The cycle parking shall be provided in accordance with these details and shall be retained at all times in the future for this purpose.

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

- 26) 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.

- 27) 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;
  - Precautions to prevent the deposit of mud and debris on the adjacent highway.
  - Euro 6 vehicles used in the construction of the site due to the existing AQMA

- 28) 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.

- 29) No development shall commence until details of the proposed bin store is sited within 10m of the highway have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

- 30) No development is to take place before the full details of the type, design, control mechanisms, lumen levels and other details relating to lighting of the car park are submitted to and approved in writing by the LPA.

REASON: In the interests of balancing safety requirements against possible residential amenity impact.

- 31) The drainage strategy and maintenance is to be implemented according to Appendix 7 of the Flood Risk Assessment unless this document is superseded by another document necessitated

by another condition contained herein.

REASON: To ensure compliance with the requirements expected from development by the Lead Local Flood Authority.

- 32) No future occupier of the homes 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.

**Informative(s)**

- 1) The applicant will need to apply to Highways Engineering, The Green and Built Environment for street naming and/or numbering of the unit/s.
- 2) No water metres will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
- 3) The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
- 4) The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
- 5) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
- 6) The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
- 7) Prior to commencing works the applicant will need to enter into

a Section 278 of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the works within the existing highway [temporary access point (if required), installation of access, reinstatement of redundant access points to standard to footway construction, installation of street lighting modifications, drainage works, construction of footway, dedication of sight line areas]. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

- 8) This development will create a trespass and vandalism risk on to the railway. In the interests of promoting public safety, it is recommended that a 1.8 metre high trespass resistant fence be erected parallel to but separate from the railway fence.
- 9) The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.
- 10) It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.
- 11) Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 10 metres of Network Rail's boundary.
- 12) The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, the Core Strategy and NPPF. .  
Policies: - H13, H14, T2, EN1 and EN3  
Core Policies 7 and 8

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

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Registration Date:	03-May-2017	Application No:	P/00419/017
Officer:	Christian Morrone	Ward:	Farnham
Applicant:	Mr. Raj Makkar, Asha Investments UK Ltd	Application Type:	Major
		13 Week Date:	2 August 2017
Agent:	Mr. Mark Waghorn, Mark Wagworn Architects Ltd 19, New Road, Llandeilo, SA19 6DD		
Location:	Iceland Foods Plc, Farnburn Avenue, Slough, SL1 4XT		
Proposal:	Demolition of existing retail unit (Formerly Iceland Foods Supermarket) and construction of a 4 storey residential building to provide 13no.residential flats (7no; 2 bed; 6 no. 1 bed) units, including 4no. private garages with vehicular crossovers.		

**Recommendation:** Delegation to the Planning Manager for Approval



## **P/00419/017**

### **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 the changes required by the local highway authority, the repositioning of the western main entrance to the front, omission of the opening in the bin store, consideration of any requirements from Thames Water, Crime Prevention Design Advisor, and the Environment Agency, and finalising conditions
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This is a full planning application for:
- Demolition of existing retail unit (formerly Iceland foods supermarket)
  - Construction of a four storey residential building to provide 13 no. residential flats (7no two bed and 6 no. one-bed) units
  - Solar Panels on roof
  - Formation of to double vehicular crossovers to serve 8 off street parking spaces (2 spaces each for 4 units)
  - Removal and replacement of existing mature tree
  - Landscaping and hardstanding areas

#### **3.0 Application Site**

- 3.1 The application site comprises a single storey commercial unit in Farnburn Avenue, near the junction of Farnham Road. The surrounding area is a mix of commercial and residential properties:
- To the north is a three and a half storey residential development, known as Fieldview Court;
  - To the east is a two and a half storey building, with retail at ground floor and flats above;
  - Opposite the site to the south, is a car parking area and a three storey flat roofed office building;

#### 4.0 **Relevant Site History**

- 4.1 P/00419/015 Demolition of existing retail unit and construction of three storey building, with retail at ground floor and two residential floors above, consisting of 4 no. one bedroom and 4 no. two bedroom flats with 12 no. parking spaces  
Approved with Conditions; Informatives 17-Mar-2009  
**[Not Implemented].**

Opposite the application site at 177 Farnham Road:

- P/02619/004 Erection of a three storey building with pitched roof on part of an existing car park to provide 4no. one bedroom flats and 6no. two bedroom flats (class C3) with car parking, cycle storage and bin storage  
Approved with Conditions; Informatives 25-Nov-2016  
**[Not Implemented].**

#### 5.0 **Neighbour Notification**

- 5.1 Tandoori Hut, 189, Farnham Road, Slough, SL1 4XS, 185a, Farnham Road, Slough, SL1 4XS, 185, Farnham Road, Slough, SL1 4XS, 187, Farnham Road, Slough, SL1 4XS, 1a, Farnburn Avenue, Slough, SL1 4XU, 1b, Farnburn Avenue, Slough, SL1 4XU, 1, Farnburn Avenue, Slough, SL1 4XU, Neville Insurance, 183a, Farnham Road, Slough, SL1 4XP, 4, Farnburn Avenue, Slough, SL1 4XT, Head Chef, 173, Farnham Road, Slough, SL1 4XP, Sava Centre, 183, Farnham Road, Slough, SL1 4XP, Golden Globe Phone Clinic, 177, Farnham Road, Slough, SL1 4XP, Salvation Army Care & Share Shop, 179, Farnham Road, Slough, SL1 4XP, Haines Watts, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, F M C Measurement Solutions, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, 2, Farnburn Avenue, Slough, SL1 4XT, Grooms, 183, Farnham Road, Slough, SL1 4XP, Contract Cleaning Services, 183, Farnham Road, Slough, SL1 4XP, Heycrest Ltd, 183, Farnham Road, Slough, SL1 4XP, Britvic Ltd, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Sun Lounge, 175, Farnham Road, Slough, SL1 4XP, Flat 11, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 12, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 14, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 22, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 23, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 24, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 25, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 26, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 27, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 28, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 29, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 30, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 31, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 32, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 33, Fieldview Court, Farnburn Avenue,

Slough, SL1 4XZ, Flat 34, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 35, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 36, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 37, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 15, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 16, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 17, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 18, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 19, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 20, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 21, Fieldview Court, Farnburn Avenue, Slough, SL1 4XZ, Flat 5, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 4, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 8, Fieldview Court, Farnham Road, Slough, SL1 4XY, Metro Food Stores, 195, Farnham Road, Slough, SL1 4XS, Flat 6, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 9, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 10, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 1, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 7, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 2, Fieldview Court, Farnham Road, Slough, SL1 4XY, Flat 3, Fieldview Court, Farnham Road, Slough, SL1 4XY, Bantech Appliance, 191, Farnham Road, Slough, SL1 4XS, 6 Silverhill Court, Farnburn Avenue, Slough, SL1 4WS, 4 Silverhill Court, Farnburn Avenue, Slough, SL1 4WS, 2 Silverhill Court, Farnburn Avenue, Slough, SL1 4WS, 7 Silverhill Court, Farnburn Avenue, Slough, SL1 4WS, 3 Silverhill Court, Farnburn Avenue, Slough, SL1 4WS, 1 Silverhill Court, Farnburn Avenue, Slough, SL1 4WS, 5 Silverhill Court, Farnburn Avenue, Slough, SL1 4WS, 3a, Farnburn Avenue, Slough, SL1 4XU, Ambassador House, Farnburn Avenue, Slough, SL1 4ZA

No replies received.

## 6.0 **Consultations**

### 6.1 **Local Highway Authority** **Access**

- The site proposes to construct two double vehicle crossovers to provide access to the four garage spaces provided for the ground floor units.
- However these do not comply with the SBC Vehicular Crossover Policy. Submitted plans showed that proposed crossovers were, measured to be approx. 9.3m wide. This exceeds the maximum allowed width for a double crossover. As per guidance a single crossover cannot exceed more than 3.6m in width, therefore the proposed double crossover would need to reduce their width to 7.2 m to comply with standards.
- Taking account of the transition kerbs, it is unlikely that 5m of full height kerb can be provided between the dropped crossing points.

- Although pedestrian visibility splays were not marked on the plans, it was determined that the required 2.4x2.4m visibility was achieved provided that the height of the dwarf wall does not exceed more than 60mm. This is acceptable.

#### Vehicle Parking

- In line with SBC parking standards, as the development is located within the shopping area, nil parking spaces would be required. However, this application seeks the removal of an existing retail unit and its replacement with a residential block and therefore it would be appropriate to review the status of this area, as being part of the shopping area once this scheme has been implemented;
- Four garages of approx. 4.5m x 5.3m are provided for 4 units to accommodating for 4 total parking spaces. This is acceptable.
- There is space for a further 4 spaces measuring 4.8-4.9m in depth in front of the garages for the each of the 4 units;
- Of the units with parking there will be x2 2 bed flats with 2 spaces and x 2 one bed flats with 2 spaces. The remaining 9 flats will have zero spaces;
- Overall there will be a total provision of 8 spaces for 13 flats. There is potential to increase parking for some of the other flats with minor changes to the depth of the building, and the applicant should look at how this could be taken forward prior to Committee.
- The more parking that could be created on-site which will reduce the amount of overspill parking

#### Cycle parking

- As per SBC parking standards, a minimum of one cycle parking space must be provided per flat in secure storage.
- Cycle parking for unit 1 to 4 on the ground floor would be provided in the garage which was measured to be approx. 4.5m x 5.5m, which would have sufficient space to accommodate one cycle space.
- Cycle parking for units 5 to 12 are provided in the form of cycle stores measuring approx. 2.5mx2m and all located on the ground floor towards the rear of the building. This is acceptable.
- Cycle parking for unit 13 is provided in the form of a 2x1m bike store located immediately inside the front door of the apartment. This is acceptable.

### Refuse and servicing

- It is proposed that two communal bin stores will be located on the ground floor, with units 5, 6, 9 and 10 utilising the bin store located on the western side and units 7x8x11x12 and 13 using the bin store on the eastern side. Both bin stores will occupy two 1100l Eurobins each for recycle and residual waste.
- Units 1 to 4 would be provided with two individual wheelie bins and stored towards the side outside the front door. All bin store locations are acceptable and can be easily dragged to kerbside for collection.
- Eurobins are not necessary for the number of flats in accordance with the guidance in the Developers Guide. This may enable a more efficient use of space

### Mitigation

- This development will lead to overspill parking in the immediate residential area and therefore to mitigate the impact on the amenity of residents in the local area the developer should contribute towards the costs of residents parking scheme and consultation exercise. A financial contribution should be secured.

### Recommendations

The applicant needs to make some changes to the scheme so as not to lead to a highway objection in respect of the proposed vehicle crossovers – double crossovers need to be reduced to a maximum width of 7.2m.

Ideally the applicant shall also seek to provide an additional 2-4 parking spaces. These could be accommodated in front of:

- Unit 13 – possibly up to 2 spaces if the building is set back so that there is a clear 5m between building and back edge of footway;
- 1 space in front of each core at each end of the building if the building is set back to 5m as above and that the design accords with the vehicle crossover policy;
- If these spaces are not provided now, then future residents may try to use these areas as informal parking which may lead to a poorer scheme once the site is implemented.

## Conditions

All the conditions suggested by highways have been included (Conditions 12 – 19).

### 6.2 **Thames Water**

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

### 6.3 **Drainage Engineer**

The applicant needs to provide a full surface water drainage strategy which should include details of the existing site drainage scenario, the proposal for the site drainage detailing the use of SuDS systems i.e. soakaways and any attenuation required. The strategy should include existing and proposed drainage layouts and calculations which will need to be provided for approval. Should a sewer connection to an existing Thames Water asset be required, a consent to Discharge Section 106 Agreement is to be entered into with the water authority. Confirmation or Thames Water's approval to the connection, as well as their agreed allowable discharge rate 2 l/s, is to be submitted to SBC.

### 6.4 **Neighbourhood Protection / Environmental Services**

#### **Informative – Construction / Demolition Noise**

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Neighbourhood Enforcement Team of the Council.

**Reason:** To protect the occupants of nearby residential properties from noise disturbance.

#### **Hours of demolition and construction**

No demolition or construction work shall take place outside the hours of 8am and 6 pm Monday to Friday; 8 am and 1pm Saturday and not at all on Sundays and Public Holidays.

**REASON:** In the interests of the amenities of the area.

### 6.5 **Contaminated Land Officer**

Section 3.10 Contaminated Land of the Planning Statement (Ref. 1608), dated 19th April 2017 and prepared by Mark Waghorn Design, mentions that a minimum of a Phase I Desk Study Report was requested at the pre-advice stage. However, this was not provided with the current application. This advice was based on the historical mapping which indicates that the proposed development is located adjacent and within 250m of numerous Potentially

Contaminated Land Sites. Thus, further assessment and investigation is required in order to determine that there will be no unacceptable risk from these potential sources for the proposed residential end users of the site.

Based on the above, it is recommended that the usual conditions are placed on the Decision Notice.

6.6 **Tree Officer**

No objection to the application, however as a prominent tree is to be removed, and a replacement is offered with other landscaping. It is recommended that a landscaping condition is applied. An extra heavy standard Quercus robur 'Fastigiata Koster' would be suitable mitigation and suitable for the location.

6.7 **Lead Local Flood Authority**

Having reviewed the evidence provided for the planning application we would recommend drainage conditions be attached to the application.

In their Design and Access Statement the developer has provided a high level concept of utilising green roofs and porous pavements to evacuate surface water runoff and discharge into the Thames Water sewer. Additional information that would detail proposed peak and volume reduction for storm events of up to 1 in 100 year occurrence with allowance of climate change, details of the drainage systems including attenuation and flow controls as well as assessment of overland flow routes for exceedance events and/or flush floods during which the drainage system and inlet structure become overwhelmed should be provided. Information on any pollution control measures should be detailed as well as information on proposed maintenance arrangements for the lifetime of the development.

The proposed development is:

- Located within flood zone 1.
- Less than 1 hectare in size.
- Classified as “major” development, as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015 (<http://www.legislation.gov.uk/ukSI/2015/595/part/1/made>).

In accordance with National Planning Policy Framework paragraph 103 a site specific flood risk assessment does NOT need to be submitted with the planning application. This is because the site is within flood zone 1 and is less than 1 hectare in size.

The development is classified as “major”: in accordance with the ministerial written statement (HCWS161) a drainage strategy that considers the SuDS Hierarchy must be submitted with the application.

Detailed comments regarding what is required to comply with SuDS have been provided and are on file.



6.8 **Crime Prevention Design Advisor**  
No comments received. Should any comments be provided they will be reported on the amendment sheet

6.9 **Environment Agency**  
No comments received. Should any comments be provided they will be reported on the amendment sheet

## **PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 **National Planning Policy Framework**  
Core Policies - Achieving sustainable development  
Chapter 1: Building a strong, competitive economy  
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 policies:

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

### Local Plan for Slough March 2004 policies:

T2 – Parking Restraint  
T14 – Rear Service Roads  
H13 – Backland/Infill Development  
H14 – Amenity Space  
EN1 – Standards of Design  
EN5 – Design and Crime Prevention  
EMP2 – Criteria for Business Developments

### 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 the character of the area
- 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 The site is located within the Farnham Road shopping centre as defined by the local plan for slough, where Policy S1 does not allow any development that would adversely affect shopping centres. The proposal would see the net loss of retail floor space. However, this site formally accommodated a retail unit (Iceland) which has since moved further south to a former industrial site and thereby effectively enlarging the shopping facilities in the area. In addition, the Design and Access Statement identified that when the site operated as a retail unit, there were ongoing issues with parking infringements; hence the store that previously occupied the site relocated to a retail unit with better parking provision. Given the very constrained nature of the site, this problem could not be resolved. As such, in this instance a relaxation in Policy is justified as the proposal would not have an unacceptable impact on the viability and vitality of the shopping area.

8.2 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.

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

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

## **9.0 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 buildings .....housing 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 proposed building would be four storeys in height, which, when taking into account the height of the neighbouring building and separation distance from the two storey housing, would mean that the proposed building would not appear out of scale in its surroundings.
- 9.5 The proposal seeks a contemporary design, which, when taking into account the previously approved scheme and the commercial units in the surrounding, is not unacceptable. Concerns are raised over the lack of features and area detailing in the eastern and western brick elements, which currently appear monolithic. It is recommended these elements are revised to address this issue, and amended plans have been requested.
- 9.6 The application gives an indication of the types of material to be used which include, red brick, timber cladding, powder coated metal garage doors, aluminum/timber composite doors and windows and stainless steel glazed balconies. These are acceptable in principle, but more specific details are required to ensure that they are of an appropriate quality and colour. As such, it is recommended a condition is applied requiring the submission of samples.
- 9.7 Solar panels are proposed centrally on the flat roof and would be tilted for optimal performance. The panels would be seen from some wider views at street level. Officers consider this would not result in significant harm and when taking into account their benefits, the solar panels would not be unacceptable.
- 9.8 Based on the above, and subject to the listed revisions and conditions, 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 proposal would be set away from the recently permitted flats to the south (ref. P/02619/004) by approximately 17.5 metres. This would result in a window to window separation distance less than the normally required 21 metres. However, both sets of windows would overlook a public highway and therefore, the front of these buildings would not be totally private to begin with. Furthermore, similar relationships at this distance exist throughout the Borough. As such a relaxation in separation distance from 21 metres to approximately 17.5 metres would be acceptable in this instance.
- 10.5 The external terraces to the rear are proposed as access to the flats on the upper floors. The screening on the terracing is currently proposed at approximately 1.1 metres above the floor level of each terrace which would allow an average sized person views over the screening and into the neighbouring flatted site to the north. As the terraces are used as access to the proposed flats, they would mostly be used in a transient manner and should not result in any significant prolonged overlooking. Each flat is served with a balcony at the front of the building to provide appropriate external amenity area. Furthermore, similar access terracing was approved with the previous planning application (ref. P/00419/015), therefore officers consider it would be unreasonable to raise objection in terms of potential and fleeting overlooking from a similar terrace.
- 10.6 The openings within the rear would serve non-habitable rooms, and therefore it would be reasonable to require these windows to be obscurely glazed and non-opening below 1.7 metres from the internal floor area of the rooms the opening serve. This would satisfactorily mitigate any privacy issues relating to overlooking into the neighbouring site and loss of privacy for future occupiers from the access terrace.
- 10.7 The site would result in a degree of overbearing to the neighbouring flatted development to the north. The height of the proposed building would not significantly exceed the height the previously approved scheme (ref. P/00419/015) where it was concluded that the building would not impact the neighbouring occupiers’ living conditions to a wholly unacceptable degree. Planning policy has changed since the previous determination, but the assessment for residential amenity has remained broadly the same, and the neighbouring site remains in the same layout, as such it would be unreasonable to raise objection in terms of overbearing. It is also noted that no objections from neighbouring properties have been received.
- 10.8 No objection is therefore raised in terms of the impacts on neighbouring 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 flats 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. External amenity space is provided by balconies, which is acceptable for flatted development in this location.
- 11.5 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.
- 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 Concerns are raised over the secluded nature of western main entrance, and the provision of internal doors within the bin stores. Revised plans have been requested to re-locate the western main entrance to the front of the building, and to remove the internal doors serving the bin stores.
- 13.3 Owing to the location close within a shopping area, it would be appropriate to condition any approval for the development to be capable of achieving Secured by Design accreditation
- 13.4 Based on the above, and subject to an appropriate condition, no objections are raised in regarding impact on trees.
- 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 The site is located within a defined shopping area where the policy requirement for off street parking is nil. The proposed plans show the provision of 8 car parking spaces serving four of the ground floor units. Further parking spaces could be included outside the stair wells and unit 13. Planning officers consider this would result in the loss of valuable open areas within the site which contribute to the visual appearance, and that these areas should be retained with appropriate landscaping and measures to prevent cars from parking on these areas.
- 14.6 The local highway authority has requested a financial contribution towards mitigation that may result from additional pressure on street parking in Farnburn Avenue and the adjoining streets. Planning Officers consider this request unreasonable as the existing site can be used as retail, which generates higher traffic movements and pressure for parking. The proposal for 13 residential flats with 8 parking spaces would not have a significant increase in these traffic movements or parking requirements and therefore a financial contribution for parking mitigation is not justified.
- 14.7 Subject to the changes and requirements set out by the local highway authority, no objections are raised in terms of highway and parking
- 15.0 **Impact on Trees**

The proposal would result in the loss of a mature tree of good amenity value.

Officers consider that in this instance, the loss of this tree should not preclude the provision of 13 new flats provided suitable mitigation can be provided by the developer. The applicant has agreed in principle to the planting of a suitable replacement tree which is shown on the plans to the western end of the site. The Council's Tree Officer has recommended an extra heavy standard Quercus robur 'Fastigiata Koster' to be suitable mitigation and suitable for the location. This can be required by condition.

Based on the above, and subject to an appropriate condition, no objections are raised in regarding impact on trees.

16.0 **PART C: RECOMMENDATION**

16.1 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 the changes required by the local highway authority, the repositioning of the western main entrance to the front, omission of the opening in the bin store and consideration of any requirements from Thames Water, Crime Prevention Design Advisor, and the Environment Agency.

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

1. Commence within three years

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

REASON To prevent the accumulation of planning permissions, and to er the Council to review the suitability of the development in the light of al circumstances and to comply with the provisions of Section 91 of the Towr 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. 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.

#### 9. Replacement tree

No development shall commence until details of a replacement tree(s) for that lost as a result of the development have been submitted to and approved in writing by the Local Planning Authority. These details shall include the species, size and position of the proposed replacement tree(s).

The replacement tree(s) shall be planted no later than the first planting following completion of the development. Within a five period following the implementation of the scheme, if any of the new tree(s) 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 tree replacement details by the Local Planning Authority.

REASON In the interests of the amenity of the area and accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and 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. New means of access

No part of the development shall be occupied until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Adopted Vehicular Crossover Policy. The new accesses must be provided in accordance with the Council's adopted vehicle crossover policy where the maximum width of a double crossover is 7.2m.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development., in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

13. Car parking permit

No occupier of the residential development hereby approved shall be

entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.

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

#### 14. Stores for cycle parking

No part of the development shall be occupied until 8 covered and lockable stores for cycle parking and general storage are provided with minimum dimensions of 2.7m in length x 2m in height and 2m in width. A further store for cycle storage shall have a minimum dimension of 2.m in length x 2m in height and 1m in width. The stores 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. Over-running of the footway

No part of the development shall begin until details of a low boundary wall or other suitable means of enclosure of maximum height of 600mm shall be submitted to and approved in writing by the local planning authority. The means of enclosure indicated on the submitted plans shall be formed prior to the initial occupation of the development hereby permitted and the said boundary wall shall be maintained in its permitted form in perpetuity.

REASON: To prevent over-running of the footway by vehicles and to minimise danger, obstruction and inconvenience to users of the adjoining highway.

#### 16. Redundant means of access

No part of the development shall be occupied until the 2 redundant means of access have been removed and the footway re-instated and laid out in accordance with the plans to be submitted to and approved in writing by the local planning authority and the works constructed in accordance with Slough Borough Council's Design Guide.

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

#### 17. Pedestrian visibility splays

No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of each access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

#### 18. Car parking spaces

Prior to the development hereby approved first being brought into use, 4 no. car parking spaces and 4 garages shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The garages shall measure a minimum dimension of 4.5m in width and 5.3m in depth so as to be able to accommodate both vehicle parking and cycle parking within the garage. The car parking spaces shall not be used for any separate business, commercial or residential use.

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

#### 19. The development shall not begin until details of the disposal of surface water from the development 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. No surface water from the development shall drain onto the public highway.

REASON: To minimise danger and inconvenience to highway users

#### 20. 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:

- (i) Construction access;
- (ii) Vehicle parking for site operatives and visitors;
- (iii) Loading/off-loading and turning areas;
- (iv) Site compound;

- (v) Storage of materials;
- (vi) 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

#### 21. Working Method Statement

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

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

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.

#### 22. 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.

#### 23. 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.

24. 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.

25. Obscure non-opening glazing

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

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

26. 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.

27. Secured by Design

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

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local



Government Act 2000; in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004, 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.

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](mailto: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.

Registration Date:	8 <sup>th</sup> March 2017	Application No:	P/00442/014
Officer:	Mark Doodes	Ward:	Haymill & Lynchill
Applicant:	Mr Bates c/o agent	Application Type:	Major
		13 Week Date:	7 <sup>th</sup> June 2017
Agent:	James Iles, Pro Vision, Grosvenor Court, Ampfield, Winchester, SO51 9BD		
Location:	Land At 426/430 Bath Road, Slough		
Proposal:	Demolition of existing buildings and redevelopment to provide up to 60 dwellings (one, two and three bedroom flats), including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure (Outline application to consider access and scale).		

**Recommendation:** Delegate to the Planning Manager for Approval



## **426-430 Bath Road**

### **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 conditions and satisfactory completion of a Section 106 agreement and that no new material objections arise as a result of the press notice to agree any minor amendments to the planning application and finalising conditions.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This is an outline application (Access and Scale only to be considered) for the proposed erection of a maximum six storey building on a site comprising two commercial / offices plots. The illustrative scheme steps down, eventually to two stories along the rear boundary. The proposed development would provide up to 60 flats (no mix is provided) in Class C3. Whilst no mix is provided the submission indications that there will be a mix of one, two and three bedroom flats. The proposed building would front Bath Road.
- 2.2 50 car parking spaces are provided and 60 cycle spaces.

- 2.3 The existing access from the Bath Road will be removed and the new access will be from Station Road in the same location as the existing access.

#### **3.0 Application Site**

- 3.1 The 0.21 Ha site is on the corner site of Station Road and Bath Road. The site is brownfield in nature and comprises a branch of a national multiple car tyre business and the other is an office. The site is not in either of the Simplified Planning Zones.
- 3.2 There is no residential use on the site at the moment. The site is not in a Conservation Area. There is a Listed Milestone on the opposite side of the A4 in the traffic island. There are three birch trees along the site frontage.
- 3.3 To the north of the site is a parking courtyard to the existing flats on the adjacent site. These flats were approved in 2004 are five storeys tall and are finished in buff brick and render with a flat roof.

To the north of the Station Road end of the site are a few mixed uses conversions with A1 uses on the ground floor and flats above. These were two storey homes when constructed but have been modified to the rear for commercial purposes.

- 3.4 To the south of the site are semi detached inter-war style family dwellings which appear to be in largely original condition from the frontage.
- 3.5 The surrounding wider area comprises a mix of commercial and residential uses. The more immediately locality, north of the A4, mainly of a residential nature.
- 3.6 The site is approx. 2.5 miles from the Town Centre, 1 Mile from Junction 7 of the M4 and 500m from Burnham Station. There are a number of bus stops nearby on the Bath and Station Road.

#### 4.0 **Site History**

- 4.1 A number of planning applications have been submitted, but these relate to the respective businesses presently on the site and are of a minor nature (advertisements, minor alterations etc.).

#### 5.0 **Neighbour Notification**

- 5.1 Dancia International Ltd, 1, Station Road, Cippenham, Slough, SL1 6JJ,  
Multi Media Marketing Ltd, 1a, Station Road, Cippenham, SL1 6JJ,  
449, Bath Road, Slough, SL1 6AA,  
445, Bath Road, Slough, SL1 6AA,  
441, Bath Road, Slough, SL1 6AA,  
437, Bath Road, Slough, SL1 6AA,  
2, Iona Crescent, Slough, SL1 6JH, Cippenham  
Dynasty, 9, Station Road, Cippenham, Slough, SL1 6JJ,  
Copyden, 3, Station Road, Cippenham, Slough, SL1 6JJ,  
Cheque Point Charlies, 424, Bath Road, Slough, SL1 6JA,  
2, Station Road, Cippenham, Slough, SL1 6JJ,  
435, Bath Road, Slough, SL1 6AA,  
447, Bath Road, Slough, SL1 6AA,  
439, Bath Road, Slough, SL1 6AA,  
443, Bath Road, Slough, SL1 6AA,  
424a, Bath Road, Slough, SL1 6JA,  
Atlantic House, 7, Station Road, Cippenham, Slough, SL1 6JJ,  
Premium Claims, 3a, Station Road, Cippenham, Slough, SL1 6JJ,  
Furnival Entertainments Ltd, 1b, Station Road, Cippenham, Slough  
A1 Garden Contractors Ltd, 1a, Station Road, Cippenham, Slough  
Numbers 1-51, Holyhead Mews, Slough, SL1 6BD,  
Numbers 2-50, Holyhead Mews, Slough, SL1 6BD,

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 on the 13<sup>th</sup> of June 2017 and the application has been advertised in The Slough Express, the details of which will be provided to members as an update.

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

## **6.0 Consultation**

### **6.1 Transport and Highways**

No objection, subject to a number of off-site contributions. A number of changes/recommendations have been requested at the reserved matters stage;

- Car parking at 1 space per unit;
- Pedestrian visibility splays provided both sides of the access;
- Individual cycle parking stores measuring 2m x 2m x 1m for each flat;
- Scheme amended to take account of the highway widening line on Station Road;
- Agreement to the S106/S278 package of works as set out below;
- 6 electric vehicle charging points to be provided in accordance with IAQM guidance (May 2015) at 1 space per 10 units;

### **6.2 Drainage Engineer**

The site is within Flood Zone 1 and is less than 1 Ha in size. As such a flood risk assessment is not required to be submitted but formed part of the submission. This included a surface water drainage strategy.

No objection has been raised by the Lead Local Flood Authority to these proposals or the supporting documentation provided.

Conditions requiring the full details of the surface water drainage strategy, existing and proposed run-off calculations, details of the ongoing management and maintenance of the SuDS infrastructure to be provided prior to commencement of development have been added to the consent.

### **6.3 Environmental Protection**

A Phase 1 Desktop study was submitted with the planning application due to the brownfield nature of the site and the commercial / industrial uses presently on part of the site. The Environmental Quality team were consulted as part of the application. No objection subject to a phased contaminated land study.

6.5 Thames Water

No comments received at the time of writing this report.

6.6 Crime Prevention Design Advisor

No objection, subject to a condition to ensure the final approved scheme meets Secure by Design standards.

6.7 Environment Agency

No objection, subject to soil investigation and remediation conditions.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

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

The National Planning Policy Framework and the Planning Policy Guidance (including Chapter 12)

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

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 5 – Employment (inc. “Areas for Major Change”)

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 8 – Natural and Built Environment

Core Policy 9 – Natural and Built Environment

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density

Policy H14 – Amenity Space

Policy EN1 – Standard of Design

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

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

Section 38(6) of the Planning and Compulsory Purchase Act

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

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

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

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

#### Other relevant documents

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

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

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

#### 8.0 **Principle of Development**

8.1 The proposed development would be carried outside the town



centre but in an area identified in the Core Strategy as being an Area of Major Change by the Core Strategy Key Diagram on page 53 of the DPD.

- 8.2 Core Policy CP5 is spatially designated and the areas chosen underwent rigorous testing at Examination in Public based on their sustainability merits. There is no need to revisit this process.
- 8.3 The policy seeks to allow a variety of uses would be acceptable, including residential.
- 8.4 The Framework places much emphasis on “*boosting significantly the supply of housing*” (paragraph 47) and about the importance of making the optimum use of valuable land. The LPA are of the firm view that the public balance weights strongly in favour of a large quantum of housing on this site, against a modest level of local employment generated by the site at present. Officers are also aware that the delivery of housing is in itself also an economic gain for the area due to increased domestic spend and other activity.
- 8.5 The delivery of housing, including much needed affordable housing, is also assigned significant weight in the social thread of sustainable development as set out in Paragraph 6 of the NPPF.
- 8.6 As such the principle of losing employment generating land and replacing it with residential is accepted as having significant social and economic gains and is accepted in principle.
- 9.0 **Design and Impact on the Street Scene**
- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would be six storeys in height which is similar to the five storey block of flats at the adjoining Holyhead Mews. The appearance has not been finalised at this stage. It is considered that the materials could be selected to respond to those found in the locality, this has been conditioned. The scale of the building is considered to be a good addition to the locality including Holyhead mews.
- 9.6 Indicative plans show that the proposal could be provided capable of respecting the building lines and could be of a high quality design. Noting the nature of the outline scheme, the proposed development is considered to raise no design and street scene concerns 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 The main area for consideration would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and overdominance. These considerations are tempered against the outline nature of the proposals, however “Scale” is a consideration to be dealt with at this stage and therefore whilst separation distances are not fixed herein the potential for overshadowing and the creation of a sense of enclosure can be considered at this stage.
- 10.2 The guidelines set out in The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document regarding generally acceptable separation distances within a residential context are considered to be of relevance.
- 10.3 There is a separation distance, shown on the indicative drawings, of 12m to Holyhead Mews (to the east) due to an access road. This means that in order to meet the 15m primary elevation to gable separation distance, the scheme would need to be inset by 3m. This distance is not going to pose an unreasonable constraint on a site that measures 62m wide. Such an inset can be requested in any event. As discussed in the site description many of the units in the terrace of two storey homes along this part of Station Road have been converted to commercial properties.
- 10.4 Accordingly, amongst the more immediate units, there are no rear gardens to overlook as these are parking and service areas. Equally the windows on the rear elevations will all face west and this fact, combined with the modest separation is sufficient to mean that there are no concerns raised as regarding impact of the proposals to the south or western elevations. The scheme steps down to two stories along the rear boundary. This is considered to be a sensitive choice on the part of the architect in that this domestic scale will have a lesser impact in terms of over dominance than a fuller developed site. The inclusion of the words “upto” on the application form give officers comfort that the scale can be reasonably fixed at this stage since the headline number of units can be feathered to the site constraints at the Reserved Matters stage.
- 10.5 In summary, no conflict is found with regards Core Policy 8 of The Core Strategy. The scheme is able to respect its location and surroundings and respect the amenities of adjoining occupiers. Had the building been any taller different conclusions would likely have been drawn.

11.0 **Amenity Space for Residents**

11.1 The illustrative layout suggests a small amenity area as part of a core courtyard area at the ground floor (car parking deck). There are no details at this stage as regards the provision of the units.

11.2 There is scope to provide an inset amenity deck on the top floor at the Reserved Matters stage. The nearest public park is at Cippenham which is close by the site on the southern side of the A4. Off-site open space contributions at £250 per unit are sought via a legal agreement.

11.3 It is considered that at the Reserved Matters stage the proposal could 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 in a sustainable location and has a wide range of schools, transport, shops, employment etc open to prospective residents. For these reasons the site has been identified as being able to be reused for residential purposes. .

12.4 The Council's Highway consultee has raised no objection to the level of parking and no concerns are raised as regards the reuse of the existing access. A number of comments were raised, and these are set out above, which can all be addressed in a future reserved matters submission.

13.0 **Trees**

13.1 There are three trees on the site along the frontage. An Arboricultural impact assessment was submitted with the planning application. No trees are planned to be removed as a result of these proposals. The tree officer has been consulted but has not responded. Members will be updated as regards to any response, but officers are of the opinion that with the trees having been included in the proposals, the tree officer is unlikely to raise an

objection, subject to conditions relating to tree protection measures.

14.1 **Ecology**

14.2 The application was accompanied by a Phase 1 habitat survey. Being a commercial / office area, the site is of little ecological value. No bats or evidence of bats were found on part of the site, and consequently no further action or conditions are considered necessary.

15.1 **Surface Water Drainage and Flooding**

15.2 The site is within Flood Zone 1 and is less than 1 Ha in size. As such a flood risk assessment is not required to be submitted but formed part of the submission. This included a surface water drainage strategy.

15.3 No comments have been made by the Lead Local Flood Authority to these proposals or the supporting documentation. Nonetheless officers have considered the submission and agree with the preliminary findings and conclusions. There is no evidence to suggest that the site suffers from surface water or ground water issues that would not be capable of being dealt with at the reserved matters stage or by conditions. .

15.4 As such, pre-commencement conditions requiring the submission of a pro-forma to the Council to include more details of the surface water drainage strategy have been added. Details such as the site's geology, any contamination on the site, new site levels and the location of sustainable drainage infrastructure (for example the location of underground storage tanks), demonstration that the SuDS hierarchy has been followed, existing and proposed run-off, details of the ongoing management and maintenance of the SuDS infrastructure.

15.5 Therefore on this basis, there are not considered to be any surface water concerns that cannot be controlled by condition.

16.1 **Impact on Heritage Assets**

16.1 Opposite the site, on a traffic island to the south of the A4, is a Grade II listed milestone dating from the late 1700's.

16.2 Section 66 of the Planning and Listed Buildings Act, places a legal duty upon decision makers to have "*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest*". This duty is reinforced in the Framework which states expectations of applicants to describe assets should be "*...proportionate to the assets importance and no*

*more than is sufficient to understand the potential impact of the proposal on their significance". (Paragraph 132).*

- 16.3 The Framework places equal weight on harm to the setting of a heritage asset as to the asset itself.
- 16.4 To this end, the setting of the milestone is considered to be a) small and b) In the same way that a Church's setting is its graveyard or a farm it's farmstead, the A4 road to which the milestone serves is considered to be its setting (and indeed original functional purpose).
- 16.5 Great weight is assigned by officers to the value of the heritage asset. In this instance, no change is found to the setting of the Milestone and by extension no harm is found to the asset itself arising from these proposals.
- 16.6 Consequently officers are satisfied that it's legal duties as regards The Act and attendant guidance (found in, inter alia, Chapter 12 of the Framework) have been discharged.
- 16.7 This matter is therefore given neutral weight in the decision making process since no harm has been identified but equally no heritage benefits arise from the proposals.

#### 17.1 **Section 106 Contributions**

- 17.2 Officers can confirm that the applicant has agreed to the principle of making contributions Transport, Education and Leisure. Further discussions to agree the amounts need to be finalised by officers before forming part of the S106 agreement.
- 17.3 Onsite provision of 30% affordable houses have been agreed. Significant weight is assigned to this element of the scheme.

17.4 The S106 will also restrict future residents from taking out parking permits.

#### 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 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 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approved subject to no new objections being raised by officers to the proposals.

### **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 conditions and satisfactory completion of a Section 106 agreement and that no new material objections arise as a result of the press notice to agree any minor amendments to the planning application and finalising conditions.

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

#### CONDITIONS:

1. Details of the following reserved matters for the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development shall include:
  - The layout of development;
  - The appearance of the development;and
  - Detailed landscaping strategy, including details of proposed maintenance or of alternative new planting.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. Application for approval of all reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of three years from the date of this permission. The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:

- i) the expiration of 5 years from the date of this permission: or
- ii) the expiration of two years from the final approval of the reserved matters referred to in Condition 1 above, or in the case of approval of different dates, the final approval of the last such matter to be approved.

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 92 (2) of the Town and Country Planning Act 1990.

3. The scale of the building to come forward under a Reserved Matters application is not to exceed the parameters established in drawing 2189/4-01 Rev B dated December 2016 shall not exceed 19.8m to the ridge and to 18m to the eaves. The building shall remain at a two storey height (6-7m) at a distance of approx 15m from number 1 Station Road.

REASON: To prevent the final scheme being taller, bulkier and having more general impact than the scheme presented at outline noting that Scale is a matter to be determined.

4. 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. 2189/1-01 Rev B Received 15<sup>th</sup> March 2017 (site plan)
- (b) Drawing No. 2189/1-02 Rev B Received 15<sup>th</sup> March 2017 (access plan)
- (c) Drawing No. 2189/4-01 Rev B Received 15<sup>th</sup> March 2017 (Indicative Streetscenes showing eaves of 18m and ridge of 19.8m))
- (d) Drawing No. 2189/6-04 Rev A Received 15<sup>th</sup> March 2017 (3D visual showing scale and mass)
- (e) Drawing No. 2189/6-02 Rev A Received 15<sup>th</sup> March 2017 (3D visual showing mass and scale))

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

5. Samples of external materials to be used in the construction of the buildings, waste storage areas, cycle storage or other structures including the access road and related pathways within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

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

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

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

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

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

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

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



shall be undertaken.

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

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

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

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

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

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

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

11. No development shall 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.

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

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

13. 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
- ;
- (viii) Minimise the pollution potential of unavoidable waste;
- (ix) 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,

14. No development is to be commence until a detailed landscaping and management scheme has been implemented according to the. 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 and biodiversity enhancement of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

15. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

all previous uses;  potential contaminants associated with those uses;  a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site. (already discharged)

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - The geology under this site is the Shepperton Gravel Member (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) and at depth is the Chalk (Principal Aquifer). The site is within a total catchment area for a potable water supply abstracting from The Chalk. These aquifers need to be

protected from any contamination that could potentially be mobilised during development of this site.

16. The T & P Regeneration Ltd Phase 1 Desk Study identifies the current potentially contaminative use of the site for vehicle repair, testing and servicing (National Tyres and Autocare) whilst the previous industries that occupied this site are unknown. Since it is assumed that the buildings were used for light industrial/commercial activities in line with the surrounding area, then the historical use of such industrial premises during the two world wars should also be taken into consideration.
  
17. Prior to any part of the permitted development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.  
Reason - The geology under this site is the Shepperton Gravel Member (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) and at depth is the Chalk (Principal Aquifer). The site is within a total catchment area for a potable water supply abstracting from The Chalk. These aquifers need to be protected from any contamination that could potentially be mobilised during development of this site.
  
18. Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.  
Reason - The T & P Regeneration Ltd Phase 1 Desk Study states that a piled foundation solution may be required for this site. The contaminative status of this site needs to be established to avoid the use of deep penetrative foundations forming pathways for mobilisation of contaminants.
  
19. No infiltration of surface water drainage into the ground at 426-430 Bath Road, Slough SL1 6BB is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.  
Reason - The geology underlying the site is the Shepperton Gravel Member (Principal Aquifer), Lambeth Group (Secondary A Aquifer) and at depth in the Chalk (Principal Aquifer). In order to protect these aquifers from mobilisation of contamination due to the use of soakaways, the contaminative status of this parcel of land needs to be known.

20. No development shall take place until a drainage strategy, detailed flood risk assessment (specific to the reserved matters scheme) and maintenance plan is to be submitted to the LPA and approved in writing. This strategy will include a range of SUDS measures to ensure that the surface water run off will be less than the existing site.

REASON: To ensure compliance with the requirements expected from development by the Lead Local Flood Authority.

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.

Registration Date:	12-May-2017	Application No:	P/16436/002
Officer:	Sharon Belcher	Ward:	Baylis and Stoke
Applicant:	Mr. M Sadique	Application Type:	Householder
Agent:	N/A	13 Week Date:	N/A
Location:	102 Waterbeach Road, Slough, SL1 3JY		
Proposal:	Construction of a two storey rear extension		

**Recommendation:** Recommended for Approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application is a householder application of a type which would normally be determined under powers of officer delegation. However, as the applicant is related to an employee who works within the planning section, the application is being brought before Members for determination.

1.2 Having regards to the Policies contained within National Planning Policy Framework and local planning policies contained within the Local Development Framework, Core Strategy and the Adopted Local Plan, the proposed development is recommended for approval subject to conditions.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 Planning permission is sought for the construction of a two storey rear extension to allow for an extended Kitchen, dining room and bedroom.

3.0 **Application Site**

3.1 The proposal site is occupied by a two storey end terraced dwelling located on Waterbeach Road.

3.2 The applicant has successfully completed the notification and prior approval process for a 5m ground floor extension to the kitchen and dining room areas. This proposal shares an identical layout, dimensions, use of floor space and remaining amenity space as the prior approval application, therefore the only difference is in the first floor part of this application.

4.0 **Site History**

Y/16436/000 The erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 5m, with a maximum height of 3.9m, and an eaves height of 2.8m

Withdrawn by Applicant 18-Feb-2016

Y/16436/001 The erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 5m, with a maximum height of 3m, and eaves height of 2.9m

Prior Approval; Permission Granted/Inf 24-Mar-2016

5.0 **Neighbour Notification**

5.1 104, Waterbeach Road, Slough, SL1 3JY, 100b, Waterbeach Road,



Slough, SL1 3JY, 100c, Waterbeach Road, Slough, SL1 3JY, 100f, Waterbeach Road, Slough, SL1 3JY, 100d, Waterbeach Road, Slough, SL1 3JY, 100e, Waterbeach Road, Slough, SL1 3JY, 100a, Waterbeach Road, Slough, SL1 3JY

### **Consultation Responses**

The consultation period expired on 5<sup>th</sup> June 2017. No comments have been received.

## **PART B: PLANNING APPRAISAL**

### **6.0 Policy Background**

- 6.1 The proposed development is considered having regard for National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H14, H15, EN1 and EN2 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010
- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- 6.3 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.
- 6.4 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.
- 6.5 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.

### **7.0 Design and Street Scene**

- 7.1 The proposed first floor rear element of the extension proposes a width of 5.1m, at 60% of the width of the original dwelling. Although this exceeds

the 50% guide of the Residential Extensions Guidelines, it is not uncommon on this type of house to permit extensions up to the 60% mark. The design and appearance of the proposed rear extension is considered to be in keeping with the design and appearance of the original dwelling and therefore is considered to be acceptable.

7.2 The extension is located at the rear of the property and would therefore have no significant impact on the street scene.

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

#### 8.0 **Impact on Neighbours**

8.1 The first floor rear extension is within the guidance of 3.3m depth and does not breach the 45 degree requirement from the nearest neighbouring habitable windows in the rear elevations of the neighbouring house and apartments.

8.2 There are some side windows in the neighbouring building no.100 Waterbeach Road. These windows serve bathrooms at both ground and first floor. Given that these windows do not serve habitable rooms, there would not be a significant impact on the living conditions.

8.3 It should also be noted that the ground floor rear extension is proposed in excess of the 3.65m depth normally permitted for terrace dwellings. However, the dimensions and layout are the same as the details submitted under the prior notification scheme; as such this could be implemented anyway with no worse an impact than the proposed single storey element of the scheme.

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

#### 9.1 **Amenity Space**

9.2 EX48 of the Residential Extensions Guidelines requires a minimum garden depth of 15 m (or 100 sqm) for a four bedroom house.

9.3 The property would retain a back garden of approximately 9 m in depth (90 sqm). Although this does fall below the minimum requirement, this would be no different than the situation if the deeper rear extension is implemented (this being, the prior approval extension). Also, there is adequate existing public open space in the form of a park directly to the rear of the property.

#### 10.0 **Car Parking**

10.1 There is no increase in bedrooms therefore there is no change to the existing car parking arrangements.

11.0 **PART C: RECOMMENDATION**

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

12.0 **PART D: LIST OF CONDITIONS**

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

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

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

- (a) Location Plan, Recd On. 08/05/2017
- (b) Block plan, Recd On. 08/05/2017
- (c) Drawing No. 01/2017/001, Dated 15/04/2017, Recd On. 12/05/2017

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

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

4. No window, other than hereby approved, shall be formed in the flank elevations at first floor and above 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.

5. Floor levels within the extension hereby approved shall be set no lower than existing floor levels at the date of this permission and the details of flood proofing and resilience measures detailed in the submitted 'Flood Risk Assessment' shall be incorporated where appropriate. The flood proofing and resilience measures shall be

maintained and retained thereafter.

REASON In the interests of minimising flood risk in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; and National Planning Policy Framework.

**INFORMATIVE**

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

**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning committee      **DATE:** 5<sup>th</sup> July 2017

**CONTACT OFFICER:** Paul Stimpson, Planning Policy Lead Officer  
**(For all Enquiries)** (01753) 87 5820

**WARD(S):** ALL

**PART I****FOR DECISION****REVIEW OF THE LOCAL PLAN FOR SLOUGH - REPORT OF PUBLIC CONSULTATION ON ISSUES AND OPTIONS DOCUMENT****1. Purpose of Report**

The purpose of this report is to inform Members about the representations received during the consultation on the Issues and Options document from January to March 2017. It also includes the proposed high level responses to representations which will be set out in detail in the "Report on Public Consultation" which will be published.

**2. Recommendation(s)**

That Committee is requested to resolve:

- a) That the summary of the responses received as a result of public consultation on the Issues and Options for the Local Plan and comments set out in this report .be noted
- b) That the "Report on Public Consultation" setting out the Council's response to representations be published

**3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan****3a. Slough Joint Wellbeing Strategy Priorities**

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

1. *Protecting vulnerable children*
2. *Increasing life expectancy by focusing on inequalities*
3. *Improving mental health and wellbeing*
4. *Housing*

**3b. Five Year Plan Outcomes**

Ensuring that development is properly planned in Slough will contribute to the following Outcomes:

- *Our children and young people will have the best start in life and opportunities to give them positive lives.*
- *Our people will become healthier and will manage their own health, care and support needs.*
- *Slough will be an attractive place where people choose to live, work and visit.*
- *Our residents will have access to good quality homes.*
- *Slough will attract, retain and grow businesses and investment to provide jobs and opportunities for our residents*

#### 4. **Other Implications**

##### (a) Financial

There are no financial implications.

##### (b) Risk Management

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee remain aware of work on the preparation of Issues and Options for the Local Plan.	Failure to be aware of the Issues and Options could affect progress on the Review of the Local Plan for Slough.	Agree the recommendations.

##### (c) Human Rights Act and Other Legal Implications

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

##### (d) Equalities Impact Assessment

There are no equality impact issues

#### 5. **Supporting Information**

##### **Introduction**

- 5.1 The consultation on the Issues and Options document was the latest stage in the review of the Local Plan for Slough. It followed the process set out in the Draft Statement of Community Involvement and was designed to meet the requirements of 'Regulation 18'<sup>1</sup> which provides the rules for the initial stages of plan production. This means the results can be used as evidence to support a final Plan when it is submitted.
- 5.2 The Issues and Options Consultation document was a discussion paper that was intended to highlight the important questions that the new local plan will have to address rather than a formal draft plan.

<sup>1</sup> <http://www.legislation.gov.uk/uksi/2012/767/regulation/18/made>

- 5.3 Consultation on the Issues and Options for the Local Plan, along with the accompanying Sustainability Appraisal, Habitat Regulations Assessment and evidence base ran for the required six weeks from 16<sup>th</sup> January 2017 to 27<sup>th</sup> February and was extended (due to an administrative error) for additional two weeks for residents in Wexham to respond.
- 5.4 The next stage of the process will be to produce a “preferred spatial strategy” that will bring together the evidence base and responses to the consultations to date. It is anticipated that this will set out a list of preferred sites for development as part of a comprehensive spatial strategy to enable planning to support housing delivery and protect investment, particularly in the Town Centre. Progress on a detailed development management policies and a final plan will then continue but be in part dependent on the time table for deciding about the proposed third runway at Heathrow.

### **Regulatory requirements for Consultation ('Regulation 18')**

- 5.5 The Government sets the rules for who the local planning authority should notify as part of the consultation in order that both specialist knowledge and local opinions can be taken into account in the decision making process. These can be grouped into those with specific statutory responsibilities (such as local planning authorities, Natural England, the Environment Agency and the Primary Care Trust); bodies which represent the interests of people affected by the Plan (e.g. people with disabilities); and others who have expressed an interest in the plan such as developers, local businesses and residents.
- 5.6 We also followed the process in the Draft Statement of Community Involvement (SCI) (January 2017). A Statement of Consultation will be finalised in due course, but the key elements are set out below.
- 5.7 In order to try to engage a broader range of people and try out new ways of consulting on planning matters the Policy team worked with the Communications team to utilise social media to raise awareness and gather informal views on the Consultation by creating a Facebook page, tweeting from the council's Twitter account, and creating a Streetlife page.
- 5.8 The Facebook page, “Planning Slough’s Future” was dedicated to the Consultation, linked to the relevant SBC Web page and the consultation form. A targeted advert to people geographically near Slough reached 23,688 people and generated 371 “comments”, “shares” or “likes”. This reached a new audience of people who had not expressed an interest in the Plan. The Communications team also posted a number of ‘Tweets’ about the consultation from the Council’s twitter account; and similarly posted on the Councils ‘Streetlife’ page.
- 5.9 This was the first time we have used social media in this way and it has been a useful tool in raising awareness about the Plan. The breadth and informal nature of the responses means they can only be taken into account generally rather than specifically, however it has enabled the plan to reach a new audience and, resources permitting will be used again.

### **Consultation Process**

- 5.10 The formal consultation included notifying people through a range of methods:

- Publishing the full range of consultation documents online making them available to download free of charge.
  - Distribution of over 1000 leaflets and magazines in Council Libraries across the Borough, including the Curve.
  - Direct emails and letters to over 430 persons and bodies on the Council's consultation list (who have asked to be kept informed of the plan) including statutory Consultees such as adjoining local authorities, Parish Councils, organisations and businesses, community groups and interested individuals.
  - Reference copies of the consultation documents made available at Council Libraries with exhibition boards advertising the consultation and public meeting moved around the Borough throughout the consultation period.
  - Radio interviews and press release to local media
  - Awareness raising with Members including notification on Member Briefing note
  - Specialist presentations from Officers at meetings including Parish Councils, Slough Wellbeing Board, Town Centre Partnership and Slough Business Community partnership meeting
  - Evening public meeting on 13<sup>th</sup> February at the Curve
- 5.11 General feedback received from events and emails was welcomed but those people or organisations wanting to fully engage in the process were encouraged to submit formal representations.
- 5.12 An online response form/questionnaire was made available on the Council's website that asked structured questions about the major issues raised in the Issues and Options document, and their views on the specific Spatial Options.

### **Results of public consultation**

- 5.13 There were 538 representations to the Issues and Options consultation. This included those who completed forms and who submitted their own responses.
- 5.14 These responses came from a mix of individuals, community groups, landowners and developers and other local authorities. The vast majority of responses (470) came from people who were objecting to the proposed option to build a Northern Expansion of Slough in South Bucks.

### **Specific Consultation Bodies**

- 5.15 The Town and Country Planning Act, that sets the rules for consultation, requires that certain 'specific' bodies are consulted. These include those representing particular interests such as flooding and those that geographically adjoin the Borough who are likely to be affected by the plan, or have specialist information to inform it. Their responses and continuous engagement in the next stage of the process will be important in deciding what sites, types and levels of development to promote.
- 5.16 The details of those who the Council consulted are provided in the supporting statement of consultation. These include the Environment Agency, Natural and Historic England, health, water and waste water providers, and county, parish and district Councils. Those that did not respond at this stage include the Homes and Communities Agency, Network Rail and the police. They will be consulted as needed in the evolution of the plan.



- 5.17 25 responses were received and their responses to the strategic questions and spatial options are included in the responses section below.
- 5.18 The general comments made by these consultees can be summarised as follows:
- 5.19 Level of detail: there was insufficient detail to provide full response but generally supported the policy responses taken in the document.
- 5.20 Joint working: The desire and need to work jointly as the plan progresses on issues of agreement and differences (on issues such as housing, employment, transport, waste and health) including through the Duty to Cooperate and producing Memoranda of Understanding.
- 5.21 Housing: support for meeting as much of the need as possible, recognition of the challenges faced to meet identified need, including for affordable housing, the need to clarify the actual shortfall within the given range.
- 5.22 Social Infrastructure: the need to also plan for additional infrastructure and respect the capacity of existing facilities (local amenities, parks, schools, GPs, hospitals) to support housing and employment; and protect existing historic sites, including gardens.
- 5.23 Transport infrastructure: Road, rail and bus– **Transport for London** and **Highways England** support a restraint based approach to car use to avoid increased development in Slough impacting on their network capacity ( including management of car parking volumes; increasing residential and employment capacity around stations, and introducing bus and cycle infrastructure). **Bucks CC** expressed detailed concerns about traffic effects. This included the need to liaise on phasing and deliverability in order to address cumulative impacts from development arising from the Local Plan with that already committed.
- 5.24 Expansion of Heathrow Airport: Agreement that housing, employment and other development needs are better considered when they are more clearly understood. Support for the approach to preparing the Local Plan once implications around expansion are clearer.
- 5.25 Utilities: Water and waste water, commitment to work with the council to meet capacity needs in the right timescales.
- 5.26 Environment: Climate change, flooding, contaminated land and biodiversity: the need to consider and strengthen where possible the policy response to these both for the health and well-being of the local community as well as meet statutory requirements.
- 5.27 Green Belt: support for relaxation of policy by some (e.g. Wexham Hospital) and objection elsewhere (including strong objection to the northern expansion): more detail is set out in the spatial options below.
- 5.28 Soundness: **Chiltern and South Bucks Councils** stated that they do not consider the Council has met the Duty to Cooperate because we have brought forward the option of building on Green Belt land in South Bucks in a unilateral way. They also state that because Slough cannot deliver certain options outside

of its administrative boundary it fails the test of soundness in terms of deliverability.

**Comments:**

- 5.29 The consultation was successful in obtaining responses from most of the Specific Consultation Bodies.
- 5.30 One of the themes from these consultees was the lack of detail in the document. It is recognised that, because of its nature, the proposals in Issues and Options Consultation Document have not been fully tested or assessed against factors such the need for new infrastructure provision. This will be carried out at the next stage.
- 5.31 It is also recognised that, because it didn't contain any policies, the document may not appear to give full weight to environmental issues. Once again this will be addressed in the next stages of the preparation of the plan.
- 5.32 With regards to the comments made by Chiltern and South Bucks, it is hoped that outstanding issues can be resolved through the Duty to Cooperate process and the signing of a Memorandum of Understanding.
- 5.33 It is recognised that the option of building the Northern Expansion of Slough is outside of the Council's control and, although assumptions may be made about it, it will not be included in the final version of the plan. The test of soundness regarding deliverability will only be applied to proposals in the Slough Plan.

**Land Owners/Developers promoting sites**

- 5.34 A total of 13 landowners responded to the Issues and Options consultation promoting their sites for inclusion within the Plan and some provided additional supporting information. .
- 5.35 In addition ten landowners submitted information about sites out of the Borough. These will be used to inform the development of options for delivering any shortfall in Slough outside of the Borough (Spatial Options J and K ).

**Comments:**

- 5.36 When the response from landowners is taken into account, along with the results of the previous "Call for Sites" exercise, it appears that there is active support for most of the spatial options which can give some confidence that they could be delivered.

**Response to the Spatial Options**

- 5.37 The Issues and Options Document contained a series of Spatial Options. Whilst these have not yet been fully worked up it was considered that that they were realistic enough to be the subject of public consultation.
- 5.38 A high level summary of the key response to all of the Spatial Options is set out below. This focuses upon the objections that have been received and sets out

high level comments about these objections. Detailed comments and responses will be set out in the Report on Public Consultation document.

#### Option A: Expansion of Slough Town Centre

- 5.39 There were only a limited number of objections to this which were mainly related to problems of parking and congestion. There were some concerns about “*over towering blocks of high rise flats*” and about some of the “*grotesque, unwanted buildings and developments*” that have taken place.
- 5.40 Additional comments which were provided in response to the question about whether the town centre should be revitalised as a commercial, leisure and retail centre are set out in the section below.

#### **Comments:**

- 5.41 The responses to Option A (expansion of Slough Town Centre) are noted. The key issues of parking and congestion in the town centre will be considered as part of emerging Transport Strategy and the traffic modelling that is being carried out to support this.

#### Option B: Expansion of the centre of Langley

- 5.42 There was only a limited response to the proposal to expand the centre of Langley which may not reflect the strength of feeling that has previously been expressed about proposals in this area. Some objectors take the view that “*Langley is a village and every effort should be made to keep it that way.*”
- 5.43 There were general concerns about traffic.
- 5.44 The main areas of concern expressed by organisations such as **Iver Parish Council**, the **Colne Valley Park** and the **Canal Trust** were about the possible expansion of the centre into the Green Belt to the north and the impact upon the canal.

#### **Comments:**

- 5.45 The responses to Option B (expansion of the centre of Langley) are noted. Development will only take place in the Green Belt if it can be shown that there are very special circumstances.

#### Option C: A new neighbourhood on Akzo Nobel/National Grid site

- 5.46 There were very few objections to this proposal although one person was concerned about the loss of employment.
- 5.47 The **Canal Trust** “*supports the proposed redevelopment of the existing industrial site, which is currently not a positive neighbour to the canal*”.

#### **Comments:**

- 5.48 The responses to Option C (a new neighbourhood on Akzo Nobel/National Grid site) are noted. It is likely that this major opportunity site will attract more comments when more detailed proposals have been drawn up.

- 5.49 The proposal seeks to retain the main Akzo Nobel offices in order to minimise the loss of employment.

Option D1: Canal Basin

- 5.50 There were very few objections to this proposal. One person objected on the grounds that objector thought that *“the canal basin is the closest thing that part of Slough has to a quiet area.”* Another objected on the grounds that *“The current proposals for the canal basin site lack ambition and imagination. The scheme fails to exploit the opportunity to expand the area of water space to attract visitors and boaters.”*

**Comments:**

- 5.51 The responses to Option D1 (Canal Basin) are noted. Environmental impacts will be taken into consideration.

Option D2: New Central Cippenham Strip

- 5.52 There were very few objections to this proposal. The objections that were received were more about the overdevelopment of the area rather than site specific. One person objected on the grounds that *“We’ve had our fair share of new housing in Cippenham. What is really needed is more local jobs for local people.”*

**Comments:**

- 5.53 The responses to Option D2 (New Central Cippenham Strip) are noted. Although there would be a loss of employment land the current uses do not provide a large number of jobs.

Option D3: Chalvey Regeneration

- 5.54 There were very few objections to this proposal. One person objected to Chalvey *“being given such preferential treatment”*.

- 5.55 The **Chalvey Community Forum** made representations about the proposed redevelopment of Tower & Ashbourne House Site (which is outside of the Regeneration area). It was particularly concerned about the possible loss of the green area and its trees which would be *“a highly retrograde step of concrete over this small and extremely valuable oasis - especially as Slough and Chalvey in particular is already so deficient in public green space at street level.”*

**Comments:**

- 5.56 The responses to Option D2 (Chalvey Regeneration) are noted. The redevelopment of the Tower and Ashbourne blocks was not specifically included in this option. The retention of the green area will be considered in any planning application.

### Option E: Estate Renewal

- 5.57 There were very few objections to this option which could at least be partly explained by the fact that it was not fully developed in the Issues and Options document and no specific sites were identified. One respondent stated *“there is a thin line between a council reinvesting in housing stock and a council becoming a housing developer. This must not drive Slough's regeneration.”*

#### **Comments:**

- 5.58 The responses to Option E (Estate Renewal) are noted.

### Option F: Intensification of the Suburbs

- 5.59 There were a number of objections to the option of intensifying development in the suburbs. One objector stated *“Far too many houses have already been built and are continuing to be built in Langley - it used to be a nice village but now it is just an overcrowded gridlocked extension of Slough!”*
- 5.60 **Britwell Parish Council** endorsed the view that *“encouraging more infill would risk having a detrimental impact on the distinctive character, erode the openness and impact on neighbouring homes.”*
- 5.61 Further comments in response to the question about whether we should continue to protect the suburbs from major development are set out in the section below.

#### **Comments:**

- 5.62 The responses to Option F (Intensification of the suburbs) are noted. The future of Slough's suburban areas will be a major issue to be considered in the production of the Preferred Strategy.

### Option G: Redevelopment of Existing Business areas for Housing

- 5.63 There were a limited number of objections to this option which was not site specific.
- 5.64 Objectors were concerned that *“we are losing small business affordable offices and SMEs are being priced out of the market”*. One respondent stated *“Slough is well known as a strategically important employment location benefitting from excellent air, rail and road transport connections, and this position should be maintained and enhanced where possible.”*
- 5.65 Further comments in answer to the question about whether we should continue to promote Slough as a major employment centre are set out in the section below.

#### **Comments:**

- 5.66 The responses to Option G (Redevelopment of Existing Business areas for Housing) are noted. The balance between the need for housing and employment will be an important issue to be considered in the production of the Preferred Strategy.

## Option H: Release of Green Belt land in Slough for Housing

5.67 There were a significant number of objections to this option. Most of these came from people who were opposed to the principle of building in the Green Belt. Many came from people who were also opposed to Option J which was for the Northern Expansion of Slough.

5.68 A summary of comments received about some of the 10 sites in Option H are set out below:

### St Antony's Field, Farnham Lane

5.69 **City of London for Burnham Beeches** "*object to the suggestion of the development of St Anthony's meadow for housing. This is within easy reach of Burnham Beeches and is also an important part of the buffer*".

### Wexham Park Hospital Sites

5.70 **Frimley Park** confirm that the sites at Wexham Park Hospital "*remain developable and deliverable within the plan period as set out in the Call for Sites*".

### Land North of Muddy lane, Stoke Poges Lane

5.71 The **Parochial Church Council**, who own part of the land, supports the development of the site on the grounds that it "*is surrounded on three sides by development and no longer fulfils the purpose of the Green Belt. The development policy for this site should include flexibility to deliver Church based and residential uses*".

### Bloom Park. Middlegreen Road

5.72 **Colne Valley Park** objected to the development of land in Bloom Park on the grounds that "*it is considered further housing would be detrimental to the area and overwhelm the park which is currently being redesigned to incorporate improved access links to the canal corridor.*"

5.73 Another respondent also objected on the grounds that "*Development of Bloom Park would result in the loss of valuable green recreational space alongside the canal.*"

### Land East of Market Lane

5.74 The **Colne Valley Park** opposed "*taking land classified as Green Belt for development, in particular land to the east of Market Lane, which is within the boundary of the Colne Valley Park*".

5.75 Another respondent stated "*We do not believe that the land east of Market Lane should be developed for housing. This is an essential barrier to separate urban sprawl from Slough into Iver.*"

## Other Sites

- 5.76 **Thorney Lane LLP** owners of Land to the west of Hollow Hill Lane between the railway and Grand Union Canal propose to allocate part of the site for residential development so that the remaining part can be identified for biodiversity improvements.

### Comments:

- 5.77 The responses to Option H (Release of Green Belt land in Slough for Housing) are noted.
- 5.78 Each of the individual sites will be assessed to consider the contribution that they make to the Green Belt. They will only be promoted for development if there are very special circumstances to justify this.
- 5.79 The land west of Hollow Hill Lane, Langley will be considered as part of the comprehensive proposals for the Northern Expansion of Slough in Option J1.

## Option I: Release of Green Belt land for Employment in Colnbrook & Poyle

- 5.80 There were a significant number of objections to this option even though it didn't contain any specific sites. Most of these came from people who were opposed to the principle of building in the Green Belt and those who were also opposed to Option J which is for the Northern Expansion of Slough.
- 5.81 **Colnbrook Parish** objects on the grounds that *"the community will be severely affected by any such loss as the land is currently used by our residents for a wide range of recreational, social, educational, and sports and fitness pursuits. The issues and options in this plan will increase development pressure for housing and employment requirements, which will in turn have a negative impact upon the amenity, and attractiveness of the Parish."*
- 5.82 **Spelthorne** It is considered premature to release Green Belt until further information is made available on the possible Heathrow Expansion
- 5.83 **Colne Valley Park** objects to the proposed option and stated that *"If this option is to be taken forward into the local plan there must be a Colne Valley Regional Park policy to ensure that opportunities are taken from all development proposals that provide mitigation and compensation in line with the objectives of the Colne Valley Park."*
- 5.84 Another objector stated that *"any exemptions to Slough's current policy of protecting the Greenbelt "strategic gap" between it and West London, at Colnbrook, would severely damage the Colne Valley Park as well"*.
- 5.85 One respondent stated that *"Colnbrook/Poyle is very air cargo driven and release of Greenbelt for employment would attract more freight forwarders with massive trucks/trailers leading to further congestion on the roads"*.
- 5.86 **Grundons** stated that *"Whilst not strictly airport related employment development, Option I indicates that it may be appropriate to relocate the Lakeside Facility and other waste management facilities affected by HR3 within this land. This is supported."*

5.87 **Heathrow airport** *“are also supportive of your proposed approach to the development of Colnbrook and Poyle, being that Heathrow’s expansion proposals need to be confirmed before any unrelated development can be approved.”* Two Green Belt sites in the Colnbrook and Poyle area were submitted for warehousing. (Wiggins) ( Goodman) .

**Comments:**

5.88 The responses to Option I (the release of Green Belt land for employment in Colnbrook & Poyle) are noted.

5.89 It is recognised that proposals for the expansion of Heathrow airport will have an impact upon the Colnbrook and Poyle area.

5.90 Any relaxation of existing Green Belt and Strategic Gap policies will only take place once the future of the Heathrow has been determined and it can be shown that there are very special circumstances for more airport related development in this location.

Option J1: Northern Expansion of Slough

5.91 There were a large number of objections (470) to this proposal which mainly came from residents of South Bucks.

5.92 A summary of the objections from Councils and organisations is set out below:

5.93 **Chiltern & South Bucks Councils**, are preparing a joint Local Plan for the two Councils. As part of this they have produced a Green Belt Assessment which has considered the Northern Expansion area but has rejected it for development on the grounds that it would be contrary to Green Belt policy. They are proposing to release some Green Belt land but have an agreement with Aylesbury Vale to accommodate 5,800 dwellings and a proportionate amount of employment land.

5.94 They consider that the spatial option involving Green Belt land in South Bucks has been brought forward by Slough BC in a unilateral way outside of the Duty to Cooperate which requires local authorities to engage constructively and actively on strategic plan making matters.

5.95 The fact that there has not so far been an opportunity to engage in a meaningful way at an early stage on strategic matters such as transport is a matter of concern.

5.96 **Buckinghamshire County Council** consider that it is unlikely that proposed urban expansion can be properly planned within the emerging Chiltern and South Bucks joint Local Plan.

5.97 *“The spatial strategy for Slough should focus on enabling as much development as possible within the existing boundaries of Slough and conserve Buckinghamshire’s distinctive rural character and landscapes”.*

5.98 *“BCC would like to see the Green Belt protected in accordance with the National Planning Policy Framework.”*



- 5.99 *“This level of development will have major operational impacts on Black Park and Langley Park changing them from rural urban fringe to full urban fringe sites.”*
- 5.100 They stated that they would like to *“work with Slough Borough Council, South Bucks and other relevant bodies to better understand the infrastructure implications of the northern expansion and how infrastructure needs will be funded, delivered and managed.”*
- 5.101 **Iver Parish Council** object on the grounds that *“it will require a significant erosion of the increasingly important South Bucks Green Belt, large parts of which are already under threat and likely to disappear under the Chiltern and South Bucks Local Plan. This has obvious and significant adverse impacts on flooding and drainage, landscape, conservation, ecology and other environmental considerations.*
- 5.102 *“Secondly, the massive impact of the increased traffic that 5,000 new 'garden suburb' dwellings would generate over the wider area will be difficult if not impossible to deal with effectively. This would undoubtedly have a very significant effect on Iver Parish which already has a serious problem with unacceptably high levels of traffic and adverse traffic impacts.”*
- 5.103 **Stoke Poges Parish Council** objects on the grounds that the proposal *“is likely to destroy the character of this part of the County and in particular the areas around Wexham and Stoke Poges”*
- 5.104 *“It is in conflict with and ignores the principles of the NPPF which emphasises the importance of the Green Belt and in particular its role in checking unrestricted urban sprawl, preventing neighbouring towns from merging, and to assisting in safeguarding the countryside.”*
- 5.105 **Burnham Parish Council** main area of concern is East Burnham, bordering the George Pitcher Memorial Ground to the west, and Blackpond Lane to the east. They object on the basis that *there is insufficient evidence that Slough has robustly assessed all other reasonable options for meeting its needs, prior to considering the northern expansion, and therefore the test for ‘exceptional circumstances’ has not been passed. The land has already been assessed and discounted by SBDC / CDC in their emerging local plan*
- 5.106 **Farnham Royal Parish Council** *“would not support any Northern expansion of Slough. To do so would fundamentally destroy the character of the semi-rural settlements that mark the boundary between Slough and South Bucks”*
- 5.107 *“It is important to ensure that the village retains its separate cultural and historical identity by maintaining as much of the Green Belt buffer zone between it and Slough as possible.”*
- 5.108 **Wexham Parish Council** *“rigorously objects to the northern expansion plans of Slough’s emerging Local Plan that involves the taking of Green Belt land in our Parish and its environs for housing. We respectfully point out that, as identified within the emerging plan that areas within the boundaries of Slough could be developed and housing densities increased.”*
- 5.109 *“It is our view that the Chiltern & South Bucks emerging Local Plan respects the value and quality of our countryside and the character and setting for our*

*villages. The proposal from Slough will inescapably destroy the character of this part of South Buckinghamshire and in particular the areas around Wexham”.*

- 5.110 **Wexham Parish Residents Association** object to the option on the grounds that
- 5.111 *“The expansion into South Bucks would mean the disappearance of valuable Green belt land that enhances the lives of both Slough Borough and South Bucks residents. The important separating margins between Slough and South Bucks boundaries will be eroded leading to the deterioration of the local identity of the villages and the pride of the villagers”.*
- 5.112 *“Development on the areas covered by the proposed Northern expansion of Slough (into South Bucks) plan will increase impervious area and will increase surface water flows in already fragile water courses. The increases in flows will lead to increased flooding of areas that already experience water ingress during storm events and also will increase the flood risk to properties not subjected to water ingress at the present time.”*
- 5.113 **Colnbrook Parish Council** *“strongly objects to the general expansion of Slough into the parished areas.”*
- 5.114 **Historic England** *“would be unlikely to consider any housing development within the Registered parkland to be acceptable and any proposed housing within the setting of the Park should have regard to the potential impact on its significance”.*
- 5.115 **The Colne Valley Park** *“objects to Slough’s proposed expansion northwards into SBDC area, given that the Chiltern & South Bucks authorities are already looking to release Green Belt land to satisfy their own housing need. A lot of this released land will be within the boundary of the Colne Valley Park. Any encroachment of Slough’s housing need into SBDC within the Colne Valley Park will exacerbate the losses to Green Belt land and the contiguous nature of the Colne Valley Park”.*
- 5.116 *“If this option is to be taken forward into the local plan there must be a Colne Valley Regional Park policy to ensure that opportunities are taken from all development proposals that provide mitigation and compensation in line with the objectives of the Colne Valley Park.”*
- 5.117 **Inland Waterways Trust** Object on the grounds that *“The canal between Bloom Park and Hollow Hill Lane is of strategic importance as a green corridor. The loss of the Green Belt to the north of the canal within South Bucks District Council would destroy this valuable recreational amenity.”*
- 5.118 **Burnham Beeches** *“strongly object to the area of search that includes part of East Burnham as this has the capacity to greatly increase negative impacts on Burnham Beeches. Development in the Stoke Poges area also has the potential to negatively impact on Stoke Common SSSI (also owned and managed by the city of London)”*
- 5.119 The general public submitted a range of individual objections. Although they were all different many of them made the following points:

- The plan is at variance with the principles of the National Planning policy Framework which emphasise the importance of the Green Belt and in particular its role in checking unrestricted urban sprawl, preventing neighbouring towns from merging and to assist in safeguarding the countryside.
- It goes against the principles of the Chiltern and South Bucks Local plan currently in development which has already considered and discounted the areas in question for their own Local plan.
- The Chiltern and South Bucks Local Plan will respect the value and quality of our countryside and the character and setting of our towns and villages. Slough's proposal would destroy the character of this part of Buckinghamshire and in particular the areas around Wexham Stoke Poges Farnham Royal and Burnham. It should be noted that a planning application to build a school on land to the west of Crown lane which lies in the defined area in Burnham has been refused in the past year
- The proposals are grossly unfair to the people of South Bucks who have chosen to live in a semi-rural location safe in the knowledge that their environment is protected by the Green Belt which covers Slough's Northern Boundaries. The urbanisation of the Green Belt in South Bucks would also destroy a valuable part of the Green Belt that specifically fulfils the function described within the National Planning Policy Framework.
- South Bucks are in a similar position but they have resolved the problem by coming to an arrangement with Aylesbury vale District Council for them to make land available for the excess houses and Slough could come to a similar arrangement with one or more of the Berkshire Authorities.
- Slough's housing needs should be met in Slough.
- Some of the areas are subject to flooding
- The development will result in more traffic and congestion
- There is a lack of infrastructure to meet existing facilities. Additional development will make this worse
- It will have an impact upon the countryside, open space and wildlife
- There will be an increase in pollution due to more car usage.

5.120 Some Councils made representations which were not objecting to the proposed Northern Expansion.

5.121 **Windsor & Maidenhead** *“recognise that a northern expansion of Slough into South Bucks is a possible way of meeting a greater proportion of the housing needs in the Housing Market Area and could see the benefit of further work in this area.”*

- 5.122 **Bracknell** “supports Slough Borough Council in pursuing these Options further since they appear to represent logical expansions of the built up area of Slough and potentially sustainable forms of development.”
- 5.123 **Wokingham** commented that *The deliverability of development in the adjoining South Bucks District Council and RBWM is unknown. “From the consultation material it would appear that Slough Borough has made approaches but no response is referenced.”*

### **Response**

- 5.124 It is recognised that there are very strong objections to Option J which is for the Northern Expansion of Slough.
- 5.125 One of the main arguments made by objectors is that the proposed northern expansion is contrary to Green Belt policy.
- 5.126 It is recognised that the proposal constitutes inappropriate development which is by definition harmful to the Green Belt and should not be approved except in very special circumstances.
- 5.127 It is also recognised that the urban expansion could conflict with some of the purposes of the Green Belt such as checking unrestricted sprawl, preventing towns from merging and safeguarding the countryside. The Issues and Options document identified a wide area of search. The Council has now commissioned some more work to identify a form of development which will, amongst other things, seek to minimise the impact of development upon the Green Belt.
- 5.128 It is recognised that once established, Green Belt boundaries should only be altered in exceptional circumstances but the NPPF allows this to happen through the review of the Local Plan.
- 5.128 Chiltern, South Bucks and Windsor & Maidenhead are all currently reviewing their Local Plans and are releasing Green on the grounds that there are very exceptional circumstances to justify this. The same test will have to be applied to the proposed Northern Expansion of Slough.
- 5.129 The Chiltern and South Bucks Plan has not identified any land north of Slough for Green Belt releases even though this was suggested by Slough Borough Council as a way of meeting local housing needs. It is, however, now necessary for them to reassess whether this should be released to meet Slough’s un met housing needs. This would require a different Green Belt assessment to the one that has been carried out so far and could form part of a strategic review of Green Belt in the area.
- 5.130 The Council has considered an option of seeking to build the housing elsewhere in a similar way to which Chiltern and South Bucks have got an agreement with Aylesbury Vale. It has not yet identified a District that is prepared to take this additional housing. In any case failing to meet yet more needs in the local area where it arises would add to the problems of affordability and the lack of affordable housing in the area.
- 5.131 It is recognised that greenfield development will inevitably result in the loss of some open land and a change in the character of the area. The proposed

“Garden Suburb” could, however, be built in such a way as to increase access to countryside and green spaces and designed to create a new attractive environment.

- 5.132 Whilst local residents may have the expectation that Green Belt land would remain permanently open, the NPPF does allow for the periodic review of Green Belts through Local Plans. Slough has previously released land for housing from the Green Belt for housing through its Local Plan and South Buck and Chiltern are currently proposing to do the same. Carrying out a further review of Green Belt to accommodate a Northern Expansion of Slough is therefore part of the normal planning process which residents should be aware of.
- 5.133 Any proposal for a Northern Expansion of Slough would have to be judged upon its own merits and so previous decisions on development in the Green Belt should not be taken as a precedent.
- 5.134 Respondents have also raised a number of non-Green Belt objections to the proposed Northern Extension.
- 5.135 Any development of this scale will generate additional traffic which has the potential to cause congestion upon the local roads. As a result the Council has commissioned work to produce a form of development which will seek to reduce this by reducing the need to travel and encouraging other forms of transport. This will be subject to testing once the new transport model for the area has been completed.
- 5.136 It is recognised that some areas within the area of search for the Northern Expansion are liable to flood. As a result the Council has commissioned work to identify a form development which will minimise flood risks. It may be possible to use the new development to provide flood storage which will reduce the risk of flooding elsewhere.
- 5.137 It is recognised that there is pressure upon existing infrastructure in the area. The scale and nature of the proposed Northern Expansion is such that there should be enough land and finance available to ensure that the proposed development is able to provide all of the infrastructure that residents will need. The Council has commissioned work to demonstrate how this could be done.
- 5.138 Any development would have to ensure that it met the highest environmental standards.

#### Option J2: Southern Expansion of Slough

- 5.139 There were a significant number of objections to this option. Most of these came from people who were opposed to the principle of building in the Green Belt and those who were also opposed to Option J which is for the Northern Expansion of Slough.
- 5.140 **Windsor & Maidenhead** was surprised that sites in RBWM had been included in the Issues and Options document since they had been included in the Sustainability Appraisal of the Draft Borough Plan. It therefore requested that in order to prevent duplication and confusion these sites should not be included in the Preferred Options.

- 5.141 **Chiltern and South Bucks** state that *“the consultation document fails to acknowledge that it is proposing to accommodate Slough’s unmet housing needs on a site brought forward in another local plan in order to meet the needs of the borough in which the site is located.”*
- 5.142 **Colnbrook Parish Council** stated that it *“strongly objects to the general expansion of Slough into the parished areas. Colnbrook with Poyle has a particularly historic environment dating back to 12th Century, being first mentioned as a settlement in 1106 and this must be preserved.”*
- 5.143 The only site specific comment came from **Historic England** which stated that *“the area north of The Queen Mother Reservoir contains three grade II listed buildings at Ditton Farm and may be within the setting of the grade II Registered Historic Park and Garden of Ditton Place. Development here would be only be acceptable if it retained the listed buildings within a sensitive setting, which suggests that only the northern half of the site may be appropriate for development.”*
- 5.144 **Bracknell Forest Borough Council** *“supports Slough Borough Council in pursuing these options further since they appear to represent logical expansions of the built up areas of Slough and potentially sustainable forms of development”*.

**Comment:**

- 5.145 The responses to Option J2 (Southern Expansion of Slough) are noted.
- 5.146 It is recognised that there is an overlap between this option and the proposals within the Windsor & Maidenhead Borough Plan. We will continue to pursue this option through representations on the plan and discussions under the Duty to Cooperate.

Option K: Build in other areas outside of Slough

- 5.147 There were a number of objections to this option. Where reasons were given for this it was mainly because people objected to the principle of building outside of the Borough. One respondent stated *“Slough is best improved by developing it as a dense ‘city’ rather than as a sprawling conurbation.”*
- 5.148 The response from adjoining Local Authorities focused upon some of the technical evidence behind the plan and the extent to which this should inform where un-met need might go.
- 5.149 **Chiltern and South Bucks** do not agree that South Bucks is within the same Housing Market Area as Slough have formally requested that *“Slough BC should re-consider the Berkshire housing and economic geography on functional and best fit basis, taking into account the Buckinghamshire work that identified housing and economic market areas.”*
- 5.150 They are also concerned that the division of Berkshire into two housing market areas means that *“there does not appear to have been any exploration of options within Western Berkshire for meeting unmet housing needs arising in Slough as part of the Eastern Housing Market Area”*

- 5.151 With regards to meeting more housing in RBWM, Chiltern and South Bucks state that *“Slough have not robustly challenged Windsor & Maidenhead on a number of matters relevant to accommodating unmet housing needs”. “The Royal Borough effectively stopped looking for Green Belt options once it had identified sufficient land to meet its own objectively assessed development needs.”*
- 5.152 **Wycombe** recognise that Slough have a different view on the position of South Bucks within the East Berks HMA but *“believe that that there is, on a best fit basis in relation to the local plans being prepared, a Bucks HMA consisting of the four Bucks Districts of Aylesbury Vale, Chiltern, South Bucks and Wycombe”.*
- 5.153 In terms of the scope for accommodating unmet needs, Wycombe considers that *it does not have capacity to accommodate unmet needs from Slough.*
- 5.154 **Bracknell** considers that *“further effort should be focused on Slough Borough’s full objectively assessed housing need being met within the HMA. If, after rigorous examination of all possible sites (including those in the Green Belt) in the HMA, there remains unmet need, Duty to Cooperate discussions should be held with Authorities in all surrounding HMAs (not just the West Berkshire HMA).”*
- 5.155 **Spelthorne** *“wish to be assured that all of the options have been fully explored both within Slough and through a consistent dialogue with the surrounding authorities under the Duty to Cooperate, especially with the potential options of a north and south expansion of Slough.”*

### **Comment**

- 5,156 The responses to Option K (build in other areas outside of Slough) are noted.
- 5.157 It is recognised that there are different views upon the functional geography of the area, but the plan is being prepared on the basis that Slough is in the same Housing Market Area as Windsor & Maidenhead and South Bucks and is in the East Berkshire Functional Economic Market Area.
- 5.158 It is noted that no Authorities have identified any capacity with their area to meet Slough’s un-met need but discussions will continue to take place under the Duty to Cooperate.

### **Alternative Options**

- 5.159 **Chiltern and South Bucks** criticised the consultation document for not including an option that seeks to meet all of the Borough’s development needs within its own boundaries. The Councils stated *“it would be reasonable for a ‘Slough to consume its own smoke’ option to be considered further, particularly as, for example, the housing supply that might result from Option E (Estate Renewal) and Option G (Re-develop existing business area for housing) have not been quantified and require further testing.”*
- 5.160 A number of respondents (such as Chiltern, South Bucks, RBWM and Bracknell) criticised the Issues and Options Document for not being clearer as to what the extent of the housing shortfall was. Nevertheless there was general recognition that there would be un- met need.

- 5.161 **Windsor & Maidenhead** stated that *“there is a recognition that due to the tightly drawn boundary around the authority, its built up nature and large quantity of employment land that meeting this need in full will be difficult to achieve.*
- 5.162 **Wycombe** noted *“the challenge you face as an authority in seeking to meet your assessed need for housing and other forms of development”.*
- 5.163 **Spelthorne** noted *“that Slough will be unable to meet its OAN within its own boundary.”*

### **Comments:**

- 5.164 The lack of a precise quantification of Slough’s potential un-met housing need is recognised. All of the options require further testing and technical work before the Preferred Strategy can be produced. This will enable the size of the potential shortfall to be firmed up.
- 5.165 With regards to Chiltern and South Bucks criticisms, the Housing Capacity Study did quantify how much net additional housing could come from the Estate Renewal option and included a figure for new housing from prior approvals for the change of use of existing business premises to residential. The option for further loss of business areas to housing has not been fully assessed.
- 5.166 Chiltern and South Bucks have also raised questions about the balance between the planned housing and job growth in Slough. Building more houses on existing business areas would mean that even more of Slough’s employment land needs would not be met within the Borough.
- 5.167 It is noted that no respondent put forward any new options.
- 5.168 Subject to further technical work being carried out, it would appear that there is no reasonable option or combination of options that would enable Slough to meet all of its housing and employment needs within its boundaries.

### **RESPONSE TO QUESTIONS**

- 5.169 In order to aid the consultation process we included ten questions in the Issues and Options document for people to answer. These reflected the major issues that have been identified.
- 5.170 116 people or organisations chose to answer at least one of the questions in the questionnaire. Although this may not be statistically very significant this does provide a flavour of people’s views. The extent to which people agreed with each question and a high level summary of the responses are set out summarised below:

#### **DO YOU AGREE THAT WE SHOULD BE PLAN TO MEET OUR LOCAL HOUSING NEEDS IN OR AROUND SLOUGH?**

- 5.171 Over sixty percent (61%) of the people who answered the questionnaire agreed that “we should plan to meet our local housing needs in or around Slough”. Most of those who objected to this did so on the grounds that they thought that all of



needs should only be met in Slough. This was reflected by the hundreds of South Bucks residents who objected to the northern expansion of Slough but did not fill in the questionnaire.

- 5.172 People who did not agree that we should plan to meet our needs locally were asked where the new housing should go instead. Suggestions for this included:

*“To the West or South of Slough within the county of Berkshire as Buckinghamshire have their own plans”*

- 5.173 Others suggested that we should *“Explore Dedham and Pinewood area as they are not over populated.”* and that *“Other options to be considered, including further growth at sustainable settlements and transport hubs within South Bucks and Chiltern Districts”*.

- 5.174 There were no suggestions that we should look either to London or Surrey to meet Slough’s housing un-met needs.

- 5.175 Critically, when asked where the new housing should go, nobody came forward with any new proposals for where development could take place in Slough that we were not already aware of from the Call for Sites exercise and which had not already been considered in preparing the Issues and Options document.

#### **DO YOU AGREE THAT WE SHOULD BE BUILDING MORE HIGH QUALITY HOMES TO MEET FUTURE ASPIRATIONS OF LOCAL PEOPLE?**

- 5.176 Three quarters (74%) of people who answered the questionnaire agreed that *“We should be building more high quality homes to meet future aspirations of local people.”* Those that disagreed mainly suggested that more affordable housing should be built.

- 5.177 Typical comments were: *“Affordable, not aspirational. Somewhere that existing residents can part-buy and part-rent”* or *“Modern versions of the Britwell housing seem a good model”* or *“Affordable housing for people struggling to get on the property market. Not Luxury apartments by the River that we see in Maidenhead.”*

#### **DO YOU AGREE THAT WE SHOULD CONTINUE TO PROMOTE SLOUGH AS A MAJOR EMPLOYMENT CENTRE?**

- 5.178 The vast majority (82%) of people agreed with the suggestion that *“we should continue to promote Slough as a major employment centre.”*

- 5.179 Some people disagreed because they thought it wasn’t necessary to promote Slough stating that *“Slough is overflowing with people and the employment rate isn’t particularly high so no need to attract more people to the area”*.

- 5.180 Others were concerned about commuting and the effect upon infrastructure stating that *“We don’t need more commuters congesting our roads”*.

- 5.181 The overall conclusion to be drawn from the response to the public consultation is that the Local Plan will need to promote major employment in Slough.

5.182 A number of landowners or developers put forward sites for employment development. Most of these were previously submitted in the Call for Sites exercise and had been considered in the preparation of the Issues and Options Document.

**DO YOU AGREE THAT SLOUGH TOWN CENTRE SHOULD BE REVITALISED AS A COMMERCIAL, LEISURE AND RETAIL CENTRE?**

5.183 The vast majority (83%) of people agreed with the suggestion that “Slough Town Centre should be revitalised as a commercial, leisure and retail centre”.

5.184 Some people thought that it was not possible on the grounds that “*The town centre is dead and cannot be revitalised.*”

5.185 A few put forward alternative solutions such as “*Make the town centre smaller and use the space for what you need people*” or “*Redevelopment to nice apartments*”

5.186 As a result there is almost universal agreement that something needs to be done to the town centre.

5.187 Not everyone is appreciative of the regeneration that has taken place so far with comments like “*the biggest mistake was the pedestrianisation of the High Street area*” and “*The ugly 'Curve, what a monstrosity*”.

5.188 Some people think that we should limit what goes in the town centre to “*Leisure and retail only. Commercial should be left at the Industrial park.*”

5.189 The vast majority of respondents think that there should be a wide range of uses. “*The town centre needs a critical mass of few quality shops, supported by easy and plentiful parking and destination features. There also needs to be a university, and high-spending students in the centre. Given the town's ethnic diversity, it could develop quality ethnic shopping areas which would have regional pull*”.

5.190 One respondent stated “*Retail outlets should be a mixture of household names and local stores providing a wide range of products and services. Leisure facilities must appeal to all ages and pockets. Above all it should be welcoming, clean and safe to walk through.*”

5.191 Another made the point that “*The lack of a cultural offer and night time economy is the main barrier to economic growth in Slough. We need a strong arts, cultural and creative offer and related night time economy.*”

5.192 The main conclusion to be drawn from the consultation is that we need major new investment to comprehensively revitalise the town centre as a commercial, leisure and retail centre. This would support the expansion of Slough town centre as proposed in Option A of the Issues and Options document.

**DO YOU AGREE THAT WE SHOULD CONTINUE TO PROTECT THE SUBURBS FROM MAJOR DEVELOPMENTS?**

5.193 The majority of respondents (68%) agreed that “we should continue to protect the suburbs from major development”.

- 5.194 Most of the objections came from South Bucks residents who are objecting to the Northern Expansion of Slough and are of the opinion that Slough should meet all its housing requirements in the borough boundary.
- 5.196 Comments included *“Meeting the future housing requirements of the borough within the existing boundaries of Slough should be the priority. This includes development within the existing suburbs of Slough and not outside the Slough borough boundary”*
- 5.197 Those that agreed that we should continue to protect the suburbs and stated: *“The suburbs are oversubscribed already - leave them..”* and *“.. the need for Slough BC to protect the distinctive sense of place of neighbourhoods such as Britwell”*
- 5.198 In taking the plan forward it will be necessary to balance up the legitimate view of South Bucks residents that the Green Belt should be protected with the views of Slough residents who may want the suburban areas where they live protected.

**DO YOU AGREE THAT WE SHOULD PLAN TO GET THE MAXIMUM BENEFITS AND MITIGATE THE ENVIRONMENTAL IMPACTS OF THE GROWTH AT HEATHROW?**

- 5.199 The vast majority of people (83%) agreed that “we should plan to get the maximum benefits and mitigate the environmental impacts of the growth at Heathrow.” Those that objected were mostly opposed the expansion at Heathrow Airport as highlighted below:
- 5.200 One stated *“I totally oppose it - pollution levels already exceed that allowed and nothing can remove the impact of the horrendous noise the planes make..”*
- 5.201 Another made the point that *“The third runway will affect everyone with increased traffic and noise.”*
- 5.202 Some people supported the expansion at Heathrow Airport on the grounds that *“The presence of a major international airport in such close proximity to Slough is a huge asset for the town. The opportunities to which Slough is exposed with regard to international business cannot be understated..”*
- 5.203 Another respondent suggested we should *“Support the third runway and work with companies and job seekers with regards to filling the extra vacancies that it will bring”*
- 5.204 Regardless of whether they supported or objected to the expansion at Heathrow Airport, respondents are concerned about the environmental impacts of growth at Heathrow Airport.

**DO YOU AGREE WE SHOULD USE STRONG MEASURES TO DISCOURAGE PEOPLE USING THEIR CAR FOR SHORT JOURNEYS?**

- 5.205 The majority (60%) of the respondents agree “we should use strong measures to discourage people using their car for short journeys. This would be by using other modes such as buses, walking or cycling”.

- 5.206 Some people disagreed as they thought that the bus service needs not only improving but made cheaper and more frequent *“Only if the bus services are vastly improved and routes reinstated, with evening and weekend services being re-provided to a number of areas”* and *“cycle routes are poor”*
- 5.207 Furthermore others stated that making it more expensive to use the car is not the solutions *“raising car parking cost is not the way to go otherwise people will shop OUTSIDE Slough”* and *“there shouldn’t be a congestion charge”*
- 5.208 Suggestions were put forward for measures to try to stop congestion getting worse such as *“Encourage local provision of shops, schools and leisure facilities, and a higher percentage of Slough jobs going to Slough people. Provide extra capacity at choke-points on congested road”*
- 5.209 Park and ride was also suggested by a few respondents as a way to stop congestion getting worse.
- 5.210 Another suggested we should *“Improve the cost of public transport”*
- 5.211 The main conclusion is that we do need to have measures to discourage people using their car for short journeys. However improved public transport needs to be in place to enable this and other transport solutions to reduce congestion. Even with all the measures in place it’s a culture change will be needed which is not that easy to achieve.

**DO YOU AGREE THAT WE SHOULD INSIST UPON BETTER DESIGN TO IMPROVE THE IMAGE OF SLOUGH?**

- 5.212 The vast majority of people (89%) agreed that we “should insist upon better design to improve the image of Slough. How we achieve this is something that will be taken forward in the next stages of the plan.

**RESPONSE TO THE CONSULTATION ON THE SLOUGH SUSTAINABILITY APPRAISAL DRAFT SCOPING REPORT**

- 5.213 A draft Scoping Report for the Local Plan was prepared and sent for comment to the prescribed Consultation bodies and relevant duty to cooperate bodies on 30<sup>th</sup> November 2016 (for 5 weeks to 5<sup>th</sup> January 2017); and consulted on as part of the Issues and Options Consultation.
- 5.214 Responses were received from Historic England (formerly English Heritage) which raised no objections just general comments; and Natural England who considered it would be pertinent to include reference to Burnham Beeches SAC in future reports; and advice for tackling climate change. Responses were received from South Bucks District Council and Spelthorne Borough Council. Neither made any objections just general comments of support and suggested minor amendments. These will be taken into account in reviewing the SA Scoping Report.
- 5.215 At present no response has been received from the Environment Agency. We may seek confirmation that they have no comments before publishing the Final Scoping Report.

## Sustainability Appraisal and Habitat Regulations Scoping Assessment for the Issues and Options Document

5.216 The Sustainability Appraisal report and the Habitat Regulations Assessment Scoping Report was published alongside the Issues and Option document in January 2017.

5.217 We received 11 comments from organisations including Natural England, Windsor and Maidenhead, Bucks, Bracknell Forest and South Bucks and Chiltern Councils and the City of London for Burnham Beeches SAC and Stoke Common. These were mainly general comments on minor errors and requests for further detail and to continue engagement under the Duty to Cooperate.

5.218 Natural England fully supported the conclusion of the HRA Screening that all of the EU sites can be screened out other than Burnham Beeches SAC. They also agreed that air pollution and recreational disturbance are the two key issues which need further consideration; and recommended a joint approach to address them.

5.219 These responses will be taken into consideration in the next iteration of the Sustainability Appraisal report. Joint working arrangements have since been established for assessing and addressing implications from development on Burnham Beeches.

## 6. **Conclusion**

6.1 This report shows that we successfully completed the consultation exercise for the Local Plan Issues and Options.

6.2 The response rate from organisations and statutory consultees was very good and provides a basis for developing the next stage of the Local Plan.

6.3 There were, however, only around 500 responses from the general public, very few of whom came from Slough. As a result, although this provides useful information, the consultation response cannot be relied upon as a conclusive proof of public opinion.

6.4 The majority of responses (470) were from people objecting to the proposed Northern Expansion of Slough. This demonstrates the strength of opposition to this proposal from organisations and residents in South Bucks.

6.5 No significant new proposals for development were put forward in the consultation which means that it could be concluded that there are no reasonable options which could accommodate all of Slough's housing and employment needs within the Borough boundary.

6.6 The results of consultation will have to be taken into account in developing the Preferred Options for the Local Plan.

6.7 Consideration will also have to be given as to how we can increase the level of engagement in the preparation of the Local Plan, particularly amongst Slough residents.

6.8 A full response to all objections to the Issues and Options document will be published in a “Report on Public Consultation”.

7. **Appendices Attached**

None

8. **Background Papers**

‘1’ - Review of the Local Plan for Slough Issues and Options Consultation Document January 2017

**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning committee      **DATE:** 5<sup>th</sup> July 2017

**CONTACT OFFICER:** Paul Stimpson, Planning Policy Lead Officer  
(For all Enquiries) (01753) 87 5820

**WARD(S):** ALL

**PART I****FOR DECISION****RESPONSE TO READING DRAFT LOCAL PLAN 2013-2036 CONSULTATION  
(REGULATION 18) May 2017**1. **Purpose of Report**

The purpose of this report is to seek Members endorsement of the response to the Reading Draft Local Plan 2013-2036 consultation (Regulation 18).

2. **Recommendation(s)/Proposed Action**

That Committee is requested:

- a) To agree the responses to the Reading Draft Local Plan (May 2017) set out in this report.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**3a. **Slough Joint Wellbeing Strategy Priorities**

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

1. *Protecting vulnerable children*
2. *Increasing life expectancy by focusing on inequalities*
3. *Improving mental health and wellbeing*
4. *Housing*

3b. **Five Year Plan Outcomes**

Ensuring that other local authorities meet their own needs will help Slough contribute to the following Outcomes:

- *Our children and young people will have the best start in life and opportunities to give them positive lives.*

- *Our people will become healthier and will manage their own health, care and support needs.*
- *Slough will be an attractive place where people choose to live, work and visit.*
- *Our residents will have access to good quality homes.*
- *Slough will attract, retain and grow businesses and investment to provide jobs and opportunities for our residents*

#### 4. **Other Implications**

##### (a) Financial

There are no financial implications.

##### (b) Risk Management

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee remain aware of local plan consultations from other boroughs	Failure to respond to consultation could impact on the progress on the Review of the Local Plan for Slough.	Agree the recommendations.

##### (c) Human Rights Act and Other Legal Implications

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

##### (d) Equalities Impact Assessment

There are no equality impact issues

#### 5. **Supporting Information**

##### Introduction

- 5.1 Following on from the Issues and Options consultation in May 2017, Reading Borough Council has now produced a Draft Plan for consultation.
- 5.2 The consultation period finished on the 14 June and so Officers have submitted a holding response which is set out in this report for Member endorsement.
- 5.3 The Draft Plan contains a Vision, Objectives, policies and proposals. The key strategic elements of the plan that could affect Slough are set out below.

##### Spatial Strategy

- 5.4 The Spatial Strategy is as follows:

***3.2.1 The constrained nature of Reading Borough dictates the spatial strategy to some extent. Significant development can only occur where sites are available, which inevitably means a considerable focus on the centre and south of Reading. Opportunities for large-scale expansion of the town onto greenfield sites within the Borough are virtually non-existent, with the small rural areas within the boundaries subject to significant flood***



**risk. This means a need to look within the existing urban area for opportunities, and to ensure efficient use of land. The spatial strategy for Reading consists of the following elements:**

- **Central Reading as the focus for meeting much of the identified development needs at a medium and high density;**
- **South Reading as a location for meeting much of the remainder of the development needs,**
- **and the enhancement of links from the centre to South Reading and to major development**
- **locations beyond;**
- **Some new development within identified district and local centres, including more**
- **diversity of services and facilities and some increase in densities;**
- **Limited reallocation of some areas of employment to housing and supporting uses;**
- **Increasing densities where appropriate in other areas with high levels of accessibility by public transport, walking and cycling;**
- **Ensuring that urban extensions or garden villages close to the Reading urban area are provided with adequate facilities including infrastructure links into Reading.**

5.4 It is considered that Slough should supports the principles of the spatial strategy summarized in 3.2.1 as the most sustainable approach to meeting development needs, and their policy response in CC6 (accessibility and the intensity of development); CC7 (design and the public realm); and CC8 (safeguarding amenity).

#### Meeting Objectively Assessed Housing Need

5.5 Joint work has been carried out on identifying housing needs up to 2036 across Berkshire. The six Berkshire authorities (Reading Borough Council, Bracknell Forest Borough Council, Slough Borough Council, West Berkshire Council, the Royal Borough of Windsor and Maidenhead and Wokingham Borough Council) together with the Thames Valley Berkshire Local Enterprise Partnership produced a Berkshire (with South Bucks) Strategic Housing Market Assessment in February 2016

5.6 This study identified the Housing Market Areas within which the Berkshire authorities should work, and set out levels of housing need between 2013 and 2036.

5.7 Berkshire SHMA defined a Western Berkshire Housing Market Area (HMA), of which Reading Borough is part, alongside the unitary authorities of West Berkshire, Wokingham and Bracknell Forest. Slough Windsor and Maidenhead and South Bucks are defined as within the Eastern Berkshire HMA

5.8 Within this area, an objectively assessed need is identified for a total of 2,855 new homes every year up to 2036. Reading's share of this need is 699 homes per year, or a total of 16,077 between 2013 and 2036.

5.9 Work has been produced on a West of Berkshire Spatial Planning Framework, which was published by all four authorities in December 2016. This is not a development plan, and carries no statutory weight, but is intended to guide the

authorities in pulling their plans together by identifying some key opportunities for major delivery of new development, particularly for housing, and the level of infrastructure provision required.

- 5.10 The Reading Draft Local Plan therefore sets out a policy for the provision of housing which states:

**H1: PROVISION OF HOUSING**

***Provision will be made for at least an additional 15,134 homes (averaging 658 homes per annum) in Reading Borough for the period 2013 to 2036.***

- 5.11 Reading objectively assessed housing need is 16,077, Policy H1 above states that only 15,134 can be delivered in Reading Borough. Delivering this level of housing set out in policy H1 will mean there is a shortfall of 943 dwellings.
- 5.12 It is considered that Slough should support this approach which recognises that Reading is a very tightly defined urban area, and sites for new development are limited. This means that, like Slough there is not enough land to meet the objectively assessed housing needs within the Borough.
- 5.13 The Reading draft local plan states that the need will be accommodated elsewhere within the Western Berkshire Housing Market Area. It is considered that Slough Borough Council should support this approach.

Meeting Employment Needs

- 5.14 A Functional Economic Market Area (FEMA) has been identified, which covers a slightly different area than the HMA, namely the areas of Reading, Wokingham, Bracknell Forest and Windsor and Maidenhead.
- 5.15 An Economic Development Needs Assessment (EDNA) for Central Berkshire was carried out in 2016, which identified the level of need for additional office and industrial or warehouse space between 2013 and 2036. The results of the EDNA showed that Reading needs to plan for between 2013 and 2036 52,775 of office floorspace; and 148,440 sq m of industrial and warehouse floorspace.
- 5.16 Slough Borough Council agree with the results of the 2016 EDNA , including that Reading falls within a different functional economic area (FEMA) to Slough; that Windsor and Maidenhead falls within both the Central and Eastern FEMAs; and Slough forms the Eastern FEMA with Windsor and Maidenhead .
- 5.17 Policy EM1 below sets out the employment development that can be accommodated in Reading borough.

**EM1: PROVISION OF EMPLOYMENT DEVELOPMENT**

***Provision will be made for an additional 53,000-119,000 sq. m of office floorspace and 148,000 sq m of industrial and/or warehouse space in Reading Borough for the period 2016 to 2036.***

- 5.18 This policy identifies that Reading can accommodate its full employment needs. It is considered that Slough should support Reading's commitment to meet its industrial and warehousing need in full, but notes that it will provide an additional supply of offices. Slough has no objection to this provided that this does not result in impacts on the Eastern FEMA.

- 5.19 Slough would also seek to ask via the Duty to Cooperate if Reading has capacity to provide additional B1- B8 as Slough is anticipating it will not be able to meet its need in full.

#### Retail and Leisure Needs

- 5.20 A Retail and Leisure Study was prepared to identify the need for additional retail and leisure development .The Study It found a need for comparison goods floor space of 64,000 sqm by 2036, In terms of convenience goods, an overprovision was identified of 19,000 sqm by 2036.
- 5.21 Policy RL2 sets out below that there will be additional 44,600 sqm of retail and leisure facilities

#### ***RL2: SCALE AND LOCATION OF RETAIL, LEISURE AND CULTURE DEVELOPMENT***

***Provision will be made for up to 44,600 sqm of retail and related facilities in Reading to 2036, together with new leisure facilities.***

- 5.22 The Retail and Leisure Study also identified a need for entertainment uses including bowling and ice skating and additional cinema provision.
- 5.23 The identified retail and leisure need is directed to the centre of Reading, the hub for retail and employment development. 40,000 sqm of the retail floor space is mainly planned for in the site allocations and major opportunity areas (CR11, CR12 and CR13) in centre of Reading.
- 5.24 It is considered that Slough Borough Council should not object to the additional retail floor space being developed as majority of this is committed development that helps support the regeneration of Reading town centre, around the train station, edge of town and district centres.

#### **6. Conclusion**

- 6.1 Reading Borough has to deal with many of the issues in its Draft Local Plan which is similar to those in Slough. In particular it has not been able to meet its housing need in full because of its constrained boundaries. As a result the un-met need will be met elsewhere in the Western Housing Market Area.
- 6.2 It is not considered that the proposals in the Draft Reading plan will have any significant impact upon Slough and so can be supported.

#### **7. Background Papers**

'1' Reading Draft Local Plan 2013-2036 (Regulation 18) May 2017-

'2' Reading Retail and Leisure Study -

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**SLOUGH BOROUGH COUNCIL**

REPORT TO: PLANNING COMMITTEE

DATE: 5<sup>th</sup> July 2017**PART 1**  
**FOR INFORMATION**Planning Appeal Decisions

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

<b>WARD(S)</b>	<b>ALL</b>	
<b>Ref</b>	<b>Appeal</b>	<b>Decision</b>
Y/01841/002	78, Meadfield Road, Slough, SL3 8HR  The erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 6m, with a maximum height of 4m, and an eaves height of 3m	Appeal Dismissed  23 <sup>rd</sup> May 2017
P/16705/002	67, Parlaunt Road, Slough, SL3 8BE  Demolition of existing garage to the side, construction of a double storey side extension with front porch & loft conversion with rear dormer.	Appeal Granted  30 <sup>th</sup> May 2017
P/03349/003	113, Marlborough Road, Slough, SL3 7JS  Construction of a part single part double storey rear and two storey side extension.	Appeal Dismissed  30 <sup>th</sup> May 2017
P/10845/003	8, Hinksey Close, Slough, SL3 8EB  Construction of a two storey side extension.	Appeal Dismissed  30 <sup>th</sup> May 2017
P/05948/002	19, Nash Road, Slough, SL3 8NQ  Construction of two storey side extension and conversion dwelling into 2x2 bedroom self contained flats with associated parking and amenity space, and demolition of existing garage and outbuilding.	Appeal Dismissed  6 <sup>th</sup> June 2017
P/13112/005	332, Wexham Road, Slough, SL2 5QL  Construction of a single storey front extension.  Please note Decision letter never received from Planning Inspectorate so not shown at the time.	Appeal Dismissed  5 <sup>th</sup> December 2016
P/00475/009	Spring Cottages, Upton Park, Slough, Berks, SL1 2DH  Construction of one detached dwellinghouse (4 no. bedroom) and 3 storey building to provide 9 no. flats (8 no. x 2 bedroom and 1 no. x 3 bedroom). Associated works including basement, car parking provision, amenity and access off Upton Park.	Appeal Dismissed  14 <sup>th</sup> June 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	P											
Bains	P											
Chaudhry	P											
Dar	P											
M. Holledge	Ap											
Plenty	P											
Rasib	P											
Smith	P											
Swindlehurst	P											

P = Present for whole meeting  
Ap = Apologies given

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

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