

Date of issue: Tuesday, 25 July 2017

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 2ND AUGUST, 2017 AT 6.30 PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NABIHAH HASSAN-FAROOQ 01753 875018

NOTICE OF MEETING

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



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>
	<p><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></p> <p><i>The Chair will ask Members to confirm that they do not have a declarable interest.</i></p> <p><i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i></p>		
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	-
3.	Minutes of the Last Meeting held on 5th July 2017	3 - 10	-
4.	Human Rights Act Statement - To Note	11 - 12	-
	PLANNING APPLICATIONS		
5.	S/00257/005- Former Absolute Ten Pin Building, Salt Hill Park, Bath Road, Slough, SL1 3SR	13 - 30	Chalvey
	<i>Recommendation: Delegate to the Planning Manager for Approval</i>		
6.	P/08040/020- Alexandra Plaza, 33, Chalvey Road West, Slough, SL1 2NJ	31 - 58	Chalvey
	<i>Recommendation: Delegate to the Planning Manager for Approval</i>		
	MISCELLANEOUS REPORTS		
7.	Response to Central & Eastern Berkshire Joint Minerals and Waste Issues and Options Consultation Paper	59 - 62	All
8.	Response to Windsor & Maidenhead Borough Local Plan 2013-2032 (Regulation 19) Submission Version	63 - 70	All
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11.	Members Attendance Record	79 - 80	-

12. Date of Next Meeting

Wednesday 6th September 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, 5th July, 2017.

Present:- Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Plenty, Rasib, Smith and Swindlehurst (from 6.43pm)

Also present under Rule 30:- Councillor Wright

Apologies for Absence:- Councillors Bains and Chaudhry

PART I

16. Declarations of Interest

Councillor Ajaib declared that agenda item 5- Pre-application for Land at Former Octagon Site and agenda item 7- P/00988/015- BMW House, Petersfield Avenue, Slough, SL2 5EA were in his ward but that he would consider item 7 with an open mind.

Councillor Rasib declared that agenda item 9- P/00419/017- Iceland Foods Plc, Farnburn Avenue, Slough, SL1 4XT was in his ward but that he would consider the application with an open mind.

Councillors Dar, Ajaib, M Holledge, Plenty, Rasib and Swindlehurst declared personal interests in that one of the applicants (Cllr Atiq Sandhu) for Agenda Item 8- P/01158/023 19-25 Lansdowne Avenue, Slough was known to them, but that they would each approach the application with an open mind.

17. Guidance on Predetermination/Predisposition

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

18. Minutes of the Last Meeting held on 31st May 2017

Resolved – That the minutes of the last meeting, held on 31st May 2017, be approved as a correct record.

19. Human Rights Act Statement

The Human Rights Act Statement was noted.

20. Land at Former Octagon Site, Brunel Way

The Committee received a pre-application presentation on the proposals for Land at Former Octagon Site, Brunel Way. The Planning Manager reminded Members of the purpose, scope and format of pre-application presentations.

The pre-application presentation was given by representatives of TP Bennett on a proposed mixed use residential led scheme. The presentation covered

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the details of the scheme which included three separate towers of 8, 16 and 26 storeys respectively, 330 residential units, a public square with landscaping, a 4 star hotel with 180 bedrooms along with restaurants, a sky terrace and a new route from the western approach.

(Councillor Swindlehurst joined the meeting)

Members were given the opportunity to ask a number of questions and made initial observations on the proposal. The following is a summary of key questions and issues raised:

- Parking
There were 120 spaces that had been set aside for the leaseholders of the properties. There were 90 spaces for the hotel, 30 residential car spaces, a car club (where users can rent vehicles through a booking system) and additional electronic charging points. There would be an additional 350 cycle spaces. Several members expressed concerns that the level of parking provided for the residential element of the scheme would be insufficient despite the proximity to public transport links and the town centre.
- Space Standards
The proposed development was slightly below the national space standard but this had been compensated by the introduction of communal facilities and areas throughout the site. Members commented on the concept and some expressed initial reservations about the divergence from space standards. The agents had advised that they have in the past built similar schemes in the East Village, the former Olympic village site, and that the concept had worked successfully.
- Elevation and frontage
Members emphasised the importance of ensuring that the detailed design and the site layout complimented neighbouring buildings and that it ensured improved access through the town centre.
- Residential
Members commented about the size of the proposed site and affordability of homes that would be offered. The agent advised that there were three buildings with a mixed use residential purpose. The eastern and western facing buildings would be for residential purposes, with an anticipated leasehold length of between 3 months and 3 years. An off-site financial contribution to affordable housing provision was likely to be made.
- Façade and landscaping
A Member commented about the proposed public realm and various comments were made in relation to this. The agent advised that the public square would be maintained by the developer and that the square would be landscaped to a high standard.

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- Fire standards issues

Members asked about fire safety in light of the recent Grenfell Tower tragedy. The agent advised that fire safety was a key priority and there would be a sprinkler system within the controlled corridors along with a stair well for fire escape access. The agent also advised that they had looked at non combustible cladding for the exterior of the building.

At the conclusion of the discussion, the Chair thanked TP Bennett for the presentation.

21. 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 Applicants or Agents under the Public Participation Scheme, prior to the planning applications being considered by the Committee as follows:-

Application: P/01158/023 19-25 Landsdowne Avenue, Slough, SL1 3SG; the applicant's agent addressed the Committee.

Application: P/00419/017 Former Iceland Site, Farnburn Avenue, SL1 4XG; the applicant's agent was in attendance but did not address the Committee.

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 and Projects and the amendments sheet tabled at the meeting and subject to any further amendments and conditions agreed by the Committee.

22. P/016841/000 - Slough Family Centre, Chalvey Park, Slough, SL1 2HX

Application	Decision
Construction of 4 no. four bedroom houses and 6 no. three bedroom houses with associated works.	Delegated to the Planning Manager to grant Outline Planning Permission subject to; acceptable surface water drainage arrangements; amend or add new conditions; agree minor changes to the plans; satisfactory completion of a S106 agreement to secure a prevent future occupiers from obtaining parking permits and to secure a financial contribution towards the replacement of the displaced on-street parking to an

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	alternative location in Chalvey Park; and, provided that no new material representations arise through the further consultation.
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23. P/00988/015- BMW House, Petersfield Avenue, Slough, SL2 5EA

Application	Decision
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	Delegated to the Planning Manager for consideration of any requirements from the Crime Prevention Design Advisor, the Affordable Housing Officer, Environmental Quality Officer, finalising conditions, satisfactory completion of a section 106 agreement (to include a contribution towards the existing public play space areas.)

24. P/01158/023- 19-25, Lansdowne Avenue, Slough, Berkshire, SL1 3SG

Application	Decision
Demolition of the existing building and the erection of two buildings containing 24 no residential dwellings together with associated access, car parking, landscaping and amenity space.	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 and a preclusion on future occupiers obtaining parking permits; and, acceptable surface water drainage requirements. <i>(Councillor Swindlehurst requested that his abstention from the decision be recorded.)</i>

25. P/00419/017- Iceland Foods Plc, Farnburn Avenue, Slough, SL1 4XT

Application	Decision
Demolition of existing retail unit (Formerly Iceland Foods Supermarket) and construction of a 4	Delegated to the Planning Manager for approval subject to the consideration of any requirements

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storey residential building to provide 13 no. residential flats (7no; 2 bed; 6no.1 bed) units, including 4no.private garages with vehicular crossovers.	from the Local Highway Authority, Thames Water, Crime Preventions Design Advisor, Environment Agency and finalising conditions.
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(Councillor Rasib briefly left the room during consideration of the item and did not participate in the discussion or vote on the application)

26. P/00442/014 -Land At 426/430 Bath Road, Slough

Application	Decision
Demolition of existing buildings and redevelopments 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.)	Delegated to the Planning Manager for approval subject to the completion of a satisfactory S106 agreement to secure off site Education, Transport and leisure contributions plus on site affordable housing and a preclusion on future occupiers obtaining parking permits; and acceptable surface water drainage requirements. <i>(Councillors Dar and Swindlehurst requested that their abstention from the decision be recorded.)</i>

27. P/16436/002- 102, Waterbeach Road, Slough, SL1 3JY

Application	Decision
Construction of a two storey rear extension.	Approved

28. Review of the Local Plan for Slough- Report of Public Consultation on Issues and Options Document

Philippa Hopkins, Planning Policy Officer, outlined the representations received during the consultation on the Issues and Options document from January to March 2017. The report also included high level responses to representations which it was proposed would be set out in detail in a "Report on Public Consultation".

The consultation had sought to engage people through a range of methods such as various social media platforms, distribution of leaflets, publishing the full range of consultation documents online and making them available to download for free and view locally, radio interviews, press releases, specialist

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presentations from Officers at parish and other meetings, direct emails and letters to over 430 persons and bodies on the Council's consultation list.

There were 538 representations to the nine questions set out in the Issues and Options consultation, with the vast majority (470) from individuals primarily objecting to the proposed option to build a Northern Expansion of Slough in the Green Belt in South Bucks. The Committee noted that no reasonable alternatives or additional options had been proposed during the consultation that could accommodate predicted housing and employment needs in full. It was reported that there were negative responses to the use of greenbelt land for business redevelopment and housing development and that there were no new responses in relation to the impending housing needs and demands of the residents that had not already been considered.

Members were advised that the responses received from the consultation could not be solely relied upon as representative of Slough's resident and business views as the majority of responses were from non-Slough residents objecting the proposed option to build a Northern Expansion of Slough into the Green Belt in South Bucks. The officer advised that in light of the review of the Local Plan, that this would be an opportune time to review the green belt boundary.

A Member noted that engagement levels from residents in Slough should be increased through different platforms. There were approximately 25-30 household responses out of a total 160,000 households in Slough and Members agreed that more should be done to raise awareness, understanding and to increase better dialogues with people. Another member commented that the consultation documents that are available to the public are difficult to read, complex and that there should be another press release or article referring to the various changes happening within Slough as part of the Local Plan as a means of sustained communication with the public.

The Lead Planning Policy Officer advised the committee that the collated responses do not give a definitive commentary of the opinion of Slough residents. He also advised that there has been a low turn out, with one member of the public attending parish council meetings. The Committee was advised that there is work being done currently to gain more visuals, models and images of how the borough will look and that this will be released to show to the public for a better understanding of the changes upon the horizon as a result of the Local Plan. After the discussion, it was agreed that a continued plan be developed for ongoing communications and engagement on the Local Plan issues. It was also agreed that the Report on Public Consultation be noted and published.

Resolved – (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 the report be noted.

(b) That the "Report on Public Consultation" setting out the Council's response to representations be published.

- (c) That an ongoing communications plan be developed to increase engagement of local residents.

29. Response to Reading Draft Local Plan 2013-2036 Consultation (Regulation 18)

The Committee received a report from the Planning Policy Lead Officer seeking Members endorsement of the response to the Reading Draft Local Plan 2013-36 consultation.

The Draft Plan contained a vision, objectives, policies and proposals and the key areas that were discussed included, the spatial strategy, meeting objectively assessed housing needs, employment needs, retail and leisure needs. It was noted that Reading experienced a number of similar issues to Slough and it was proposed that Slough support the approach that Reading meet the vast majority of its identified housing need from within the borough, but that some need would have to be accommodated elsewhere within the Western Berkshire Housing Market Area.

The Consultation period ended on the 14th June 2017 and officers had submitted a holding response prior to the full response being considered by the Committee for endorsement. The report concluded by summarising that there were no obvious proposals within the Reading Draft Plan that would have any significant impact upon Slough. The response was agreed.

Resolved – That the Committee agreed to the responses to the Reading Draft Local Plan (May 2017) as set out in the report.

30. Planning Appeal Decisions

Resolved- That the details of recent Planning Appeal Decisions be noted.

31. Members Attendance Record

Resolved- That the Member's attendance record be noted.

32. Date of Next Meeting

The date of the next meeting was confirmed as Wednesday 2nd August at 6.30pm.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.47 am)

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

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

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

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

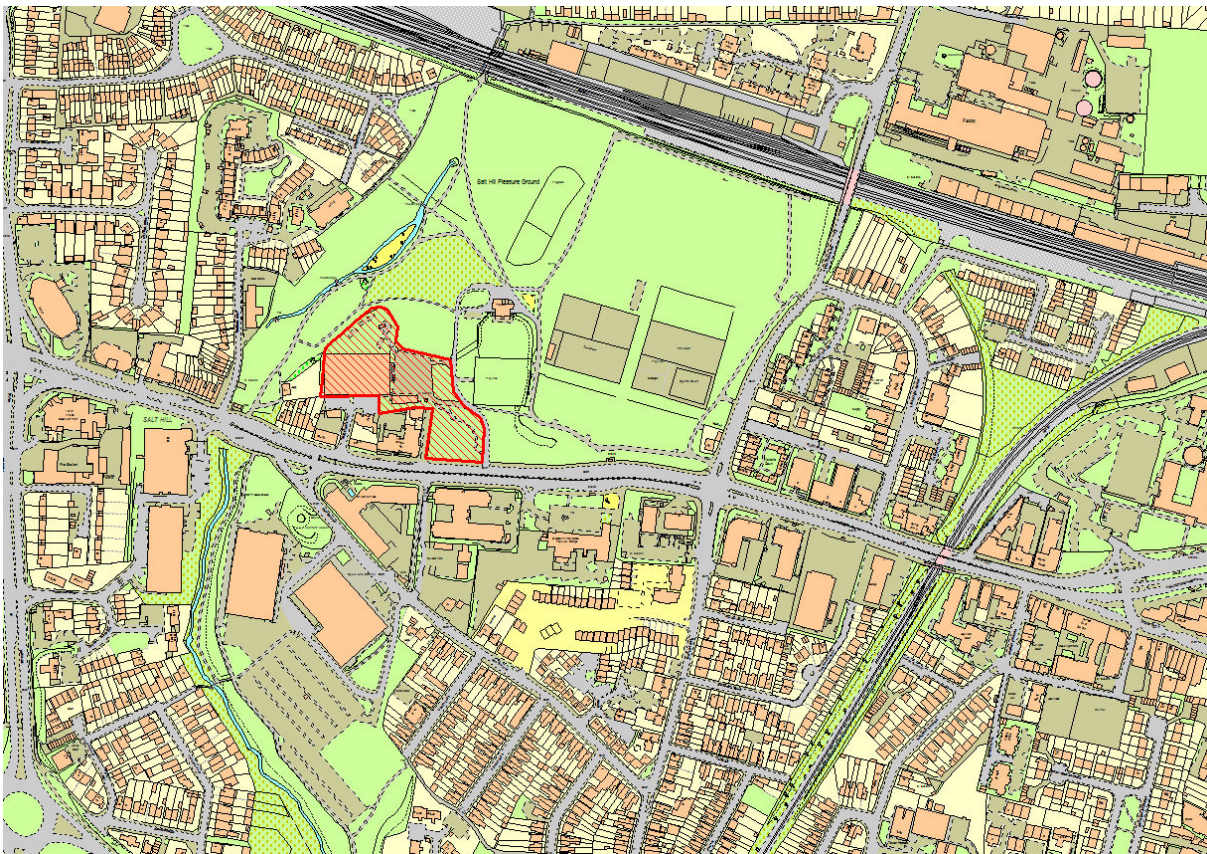
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House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

	OFFICER ABBREVIATIONS
WM	Wesley McCarthy
PS	Paul Stimpson
CM	Christian Morrone
JD	Jonathan Dymond
HA	Howard Albertini
NR	Neetal Rajput
SB	Sharon Belcher
FS	Francis Saayeng
IK	Ismat Kausar
JG	James Guthrie
MU	Misbah Uddin
GL	Greg Lester

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Registration Date:	20-Jun-2017	Application No:	S/00257/005
Officer:	Christian Morrone	Ward:	Chalvey
Applicant:	Slough Borough Council	Application Type:	Major
		13 Week Date:	19-09-2017
Agent:	Mr. Samuel Sedgewick, GT3 Architects 2nd Floor, TWO, Jesmond Three Sixty, Newcastle Upon Tyne, NE2 1DB		
Location:	Former Absolute Ten Pin Building, Salt Hill Park, Bath Road, Slough, SL1 3SR		
Proposal:	Enlargement and alterations to existing carpark, widening of access road, and alterations to junction with Bath Road. Over cladding of existing roof, replacement and additional doors, replacement external plant, new louvres, ducts , and flues.		

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 all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to measures to prevent glare from the over-cladding, consideration of any substantive objections from members of the public, consideration of any of any requirements from the Local Highway Authority; the Lead Local Flood Authority; Thames Water; Neighbourhood Protection; Crime Prevention Officer; Environment Agency; Environmental Quality; Contaminated Land Officer; and finalising conditions

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising a site area of more than 1000 square metres.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for:

- Over cladding of existing roof and elevations with aluminium cladding
- Replace existing doors and provide one additional door to serve the kitchen and bar
- New plant, louvres, and ductwork
- Excavation and infilling to provide revised pedestrian access by the building
- Extension and reconfiguration of the existing car park (45 spaces) to provide 91 car parking spaces and 14 cycle parking spaces
- Widening of access road and alterations junction with Bath Road

3.0 **Application Site**

3.1 The application site is located on the northern side of the Bath Road and comprises a vehicular access from the Bath Road, an existing car parking area fronting a single storey detached leisure building, and a vacant piece of land to the northwest.

The site is positioned to the southwest of Salt Hill Park and fall within 'Public Open Space' as defined Local Plan for Slough. To the south of the site there are residential flats, and an office building fronting the Bath Road. The public footpath and stream which runs southwards through the park is to the west, and the remaining Salt Hill Park to the north and east.

The application site measures approximately 0.92 hectares.

4.0 **Relevant Site History**

- 4.1 S/00257/004 CONSTRUCTION OF A NEW SINGLE STOREY TENNIS CLUB HOUSE ADJACENT TO EXISTING TENNIS COURTS, INCLUDING RESURFACES OF EXISTING COURTS AND NEW SPOT LIGHTS AND LIGHT STANDS
Approved with Conditions; Informatives 27-Sep-2010
- P/14870/000 CONSTRUCTION OF OVERFLOW CAR PARK, SUBSTATION, NEW GLAZED FRONT ELEVATION, EXTERNAL TERRACE AND INSTALLATION OF EXTERNALLY MOUNTED AIR CHILLED CONDENSERS AND LOUVRES
Approved with Conditions; Informatives 29-July-2010
- P/00257/002 ERECTION OF A SINGLE STOREY REAR CONSERVATORY WITH A PITCHED ROOF
Approved with Conditions; Informatives 20-Jun-2006
- S/00257/001 ERECTION OF INDOOR TENNIS COURTS AND ANCILLARY FACILITIES
Approved with Conditions 05-Dec-1983
- S/00257/002 EXTENSIONS TO THE TENNIS CENTRE TO PROVIDE NEW RECEPTION, OFFICES, CHANGING, CAFE, VIEWING AREAS AND BADMINTON HALL AND PROVISION OF CAR PARKING (OUTLINE, REGULATION 3)
Approved with Conditions; Informatives 11-Sep-1996
- P/00257/001 CONVERSION OF HOUSE INTO ONE ONE-BEDROOM FLAT AND ONE TWO-BEDROOM FLAT AND ERECTION OF A TWO STOREY REAR EXTENSION. (AS AMENDED ON 18/02/87)
Approved with Conditions 02-Mar-1987
- S/00257/003 ERECTION OF BUILDING FOR THE STORAGE OF WINTER SA
Withdrawn by Applicant 04-Feb-2002
- S/00257/000 ERECTION OF INDOOR TENNIS COURTS & ANCILLARY FACILITIES
Approved with Conditions 03-May-1983

5.0 **Neighbour Notification**

- 5.1 74, Bath Road, Slough, SL1 3SR, 72, Bath Road, Slough, SL1 3SR, 78, Bath Road, Slough, SL1 3SR, 76, Bath Road, Slough, SL1 3SR, 28, Hartland Close, Slough, SL1 3XT, 30, Hartland Close, Slough, SL1 3XT, 32, Hartland

30, Bath Road, Slough, SL1 3SS, Flat 82, 30, Bath Road, Slough, SL1 3SS, Flat 83, 30, Bath Road, Slough, SL1 3SS, Flat 84, 30, Bath Road, Slough, SL1 3SS, Kashmiri Karahi, Salt Hill Park, Bath Road, SL1 3SR, Park Lodge, 84, Salt Hill Park, Bath Road, Slough, SL1 3SR, Owen White, Harland House, Harland Close, Slough, SL1 3XT

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

No replies received.

6.0 **Consultations**

6.1 **Local Highway Authority**

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

6.2 **Lead Local Flood Authority**

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

6.3 **Thames Water**

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

6.4 **Neighbourhood Protection**

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

6.5 **Tree Officer**

No objections subject to conditions to protect existing trees. (Full comments on file and condition applied to recommendation).

6.6 **Crime Prevention Officer**

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

6.7 **Environment Agency.**

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

6.8 **Environmental Quality**

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

6.9 **Contaminated Land 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

Core Policies - Achieving sustainable development
Chapter 1: Building a strong, competitive economy
Chapter 8: Promoting healthy communities
Chapter 7: Requiring good design
Chapter 4: Promoting sustainable transport

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

Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 11 – Social Cohesiveness

Local Plan for Slough March 2004 policies:

EN1 (Standard of Design)
EN3 (Landscaping)
EMP2 (Criteria for Business Developments)
T2 (Parking Restraint)
T8 (Cycling Network and Facilities)
EN5 (Design and Crime Prevention)
OSC1 (Protection of Public Space)

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:

- Differences with Previous Proposal
- Protection of Public Open Space
- Health and Wellbeing
- Air Quality
- Impact on Visual Amenity
- Impact on Neighbouring Uses/Occupiers
- Traffic, Access & Parking
- Drainage
- Impact on trees
- Biodiversity
- Crime prevention

8.0 **Differences with Previous Proposal**

8.1 The planning history is a material consideration. The previous planning application P/14870/000 for an overflow car park to provide an additional 25 parking spaces was approved in 2010, but has not been implemented on the site. It is however understood that the area involved is used for informal parking and storage of containers.

This scheme included an extension to the existing carpark in a similar location as proposed in the current planning application but with fewer parking spaces. 43 parking spaces are now proposed in the overflow car park. Since the determination of the previous planning application, national planning policy and local planning policy has not significantly changed, and the site conditions remain similar

9.0 **Protection of Public Open Space**

9.1 Policy OSC1 of the adopted Local Plan Development states that any land identified as public open space on the Proposals Map will not be permitted unless:

- a) the development is ancillary to the use of the site as open space and the scale of the development and intensity of use is appropriate to the location;

- b) the use of the open space can be retained and enhanced by the development on a small part of the open space as long as the quality or quantity of pitch provision and the ability to make use of the pitches are not prejudiced; or
- c) the open space is replaced by new provision which is at least comparable in terms of size, facilities, and amenity and is conveniently located for current users of the open space.

9.2 Paragraph 74 of the NPPF states that:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss

9.3 The application site is an existing leisure facility. The area to be extended falls within the curtilage of the existing leisure facility and is not used as part of Salt Hill Park by the public. The extended car parking is considered ancillary to the existing use of the site, would likely facilitate an increase in the use of the site, and is considered appropriate to its location in terms of sustainable development as defined by the NPPF 2012. The proposal is therefore considered to comply with Policy OSC1 of the Local Plan for Slough and Paragraph 74 of the NPPF 2012.

9.4 It should also be noted that planning permission was granted in 2010 for an overflow car park for the previous tennis centre use of the site. The planning permission covered an area broadly the same as is now proposed, but with a lower number of car parking spaces.

10.0 **Health and Wellbeing**

10.1 The NPPF states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.

Paragraph 70 states that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should (amongst other things):

- plan positively for the provision and use of shared space, community

facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

10.2 Paragraph 73 of the NPPF states that:

"Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required"..

10.3 Slough Councils Leisure Strategy (dated 13/01/16) states as follows with respect to the site:-

"Formerly a tennis centre, this building is modern enough for the activity that occupies it. The ten pin lanes together with the bar/cafe area, pool/snooker and gaming machine areas and soft play area are modern and have recently been the subject of a total refit. This represents a good modern facility although it is isolated from the usual commercial leisure uses of a cinema, family orientated restaurants and other family related leisure activities that would normally be adjacent to such an offer. The building is set in Salt Hill Park which offers good quality and comprehensive outdoor rackets and ball related activities. Vehicular access and signage to the venue are very poor and in need of significant upgrade to enable this facility to maximise its potential".

10.4 The proposed development includes improved vehicular and pedestrian access to the site and will increase the number of parking spaces, which will enable an increase the number of people who can use the facility. The proposal is therefore considered to meet the aims of the NPPF in facilitating social interaction and creating healthy, inclusive communities.

10.5 The Local Plan for Slough and Core Policy 6 of the Core Strategy seek to protect existing leisure and community facilities from redevelopment or re-use for other purposes and where possible, enhance such facilities.

10.6 In this case, the land which would provide the overflow car park is already covered in hard core and is used for informal parking and storage in

connection with the leisure facility. The land is not used as open space by the public. The proposal would improve the recreation facilities on site in line with the aims of the NPPF 2012 and the local development plan.

11.0 Impact on Visual Amenity

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

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

11.2 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

11.3 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.

11.4 The alterations and extension to the existing car park would see the increase in tarmac hardstanding that would result in change in the character of the site, but it would not be what is unexpected within the curtilage of a typical leisure facility. The larger mature trees, shrubbery, and majority of grassed verges would remain and the loss of soft landscaping would be contained well within the site, which mostly of which comprises existing scalplings. When taking this into account, the change in character within the site would not have an unacceptable visual impact on the character of the surrounding. As the overflow car park is at ground floor level, landscaping will help to screen views of the parking area to ensure there is no detrimental impact on the Public Open Space.

- 11.5 The proposed changes to the building are to facilitate the new internal layout and to improve the indoor environment. These changes would include the provision of plant, louvres, ducts/flues, over-cladding in a similar material and general repair and re-painting. The plant and associated equipment are of no architectural merit, but are considered appropriate and what would be expected for a leisure facility. Furthermore, owing to the positioning of the plant well within the site and up against the building, they would not be widely visible from the surrounding area.
- 11.6 Concerns have been raised regarding the potential glare from the new aluminium cladding on the living conditions within the neighbouring flats. The principle of the over cladding is acceptable, but this would be subject to a material that would not impact the neighbouring occupiers and be also be visually acceptable. Further details regarding this have been requested, and will be proposed on the updated sheet.
- 11.7 Based on the above, and subject to appropriate over-cladding materials, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1 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
- 12.0 **Impact on neighbouring Uses/Occupiers**
- 12.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 12.2 **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.”*
- 12.3 **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.
- 12.4 The proposed alterations to the existing building would include the re-cladding of the aluminium roof and elevations in order to provide thermal insulation. Aluminium cladding can be prone to glare from the reflection of the sun, and thereby potentially having an impact on the amenity of the neighbouring residential occupiers to the south. The existing cladding has a matt finish and does not cause glare, therefore no complaints or objections have been raised. However, it is considered the proposed glare from the cladding would have an unacceptable impact on the amenity of the neighbouring occupiers. The applicant has been made aware of this and measures to prevent glare have been requested, and will be proposed on the updated sheet.

- 12.5 The reconfiguration and enlargement of the car park would be set away from the neighbouring residential sites by a distance ample enough to negate an unacceptable neighbour amenity issues.
- 12.6 The application includes the provision of external plant that would be positioned by the northern elevation and therefore set away for the residential flats to the south. Officers are satisfied that the potential noise generated from the plant could be acceptable, however, no details regarding the specific types of plant have been submitted. These are required for officers to be certain the noise levels would be acceptable. These details can be submitted by condition
- 12.7 Based on the above, and subject to appropriate over-cladding materials and conditions, the proposal would have an acceptable impact on the amenity of the neighbouring sites and therefore comply with Policies EN1 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
- 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 No comments have been received from the Crime Prevention Officer, and any comments will be recorded on the update sheet.
- 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 proposal would see an increase in parking spaces from 45 spaces to 91 spaces together with Widening of access road and alterations junction with Bath Road. This is acceptable in principle; however, no comments from the Local Highway Authority have been received regarding the detailing. This will be reported to the amendment sheet.

15.0 **Air Quality**

- 15.1 The site is located adjacent to an Air Quality Management Area (AQMA) as defined by the Local Plan for Slough. Owing to the nature of the approach to the application site, vehicles visiting the site would need to travel through the adjoining AQMA. The proposal does not include an extended floor area of the building, but includes additional parking that would likely see additional vehicular traffic travel the AQMA. No comments have been received from the Environmental Quality team, and any comments will be recorded on the update sheet. The applicant has however agreed that mitigation will be provided in the form of electric vehicle charging points and it is anticipated that this would be in line with the recommendations of the EQ Manager.

16.0 **Impact on Trees**

- 16.1 The arboricultural impact assessment confirms four trees would be removed. These are of poor health and no objections are raised regarding their removal. The enlargement and alterations to the existing car park would result in the hardstanding areas encroaching into the root protection areas of some of the retained trees. This would only be acceptable if 'no dig' methods are used.
- 16.2 The submitted arboricultural impact assessment offers general descriptions of arboricultural methods to be used to limit the damage to the retained trees. However this fails to provide the site specific details required for officers to be satisfied the impact of the development would not result in significant harm to the long term health of the trees. As such an appropriate condition is recommended to protect the existing trees from the development works within the car park. A landscaping condition is also included.
- 16.3 Based on the above, and subject to appropriate conditions, Officers the proposal would have an acceptable impact on the surrounding trees.

17.0 **Drainage**

17.1 The Council's Drainage Engineer, the Lead Local Flood Authority, and the Environment Agency have been consulted on this application, No comments have been received at the time of writing, but any comments and requirements will be included on the update sheet.

18.0 **Biodiversity**

18.1 The NPPF requires that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

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

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

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

19.0 **PART C: RECOMMENDATION**

19.1 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 measures to prevent glare from the over cladding, consideration of any substantive objections from members of the public, consideration of any of any requirements from the Local Highway Authority; the Lead Local Flood Authority; Thames Water; Neighbourhood Protection; Crime Prevention Officer; Environment Agency; Environmental Quality; Contaminated Land Officer; and finalising conditions

20.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

1. Commence within three years

The development hereby permitted shall be commenced within three years of

the date of this permission.

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

2. Drawing numbers

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

TBC

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

3. Drainage - TBC

4. Arboricultural Method Statement

No enlargement or reconfiguration of the car park until site specific Arboricultural Method Statement in accordance with *BS5837:2012 Trees in relation to design, demolition and construction – Recommendations* has been submitted to and approved in writing by the Local Planning Authority. The statement should also contain details of arboricultural supervision by an appointed arborist and frequency of inspection along with a reporting process to the Tree Officer.

These measures shall be implemented prior to the enlargement or reconfiguration of the car park (excluding the provision of EV charging points and cycle store) beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of 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

5. Landscaping scheme– TBC

6. Materials – TBC

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. 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.

9. 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.

10. External plant

Prior to first occupation of the building, manufacturer and specification details of the external plant shall be submitted to and approved in writing by the Local Planning Authority. The approved plant shall be used and maintained in accordance with the manufacturer recommendations. No other plant shall be used other than that approved by this permission without the written consent from the Local Planning Authority.

REASON: To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008

11. Preliminary tree protection measures

Prior to the commencement of any demolition works or development on the site, the tree protection measures set on Drawing No. GT3-00-GF-DR-A-(90)GAP006; Dated 25/05/2017/ Rec'd 30/05/2017 shall be full implemented and retained during the works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of 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

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:

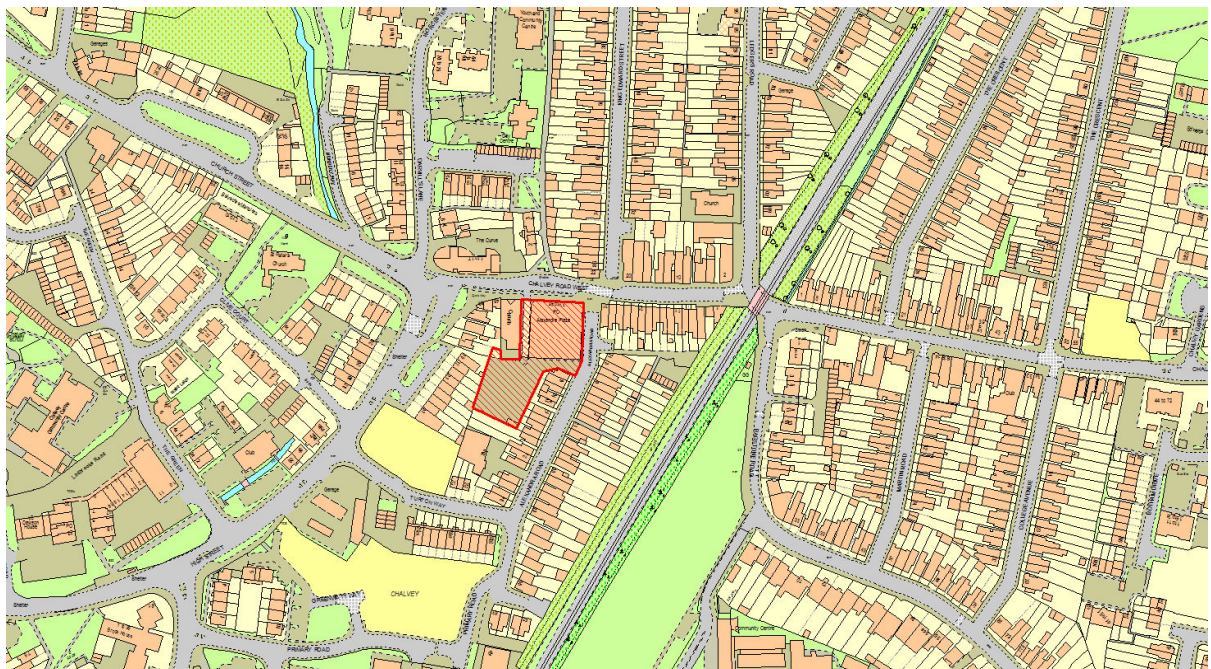
The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system

The 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:	28-February-2017	Application No:	P/08040/020
Officer:	Jenny Seaman	Ward:	Chalvey
Applicant:	AA&Sons	Application Type:	Major
		13 Week Date:	30 May 2017
Agent:	Barrie Stanley, Heritage & Architecture, 74, Stanhope Road, London, Middx, UB6 9EA		
Location:	Alexandra Plaza, 33, Chalvey Road West, Slough, SL1 2NJ		
Proposal:	Addition of third story and change of use of the first and second floors to provide a total of 32 residential flats (23no. 1 bed; 4no. 2 bed; 5no. 3 bed). Green roofs partly to be used as amenity space with privacy screening above second and the proposed third floor. Demolition of 4 Alexandra Road to facilitate realigned vehicular access. Extension to the southeast end of the building to accommodate new pedestrian access and stairwell to all levels. (Revised application following withdrawal of P/08040/018)		

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 all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to completion of a Section 106 Agreement to provide the following:-

- Car club contribution

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 The proposal is for a mixed development consisting of the following:-

- Retained retail use at ground floor
- Reconfiguration and conversion of first floor to provide office and storage space and self contained flats
- Conversion of second floor to provide self contained flats
- Construction of an extension at roof level to provide storage space and self contained flats
- Landscaped amenity courtyard, for part private and part communal use
- Communal and screened roof garden
- Total of 32 flats with a mix of 23 1-bed, 4 2-bed and 5 3-bed flats
- Construction of stair extension on the south elevation of the building
- Demolition of 4 Alexandra Road to facilitate the re-alignment of the vehicular access onto Alexandra Road
- Associated alterations to the buildings external and inward facing elevations
- Minor changes to the layout of the existing car park to provide refuse, trolley and cycle storage and to reserve 12 parking for unallocated use by residents of the proposed development
- New vehicular and pedestrian gates to the existing side access point on Chalvey Road West

3.0 **Application Site**

3.1 The site forms part of the three storey high mixed use shopping centre known as Alexandra Plaza, which has retail at ground floor level and offices above, with some storage and vacant accommodation.

3.2 The site is on the south side of Chalvey Road West, at the junction with Alexandra Road.

3.3 The surrounding area consists of a mix of residential, retail, and service and community uses. Residential development in the area consists of two storey terraced houses and also tall blocks of flats.

3.4 Chalvey Road West is one way eastbound at this point and the northern end of Alexandra Road adjoining Alexandra Plaza is closed to vehicular traffic.

4.0 **Relevant Site History**

4.1 The relevant planning history is set out below:-

Planning Reference	Description of Development	Decision
F/08040/019	<p>Prior Approval for change of use from Class B1(A) Offices to Class C3 Residential (14 no. flats)</p> <p>The proposal sought change of use at first floor level only.</p> <p>Conditions required the provision of bin and cycle storage, withdrew the right to apply for a parking permit and required completion of development within 3 years</p> <p>At the time this Prior Approval was considered, the considerations which the Local Planning Authority could take account of had changed to the following:-</p> <p>(a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development</p> <p>Transport and Highways raised no objections in respect of transport and</p>	<p>Prior Approval granted 15th March 2017</p>

	<p>highways.</p> <p>Environmental Health raised no objections in respect of contamination.</p> <p>Environment Agency raised no objections on flooding grounds</p> <p>As no noise generating premises were nearby no objections were raised in connection with potential impacts on occupiers of the development.</p>	
F/08040/018	<p>Demolition of 4 Alexandra Road (as previously approved), construction of courtyard infill extension at first floor level, construction of roof extension and (previously approved) staircase extension to provide re-configured offices and retail storage at first floor level, and 32 no. self-contained flats at first, second and third floor levels, with associated changes and re-aligned access to Alexandra Rod (as previously approved).</p> <p>The application was withdrawn after publication of the planning officers committee report which recommended that the application be refused for the following summarised reasons:-</p> <ul style="list-style-type: none"> • Overlooking • Studio flats would be undersized • All but three flats would not have amenity space • Failed to demonstrate that there is adequate foul and surface water arrangements • Inadequate crime prevention in respect of the car park, car park access, residential access and permeability and general security of the development 	Application withdrawn.
F/08040/017	<p>Prior Approval for change of use from Class B1(A) Offices to Class C3 Residential (18 no. flats)</p> <p>The proposal sought change of use at</p>	<p>Prior Approval not required 2nd May 2014</p>

	<p>first floor level only.</p> <p>At the time the Prior Approval was considered, development was not permitted by Class O if:-</p> <p>The building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order—</p> <ol style="list-style-type: none"> 1. on 29th May 2013, or 2. in the case of a building which was in use before that date but was not in use on that date, when it was last in use <p>It was considered at the time that the Prior Approval was submitted that the above requirements were met.</p> <p>The only matters which the Local Planning Authority could consider were:-</p> <p>(a) transport and highways impacts of the development;</p> <p>(b) contamination risks on the site; and</p> <p>(c) flooding risks on the site,</p> <p>Transport and Highways raised no objections in respect of transport and highways.</p> <p>Environmental Health raised no objections in respect of contamination.</p> <p>Environment Agency raised no objections on flooding grounds</p>	
P/08040/014	Alterations to existing highway to provide right turn lane, to allow non compliance with condition 5 of planning permission P/08040/004	Granted 20 th September 2002
P/08040/004	<p>Consolidation of planning application P/08040/001 and DOE appeal decision T/APP/V0320/A/92/204598/P7 with minor adjustments to internal alterations, changes to fenestration and infill adjustment to south elevation, together with the relaxation of condition 12 of planning permission P/08040/001.</p> <p>This proposal was for retail on the</p>	Approved 27 June 1995

	<p>ground floor, offices and staff flats on the first floor and a 42 bed guesthouse/hotel on the second floor. The C1 use guesthouse element was never put in place and this part of the approved development remains largely vacant.</p> <p>The proposal also showed a staircase to the rear of the building.</p>	
P/08040/003	<p>Extension to supermarket, offices and guest house</p> <p>Included condition to prevent right turning movements</p>	<p>Appeal against non determination</p> <p>Allowed 22nd October 1992</p>
P/08040/002	<p>Extension to supermarket, offices and guest house</p>	<p>Appeal against non determination</p> <p>Dismissed 18th January 1992</p>
P/08040/001	<p>Erection of a supermarket and 9 no. retail shops with a guest house on the first and second floors containing ancillary facilities including 2 no staff flat, 30 bedrooms and offices on the Chalvey Road West/Alexandra Road junction. Erection of 10 residential units on the Alexandra Road frontage with car parking and servicing on the land at the rear</p>	<p>Approved 7 June 1991</p>

5.0

Neighbour Notification

5.1

Neighbours Consulted:	<p>3, Alexandra Road, Slough, SL1 2NQ, Q S Fashions, 18, Chalvey Road West, Slough, SL1 2PN, 20, Alexandra Road, Slough, SL1 2NQ, 6, Darvills Lane, Slough, SL1 2PH, 21, Alexandra Road, Slough, SL1 2NQ, 1, Chalvey Road West, Slough, SL1 2NF, 15, Chalvey Road West, Slough, SL1 2NF, 5, Alexandra Road, Slough, SL1 2NQ, 2, The Fields, Slough, SL1 2PL, 4, The Fields, Slough, SL1 2PL, 3, The Fields, Slough, SL1 2PL, 5, The Fields, Slough, SL1 2PL, 1, High Street, Chalvey, Slough, SL1 2RU, 29, Chalvey</p>
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	<p>Road West, Slough, SL1 2NF, 7, Chalvey Road West, Slough, SL1 2NF, 21, Chalvey Road West, Slough, SL1 2NF, 19, Alexandra Road, Slough, SL1 2NQ, Chalvey Supermarket, Alexandra Plaza 33-45, Chalvey Road West, Slough, SL1 2NJ, 12, Chalvey Road West, Slough, SL1 2PN, 22a, Chalvey Road West, Slough, SL1 2PJ, Royal Travel, 22, Chalvey Road West, Slough, SL1 2PJ, 86, King Edward Street, Slough, SL1 2QS, 1, Alexandra Road, Slough, SL1 2NQ, 31, Alexandra Road, Slough, SL1 2NQ, 49, Alexandra Road, Slough, SL1 2NQ, 18, Alexandra Road, Slough, SL1 2NQ, 21, High Street, Chalvey, Slough, SL1 2RU, 30, Alexandra Road, Slough, SL1 2NQ, 4a, Chalvey Road West, Slough, SL1 2PN, 18a, Chalvey Road West, Slough, SL1 2PN, 29, Alexandra Road, Slough, SL1 2NQ, 13, Chalvey Road West, Slough, SL1 2NF, 17, Alexandra Road, Slough, SL1 2NQ, 12, Alexandra Road, Slough, SL1 2NQ, 31, High Street, Chalvey, Slough, SL1 2RU, 53a, Chalvey Road West, Slough, SL1 2NJ, Haircut Shop, 5, Chalvey Road West, Slough, SL1 2NF, 27, Chalvey Road West, Slough, SL1 2NF, 19, Chalvey Road West, Slough, SL1 2NF, 29, High Street, Chalvey, Slough, SL1 2RU, 43, Alexandra Road, Slough, SL1 2NQ, 19, High Street, Chalvey, Slough, SL1 2RU, 28, Alexandra Road, Slough, SL1 2NQ, 47, Chalvey Road West, Slough, SL1 2NJ, 15, Alexandra Road, Slough, SL1 2NQ, 10a, Alexandra Road, Slough, SL1 2NQ, 17, High Street, Chalvey, Slough, SL1 2RU, 24, Alexandra Road, Slough, SL1 2NQ, 27, Alexandra Road, Slough, SL1 2NQ, 14, Alexandra Road, Slough, SL1 2NQ, S J Insurance, 51-53, Chalvey Road West, Slough, SL1 2NJ, 13, Alexandra Road, Slough, SL1 2NQ, 25, Alexandra Road, Slough, SL1 2NQ, 11, Chalvey Road West, Slough, SL1 2NF, 26, Alexandra Road, Slough, SL1 2NQ, 25, Chalvey Road West, Slough, SL1 2NF, 27, High Street, Chalvey, Slough, SL1 2RU, 11, Alexandra Road, Slough, SL1 2NQ, 9, Alexandra Road, Slough, SL1 2NQ, 37, Alexandra Road, Slough, SL1 2NQ, 15, High Street, Chalvey, Slough, SL1 2RU, 7, High Street, Chalvey, Slough, SL1 2RU, 5, High Street, Chalvey, Slough, SL1 2RU, CREATIVE MEMORIALS, 3, Chalvey Road West, Slough, SL1 2NF, 17, Chalvey Road West, Slough, SL1 2NF, 19a, Alexandra Road, Slough, SL1 2NQ, 31a, Chalvey Road West, Slough, SL1 2NF, 9, Chalvey Road West, Slough, SL1 2NF, Ambala Sweet Centre, 49, Chalvey Road West, Slough, SL1 2NJ, 25, High Street, Chalvey, Slough, SL1 2RU,</p>
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	<p>7, Alexandra Road, Slough, SL1 2NQ, 8, Chalvey Road West, Slough, SL1 2PN, 55, Alexandra Road, Slough, SL1 2NQ, 53, Alexandra Road, Slough, SL1 2NQ, 22, Alexandra Road, Slough, SL1 2NQ, 3, High Street, Chalvey, Slough, SL1 2RU, 23, Alexandra Road, Slough, SL1 2NQ, 23, Chalvey Road West, Slough, SL1 2NF, 23, High Street, Chalvey, Slough, SL1 2RU, 51, Alexandra Road, Slough, SL1 2NQ, Pizza Hot For U, 31, Chalvey Road West, Slough, SL1 2NF, Chalvey Car Services, 28a, Alexandra Road, Slough, SL1 2NQ, 35, Alexandra Road, Slough, SL1 2NQ, 39, Alexandra Road, Slough, SL1 2NQ, 10b, Chalvey Road West, Slough, SL1 2PN, 10a, Chalvey Road West, Slough, SL1 2PN, 6a, Chalvey Road West, Slough, SL1 2PN, 8a, Chalvey Road West, Slough, SL1 2PN, 33, Alexandra Road, Slough, SL1 2NQ, 14a, Chalvey Road West, Slough, SL1 2PN, 41, Alexandra Road, Slough, SL1 2NQ, Post Office, Unit 8, Alexandra Plaza 33-45, Chalvey Road West, Slough, SL1 2NJ, Mahasin Trading Ltd, Alexandra Plaza 33-45, Chalvey Road West, Slough, SL1 2NJ, 18, Alexandra Road, Slough, SL1 2NQ, 14, Alexandra Road, Slough, SL1 2NQ, 16, Alexandra Road, Slough, SL1 2NQ, 12, Alexandra Road, Slough, SL1 2NQ, 10, Alexandra Road, Slough, SL1 2NQ, 6, Alexandra Road, Slough, SL1 2NQ, 4, Alexandra Road, Slough, SL1 2NQ, 8, Alexandra Road, Slough, SL1 2NQ, 16a, Chalvey Road West, Slough, SL1 2PN, 12a, Chalvey Road West, Slough, SL1 2PN, 29A, Chalvey Road West, Slough, SL1 2NF</p> <p>23 Letters of objections on the following grounds:-</p> <p><u>Impact on character</u></p> <ul style="list-style-type: none"> • 32 residential units is a step too far which will have a huge impact on the environment/overdevelopment • Height/bulk/position of building inconsistent with the surrounding • Not enough amenity space • Overcrowding • Area is already overdeveloped • Flats will change image of the road • Previous proposal rejected • Prior approval should be struck down since the upper floors of Alexandra Plaza are not currently
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	<p>used for offices</p> <p><u>Traffic/parking</u></p> <ul style="list-style-type: none"> • Already suffering from traffic and lack of parking in the area • No parking provided • Parking will not be sufficient • Larger volumes of traffic • Threat to children playing in the street from traffic • Already complained about the overcrowding of footpaths resulting in residents having to walk in the road • Parking spaces available only just enough for customers • Commercial vehicles on residential road are a nuisance leaving cars dented and scratched and cause noise <p><u>Impact on neighbouring amenities</u></p> <ul style="list-style-type: none"> • Already suffering from noise, pollution and antisocial behaviour, fly tipping on a large scale • Overshadowing • Overlooking and loss of privacy • Blocking out daylight • No green space left in the area • Street already has a problem with prostitution and kerb crawling • Increase in crime, disputes and loitering • Increase in litter
Consultees:	<p>Mr. Ndoli Bokuli Development Cntrl Asset Investment Unit, Thames Water - No reply received.</p> <p>Mrs. Anne Chalmers/Crime Prevention Design Advisor, Local Policing Thames Valley Police - No reply received.</p> <p>Environmental Protection NET - No reply received</p>

	<p>Jason Newman (Environmental Quality Team Leader) Comments received as follows:-</p> <ul style="list-style-type: none"> • This is a change of use from A1/B1 to C3 Residential with a significant increase in residential units from 1 to 32 at first, second and third floor and retention of offices and retail storage at ground floor a net reduction of 1 car parking space. • The location of the site means that occupiers of the site will need to travel either through the Tuns Lane AQMA Via Church Street onto Tuns Lane The site is located within/or close to a residential area and mixed use area and in my opinion environmental noise is unlikely to be a material consideration • The proposed stacking and noise insulation measures to minimise noise transmission between flats is a Building Control requirement. • We need to know what the net trip rates for this development to determine the level of potential impact on our AQMA and damage costs associated with that impact. It is noted within the applicants planning statement section 4.3 that a financial contribution towards increase trip generation and on-street parking demand may be sought, In light of the Low Emission Strategy being developed, the existing statutory Air Quality Action Plan in place and the existing ongoing exceedances of air quality levels within the Tuns Lane AQMA and Town Centre AQMA we would be seeking a s106 contribution from this development and are of the view it would be most appropriately spent on setting up an EV car club that occupiers of the development could potentially use particularly as only 12 spaces will be allocated for residential parking. The EV car club would be within the zone identified for this development which is Tuns Lane Zone. <p>•Below is my report</p> <p>1. The location of the site means noise is unlikely to be a material concern. The site lies approximately 600m east of Tuns Lane Air Quality Management Area 3. Traffic to the site is most likely to travel via the Tuns Lane AQMA either north or south.</p> <p>The first question is an Air Quality Assessment Required?</p> <p>2. An air quality assessment will not be</p>
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	<p>required.</p> <p>This is based on IAQM guidance. Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)</p> <p>A two stage approach is advocated: Stage 1 Criteria two key criteria to be met before proceeding to stage 2:</p> <p>Stage 1 Criteria - If any of the following apply</p> <p>A) Is development 10 or more residential units/or a residential site area or more than 0.5ha/or more than 1000m² of floor space for all other uses/or a site area greater than 1ha? (YES)</p> <p>AND</p> <p>B) The development has more than 10 parking spaces/or the development will have a centralised energy facility or other centralised combustion process (YES)</p> <p>Stage 2 Criteria - Specific Details</p> <p>There are eight categories within the specific details section. I will refer to the categories that are potentially relevant to this development in bullet points below:</p> <ul style="list-style-type: none"> •Will the development lead to a significant change in Light Duty Vehicles (LDV) traffic flows on local road with relevant receptors (LDV is any vehicles below 3.5 tonne gross weight) - A change of HDV flows of – more than 100 AADT within or adjacent to an AQMA (in my professional view this means 100 AADT of operational movements through our AQMA 3). This is unlikely (NO) but there is no transport report and you may require Council input to determine likely trip rates. •The development will lead to a significant change in Heavy Duty Vehicles (HDV) traffic flows on local road with relevant receptors (HDV is any vehicles above 3.5 tonne gross weight) – A change of HDV flows of – more than 25 AADT within or adjacent to an AQMA (this may apply during the construction phase, it is not clear from the transport assessment undertaken by pba, the fleet characteristics of trips to and from the site, this does need quantifying?). This is unlikely (NO) <p>3. We have a draft Low Emission</p>
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	<p>Strategy Programme, and an existing Air Quality Action Plan covering AQMA 3 (Tuns Lane) which includes a requirement Public EV provision and Electric EV car club provision across the Borough. The total programme for EV public infrastructure provision (fast and rapid) and EV car club 'Borough Wide' is approximately £2million. This programme will be formally implemented within our Low Emission Strategy in Summer 2016.</p> <p>4. We are currently seeking S106 contributions, from developments that impact on our local air quality management areas, towards this programme, the contribution will be based on (Offsetting Emission Approach) as advocated by IAQM guidance Section 5.11 – 5.15.</p> <p>5. We will be seeking a S106 contribution based on <u>net increase in trip generation from all vehicles using the site whether for commercial or customer purposes</u>. In other words we require a complete fleet profile for the operational phase of the development and the corresponding trip generation once this has been agreed with Transport. It would be useful if the applicant is able to provide this information.</p> <p>6. Additional we also be expecting on site mitigation to reduce the impact of property and road generated emissions on our existing air quality management area.</p> <p>The guidance I refer to is the Institute of Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)</p> <p>Principles of Good Practice IAQM</p> <p>Design + Construction Phase</p> <ul style="list-style-type: none"> • New development should not contravene the <u>Councils Air Quality Action Plan</u> or render the mitigation measure unworkable • New development should be designed to minimise public exposure to pollution sources, by locating habitable rooms away from busy roads. <p>The Councils Air Quality Action Plan 2012 advocates the following measures relevant to this development</p> <ul style="list-style-type: none"> •Securing financial contributions from
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	<p>development proposals for improving transport links, developing transport hubs (Slough Town Centre, and Slough Trading Estate) and improving the Borough's railway stations. (The EV programme is aimed at supporting the LSTF smarter travel project and actually builds onto this project). The Council wants to build EV transport hubs at all these strategic locations. These measures will support our Low Emission Strategy and longer term objectives of reducing NOx and PM emissions.</p> <ul style="list-style-type: none"> •Promoting Sustainable forms of travel: Promotion of electric/low emission vehicles; provision of electric vehicle recharging points in Council car parks, and, where possible, in new development. Our Low Emission Programme also considers on street EV charging points. •Explore potential for future town centre residents' car club; we have expanded our ambitions to look at Borough wide EV car club. This development is located close to the Town Centre and would benefit from an EV car club. <p>No objection is made to the application proposals subject to the imposition of appropriate conditions .</p> <p>Mr. Viv Vallance Transport and Highways Development Comments to be reported</p> <p>Anka Asandei, Contaminated Land Officer Comments received as follows:-</p> <ul style="list-style-type: none"> • No objections subject to conditions for a watching brief during site work and no soils or infill materials to be imported until it has been demonstrated that they present no risk to human health, planting and the environment.
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PART B: PLANNING APPRAISAL

7.0 Policy Background

The application will be assessed against the following policies:

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

In its overarching Core Principles the National Planning Policy Framework states 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..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

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 6 - Retail, leisure, and community facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 - Natural and Built 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
- Crime Prevention
- Highways and parking

8.0 **Principle of development**

8.1 The site is located within the Chalvey Road West 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 retain all the retail space at ground floor level and therefore complies with Policy S1.

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 also 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, it is not unusual to have flats above shops and there are also flats in close proximity.
- 8.5 For example, almost directly opposite the site is The Curve, 26 Chalvey Road West, which is a part 3 storey, part 4 storey building with commercial uses at ground floor with flats above which was approved on 21/02/2007. An appeal decision for the site at The Curve, 26 Chalvey Road on 18 July 2017 on allowed an extension above the building to provide two more flats. In the appeal decision the Inspector stated "The surrounding area contains a mix of residential/commercial uses. There is considerable variety in the style, form and height of development which whilst not unattractive, is not particularly notable or sensitive in architectural or streetscape terms. With that in mind this is not a location where small scale alterations and additions to buildings would normally be precluded".
- 8.6 The agent has also drawn attention to examples of a number of other sites in close proximity to the site:-
- 57 Chalvey Road East – Four storey building plus mansard level to provide 2 3-bed houses and 24 1-bed flats. Approved 08/01/2015
 - 83-127 Windsor Road – 3 villas ranging from four to seven storeys to provide 122 apartments. Approved 09/09/2015.
 - 4-18 Alexandra Road – Four storey flats allowed on appeal in 2003
- 8.7 In respect of the application site itself, account also needs to be taken of the fact that Prior Approval was granted on 15th March 2017 for the change of use of the first floor of the building from offices to 14 flats. Therefore the first floor of the building can be changed into flats.
- 8.8 Given that the site is located in a shopping area, that there are flats in the surrounding area including in close proximity to the site and as Prior Approval has already been granted for the first floor of the building to be changed to flats, 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.
- 8.9 While it is acknowledged that the previous withdrawn application was recommended for refusal, this was on the basis that the Prior Approval had lapsed and the increase in height of the building was unacceptable. Since that

application was submitted, a further Prior Approval application has been approved on 15 March 2017, the current proposal is for a recessed roof which is subordinate to the original building and the appeal for an increase in height of 26 Chalvey Road West has been allowed.

- 8.10 The proposal is therefore considered to be acceptable in principle, subject to compliance with other national and local policies.

9.0 Impact on Character and Visual Amenities of the area

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

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

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

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

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

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

- 9.8 The previous withdrawn application proposed substantial changes to the external appearance of the building which were considered to result in poor quality design.

- 9.9 The proposed development retains the existing building with only minimal changes to the external appearance of the building. The main change is a new recessed extension to provide an additional floor. This consists of a

mainly circular shaped structure constructed with a zinc fascia and glazing with an opaque balustrade.

The proposed circular building at the closest point is inset:-

- approximately 2.5m from the existing north elevation wall facing Chalvey Road West
- approximately 1.5m from the existing south elevation wall
- approximately 2.8m from the existing east elevation wall

It should be noted however that these are the inset distances at the nearest point, and the circular design does mean there are more considerable distances from the corners of the existing building. As the proposed recessed roof would be constructed of zinc and glazing it would be a light weight and subordinate structure, which is not considered to be detrimental to the character and appearance of the original structure. Given that the extension would be subordinate to the main building, the materials used and the inset from the main roof, the proposed recessed extension would not be detrimental to the character and appearance of the area.

- 9.10 The western elevation has a rectangular shaped building linking up to the existing plant room; this is located 13m from the existing north elevation wall and 27.5m from the east elevation. Subsequently views of this building will be very limited from the street scene; although it will be visible to customers using the car park at the rear and from the rear of houses in Alexandra Road and High Street. As this extension is set to the rear corner of the existing building, to the rear of the existing plant room, it would appear little different in views from the north and south elevations. The proposed extension would appear more substantial on the west elevation, but views would be limited to a large extent by the existing church at 47 Chalvey Road West, which is 700mm lower than the existing plant room and extends to almost the same depth as the application building.
- 9.11 There is a proposed staircase on the south elevation. Planning consent was granted for a staircase in this location as part of planning permission P/08040/004. Since most of the building approved under this planning permission has been implemented, the external staircase could still be constructed as there is no time limit on completion of development. The current proposal is for a staircase in the same position, but higher to accommodate access to the proposed new top floor. There would therefore be a brick structure on the south east corner of the building, but it is not considered that this would appear substantially different to the structure already granted planning permission.
- 9.12 Green roofs are proposed at top floor and roof levels, part of which would provide a roof garden on the north elevation. These would be acceptable provided that there is a management plan in place to maintain the roofs.
- 9.13 Based on the above, and subject to 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 application proposals increase the height and bulk of the existing Alexandra Plaza, through the addition of a further storey. The building currently is unoccupied on the second floor, and with offices and storage on the 1st floor, any overlooking of neighbouring properties is at present very limited.

10.5 However, should the development proceed, this would create a situation where the top three floors would contain a substantial number of windows overlooking neighbouring development on all four sides. There are numerous small 2no storey terrace houses and their rear gardens surrounding the site, which would be within the view of many of the proposed apartments at Alexandra Plaza.

10.6 Opposite the north elevation of Alexandra Plaza, facing Chalvey Road West are 20 (approximately 15m away) and 22 Chalvey Road West (approximately 28m away) are two shops which appear to have residential accommodation above. There is a bus shelter, beyond which is the side elevation of a pair of maisonettes (approximately 28m away). Just beyond the bus shelter is The Curve, 26 Chalvey Road West (approximately 24m away).

10.7 There are 10 double width windows facing the site at first floor level and 9 single windows at second floor level in the north elevation of the building at present. The proposal would introduce a new glazed area serving three new residential properties at third floor level. While the existing building may not be fully utilised at present, if it was (either by the approved guesthouse or offices) this would be only a marginal increase in overlooking which is not considered to be so significant that it warrants refusal of planning permission. Given the distance between the application site and the existing properties, and the

windows which already exist it is not considered there would be an unacceptable loss of privacy to properties facing the front of the application site.

- 10.7 The side elevation of 31 Chalvey Road West is located to the east of the building (approximately 12m away) and is a shop which appears to have residential accommodation above. 1 Alexandra Road is approximately 15m away and no. 3 Alexandra Road approximately 14m away. 1 and 3 Alexandra Road are two storey houses. Account needs to be taken of the fact that prior approval has been granted for flats at first floor level.
- 10.8 There are 10 double width windows facing the site at first floor level and 11 single windows at second floor level in the east elevation of the building at present. The proposal would introduce a new glazed area serving three new residential properties at third floor level. While the existing building may not be fully utilised at present, if it was (either by the approved guesthouse or offices) this would be only a marginal increase in overlooking which is not considered to be so significant that it warrants refusal of planning permission. It is noted that the nearest properties, 1 and 3 Alexandra Road only directly face one small corner of the site and windows from the site are not in direct line with those properties, such that it is not considered that there would be significant loss of privacy.
- 10.9 Directly to the west of the site is a church, 47 Chalvey Road East (Known as Faith Temple, Church of God). Planning permission was granted on 28 September 2000 for demolition of the existing church and erection of a new church. This permission was implemented. Beyond the church are a small number of shops with what appears to be residential above (49, 51 and 53 Chalvey Road West and 1 and 3 High Street). The views of the building from these properties will be largely screened by the church building. Beyond that are 5 and 7 High Street, a pair of semi detached two storey houses which are approximately 33m away from the application site. There are no windows in the west elevation at present. Eleven new windows are proposed in the west elevation; however these would all serve offices and the windows could be obscure glazed.
- 10.10 To the south of the property, are two storey properties. 4, 6 and 8 Alexandra Road are terraced properties. It is proposed to demolish 4 Alexandra Road as part of the current scheme. 10/10a Alexandra Road is a detached property. 12-18 (even) Alexandra Road are terraced properties. 4-18 Alexandra Road are all located sideways on to the site and have very small rear gardens (approximately 3m in depth). At present there are three double windows and one single window at first floor level and 8 single windows at second floor level. The number of windows at first and second floor level would not change, but the new glazed structure above would serve one new dwelling. Given the number of windows already facing the site, and that they face the side rather than the rear of the properties, it is not considered that there would be an unacceptable loss of privacy.

- 10.11 It is acknowledged that the previous withdrawn scheme was recommended refusal on the basis of loss of privacy to surrounding properties. However, at the time of the last application the prior approval for flats on the first floor had expired. The previous proposal would have involved changing the second floor to a flat wall with windows, rather than a sloping roof with windows as exists at present, and the new extension on top would have extended the main wall up, while the current proposal is for a recessed roof.
- 10.2 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 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 flats proposed at first floor level have already been granted under the Prior Approval process. In addition, two of the flats, with windows facing inwards towards the courtyard, were previously granted consent under planning permission P/08040/004. These flats could therefore be created, regardless of the current application.
- 11.4 The agent has stated that the proposed self contained flats will comply with the LPA's space standards. All flats will provide a good standard of light, outlook and privacy for prospective occupiers. All but four of the units will be outward facing with a fully open aspect.
- 11.5 The agent has stated that amenity space for the flats will be provided in the form of a mix of private and communal space. This consists of space within the courtyard, by private terraces and communal amenity spaces within the courtyard and at roof level.
- 11.6 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 No comments have been received from the Crime Prevention Design Advisor in respect of the proposed development.
- 13.3 Comments were received in connection with the previous withdrawn application. The Crime Prevention Design Advisor objected to the proposal and the local planning authority were advised to attach the following (or a similarly worded) condition upon any approval for this application; No development shall commence until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design' accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received written confirmation of SBD 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 The access points to the site already exist. The demolition of 4 Alexandra Road is proposed to improve the access/exit point onto Alexandra Road.
- 14.6 As the site is within a shopping area, the parking requirement is nil spaces. Notwithstanding this, 12 car parking spaces are proposed for the residential properties, which will be marked as private with enforcement arrangements in place. The remainder of spaces will be retained for the retail uses.
- 14.7 Due to the limited number of car parking spaces, It is considered that full standard cycle parking should be provided. It is also considered that a contribution of £30,000 towards the implementation of a car club would be appropriate.
- 14.7 Subject to any requirements set out by the local highway authority, no objections are raised in terms of highway and parking

15.0 **PART C: RECOMMENDATION**

- 15.1 Having regard the relevant policies, 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 any changes by the highways authority, and consultee responses from Thames Water, Crime Prevention Design Advisor, Environmental Protection (NET), finalising conditions and satisfactory completion of a Section 106 Agreement.

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

1. Commence within three years

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

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

2. Drawing numbers

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

TB

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.

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.

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. 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.

4. 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

5. 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:

6. 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.

7. Stores for cycle parking

No part of the development shall be occupied until 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

8. 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

9. 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

10. 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.

11. 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.

12. No additional windows

No windows, other than those hereby approved, shall be formed in the front, side or rear 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.

13. 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.

14. 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.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 2nd August 2017

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION

RESPONSE TO CENTRAL & EASTERN BERKSHIRE JOINT MINERALS AND WASTE ISSUES AND OPTIONS CONSULTATION PAPER

1 Purpose of Report

The purpose of the report is to confirm the Council's formal response to the Central and Eastern Berkshire Joint Minerals and Waste Issues and Options Consultation Paper.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that:

The response to the Central and Eastern Berkshire Joint Minerals and Waste Issues and Options Consultation Paper set out in paragraphs 5.11 to 5.19 of the report be endorsed.

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

3a. Slough Joint Wellbeing Strategy Priorities

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

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

3b. Five Year Plan Outcomes

Ensuring that we plan properly for minerals and waste in the area impacts upon

Outcome 3: Slough will be an attractive place where people choose to live, work and visit.

4 Other Implications

(a) Financial

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

(b) Risk Management

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

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee endorses the response response to the Central and Eastern Berkshire Joint Minerals and Waste Issues and Options Consultation Paper.	The failure to make representations on neighbouring Authorities plans could have an adverse impact upon Slough and its plans.	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 Bracknell Forest Council, Reading Borough Council, the Royal Borough of Windsor and Maidenhead and Wokingham Borough Council are working in partnership to produce a joint Minerals and Waste Plan for the period up to 2036.
- 5.2 West Berkshire has been preparing a similar plan for some time.
- 5.3 This Council decided not to join in with the Central and Eastern Berkshire Joint Minerals and Waste plan because it was not considered to be a priority at this stage. Although Slough is surrounded by active and proposed gravel extraction sites there are very few opportunities left for further extraction in the Borough.
- 5.4 Whilst waste may be more of an issue for Slough, the future capacity of the Borough will be to a large extent determined by the future of the Grondon's Energy from Waste plant at Colnbrook which will be demolished if the proposed third runway at Heathrow goes ahead. This means that any strategic decisions about waste in Slough will have to wait until this is resolved.
- 5.5 The emerging Central and East Berkshire Plan will an impact upon Slough and so it is important that we are properly engaged in the process.
- 5.6 The document notes that there are around 30 waste management facilities in the 4 districts which do not provide sufficient capacity for the waste arising in the area. It also notes that Slough has around 20 such facilities and so, to fully consider realistic waste management options it may be necessary to take Slough into account.
- 5.7 Whilst Slough does not have many mineral resources it has a large number on its boundary and has the rail depot at Colnbrook which the neighbouring authorities are partly dependent upon. As a result the cross boundary movement of aggregates will also have to be taken into account in any minerals strategy.
- 5.8 As the first stage in the plan preparation process the Central and East Berkshire Authorities have produced an Issues and Options consultation which is intended to engage the community in discussing the issues for managing minerals and waste. It also seeks to gather more evidence to inform the options for developing policies and site allocation in the plan.
- 5.9 In order to do this the document contains 119 questions for people to answer. These range from what the plan period should be, to seeking comments on the vision through to a large number of technical questions about the source and accuracy of the data that has

been obtained.

Response to Consultation

- 5.10 The deadline for responding was 21st July and so Officers have submitted a response upon behalf of the Council. This concentrated on the questions that were most relevant to Slough and made the following points.
- 5.11 It is recognised that it is difficult to produce a meaningful spatial strategy for minerals and waste, particularly for a comparatively small area. Options are limited by the fact minerals can only be dug where they are and waste management is highly dependent upon the location of major operators. Nevertheless the Vision and the Spatial Strategy in the consultation document are very generic and not specific to Berkshire.
- 5.12 One of the key issues identified in the consultation is the future of the Grundons energy from waste plant which could be lost if the proposed third runway at Heathrow goes ahead. It is considered that this as a vital strategic waste management facility for Central and Eastern Berkshire as well as Slough and so should be replaced.
- 5.13 The document recognises the importance of the rail depot at Colnbrook for importing minerals which could also be affected by the proposed third runway. It is considered that this also important that this should be retained.
- 5.14 Although the consultation document considers the impact of major infrastructure projects such as the proposed third runway, it does not mention the proposed western connection passenger rail link to Heathrow which could have significant implications for the need for minerals and disposal of waste.
- 5.15 The consultation document does not refer to Slough Power station. It is considered that the increased capacity for incineration which could become available, as a result of the planning permission that we have granted to SSE, should be taken into account in the emerging Plan.
- 5.16 As a general point it is considered that Central & Eastern Berkshire should be more self sufficient in its processing of construction and demolition waste?
- 5.17 With regards to gravel extraction it is considered that remaining Preferred Areas in Slough identified the Berkshire Minerals Plan are unlikely to come forward because of access problems and the lack of any interest in the sites.
- 5.18 It should be noted that there are three active sites, and a fourth with planning permission, on Slough's boundaries in both Windsor and Maidenhead and Buckinghamshire. The haul routes from all of these sites come through Slough and so they should be capable of supplying any demand within the Borough. This should be recognised in any assessment of supply and demand in the area.

6 Conclusions

- 6.1 It is important that Slough is properly engaged in the preparation of the Central and Eastern Berkshire Joint Minerals and Waste Plan because of the implications that this could have for the Borough. The response to the Issues and Options consultation set out in this report is the first stage in this ongoing process.

7 Background Papers

- Central and Eastern Berkshire Joint Minerals and Waste Plan Issues and Options Consultation Paper – June 2017

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 2nd August 2017

CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer

(For all Enquiries) (01753) 875820

WARD(S): All

PART I
FOR DECISION

RESPONSE TO WINDSOR & MAIDENHEAD BOROUGH LOCAL PLAN 2013-2032
(Regulation 19) SUBMISSION VERSION

1 Purpose of Report

The purpose of the report is to agree the Council's formal response to the Submission version of the Windsor and Maidenhead Borough Local Plan.

2 Recommendation(s)/Proposed Action

The Committee is requested to resolve that:

- a) The proposed representations on the Windsor and Maidenhead Borough Local Plan (Regulation 19) Submission Version set out in paragraphs 5.20, 5.24 and 5.43 of the report be submitted to the Council.
- b) The Royal Borough of Windsor and Maidenhead be invited to agree a bilateral Memorandum of Understanding as a way of seeking to resolve outstanding issues with the Submission version of the Windsor and Maidenhead Borough Local Plan.

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

3a. Slough Joint Wellbeing Strategy Priorities

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

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

3b. Five Year Plan Outcomes

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

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

4 Other Implications

- (a) Financial

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

(b) Risk Management

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

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee makes representations on the Windsor and Maidenhead Local Plan Submission Version.	The failure to make representations on neighbouring Authorities' local plans could result in needs generated by a neighbouring authority, for example for affordable housing, over-spilling into Slough.	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications

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

(d) Equalities Impact Assessment

There are no equality impact issues.

5 Supporting Information

Introduction

- 5.1 The Royal Borough of Windsor and Maidenhead has been preparing a Borough Local Plan for some time in order to replace the current plan which was adopted in 1999. It has now produced the Submission Version of the Plan which is out for public consultation for eight weeks ending on 26th August 2017.
- 5.2 This Council has commented upon previous versions of the Plan and raised concerns about the way it which it was being produced through the required channels including Duty to Co-operate and responses to public consultations. Members will recall that at the report to this Committee on 3rd August 2016 highlighted these and as a result the Royal Borough was informed that it was considered to have failed to comply with the Duty to Cooperate in the preparation of the plan, particularly with regard to meeting it's objectively assessed housing need.
- 5.3 In response to this and other advice the Royal Borough produced a revised Consultation Draft which was the subject of public consultation in December 2016.
- 5.4 This included proposing release of additional Green Belt Sites at Dedworth, Datchet, Horton, Wraysbury, Old Windsor, Cookham, Ascot and Sunningdale. This meant that the Plan was now proposing to meet the Objectively Assessed Housing Needs in full over the lifetime of the plan (equivalent to 712 dwellings a year. This Council welcomed this because it will relieve some of the pressures in the wider Housing Market Area which includes Slough.
- 5.5 We did, however, strongly object to the lack of any clear policy requirement to provide affordable housing for rent in the Borough Local Plan as the joint Strategic Housing market assessment (SHMA) had identified a high need for this tenure.
- 5.6 This Council also requested that there should be a housing distribution within the Borough Local Plan to guide the preparation of Neighbourhood Plans, and that Windsor and Maidenhead should take a more strategic view about how it could deal with the problems of traffic congestion and promote modal shift.

- 5.7 We also formally request that the site south of Austin Way, Langley, should be proposed for housing development in the Borough Plan in order to help meet housing needs in the area.

Submission Version

- 5.8 RBWM has now produced a Submission version of the Borough Plan which takes account of some of the responses that it received at the consultation stage. Changes to the plan have included increased high density development in Maidenhead town centre; increasing the capacity of some of the allocated sites; and lowering the affordable housing threshold to 10 units. The size of the site west of Windsor has been reduced from 650 to 450 dwellings because some of the land is no longer available. The policies and proposals in the plan that most directly affect Slough remain generally the same.
- 5.9 Following consultation, the Royal Borough intends to submit the Borough Plan to the Planning Inspectorate in October along with objections that have been received and a schedule of proposed changes which are considered necessary to meet these objections. It will then be the subject of an Examination at the beginning of next year. It should be noted that the process does not allow the Borough to make further changes themselves.
- 5.10 At the Examination the Inspector will first consider whether or not the Plan is legally compliant and has met the tests of soundness. One of the key elements of legal compliance is whether it has met the Duty to Cooperate. The tests of soundness are whether the plan is:
- *Positively prepared* – being based upon a strategy that aims to meet objectively assessed needs for development and infrastructure
 - *Justified* – being the most appropriate strategy
 - *Effective* – being deliverable over the plan period based upon joint working
 - *Consistent with national policy* – enabling the delivery of sustainable development in accordance with the NPPF
- 5.11 The Inspector will also consider whether the preparation of the plan has complied with the Duty to Cooperate. This Council previously raised serious concerns about the failure of Windsor and Maidenhead to comply with the Duty to Cooperate. This was mainly in relation to the failure to meet its housing needs which has now been resolved as explained below.
- 5.12 The key issues which affect Slough are set out below.

Meeting Objectively Assessed Housing Need

- 5.13 The plan has been prepared on the basis of the Strategic Housing Market Assessment (SHMA) that was commissioned jointly by the Berkshire Authorities and the LEP. This shows that Windsor and Maidenhead is in the same Housing Market Area as Slough and South Bucks and has an Objectively Assessed Housing Need for 712 dwellings a year which amounts to 14,240 over the plan period from 2013 to 2032.
- 5.14 The early “Publication” version of the Windsor and Maidenhead Plan that was produced in June 2016 did not propose to meet these needs. The current Submission Version of the plan follows the previous consultation version in proposing to meet needs in full which is to be welcomed. Policy HO1 states that it will provide for at least 14,240 new dwellings and allocates 48 major sites which between them will provide 8,286 houses.
- 5.15 These, along with completions since 2013, extant commitments, and a small sites/windfall allowance are estimated to provide 14,260 dwellings over the plan period. The annual target for each year will be increased from 420 at present up to 850 a year from 2023.

- 5.16 The figures suggest that there must be some doubt as to whether this gives sufficient flexibility to ensure housing delivery.
- 5.17 Nevertheless it is considered that the overall approach within the Borough Plan of seeking to meet its Objectively Assessed Needs should be welcomed.
- 5.18 This Council has previously expressed concern that large number of Neighbourhood Plans being produced in the Royal Borough may actually hamper the delivery of housing proposed in the Local Plan. Bray has, for example, just produced a Neighbourhood Plan which seeks to prevent the major site west of Windsor coming forward. At the same time there is a general concern that non strategic policies within Neighbourhood Plans will reduce the number of small sites that come forward.
- 5.19 We have previously requested that a housing distribution should be included in the Borough Plan in order to guide the preparation of Neighbourhood Plans. This has not been provided. It is, however, considered to be all the more important now so that Neighbourhood Plans can be properly assessed as to whether they are providing sufficient housing.
- 5.20 It is considered that we should object to the lack of a housing distribution within the Borough Plan on the basis that this is needed in order to be effective in delivering the objectively assessed housing needs; and to enable the neighbourhood plans to contribute positively to implementing the Local Plan.

Meeting Slough's Unmet Needs

- 5.21 The results of the Review of the Local Plan Issues and Options consultation show that there is no reasonable option, or combination of options, that can accommodate all of Slough's housing and employment needs with the Borough boundary.
- 5.22 One of the options that was considered in the Consultation Document (Option J2) was for a Southern Expansion of Slough into Windsor and Maidenhead. Because of major physical constraints such as the M4 motorway and Jubilee River, in practical terms this would consist of just two sites. One of these is described as south of Austen Way in Langley the other as west of Crown Meadow in Brands Hill.
- 5.23 Both of these sites were considered by RBWM but only the site at Brands Hill has been included in the Submission version of the Local Plan. The land at Austen Way was rejected because it is not considered to be available for development and contains a number of Listed Buildings.
- 5.24 It is considered that we should object to the failure of the Borough Plan to allocate the land at Austen Way as part of the southern expansion of Slough on the grounds that it has not been sufficiently positively prepared to meet the objectively assessed housing needs in the wider area as lack of 'availability' over the plan period has not been sufficiently evidenced.
- 5.25 Another option in the Slough Issues and Options document was to build in other areas outside of Slough (Option K). As a result this Council has been asking all of the authorities in the area whether they have the scope to meet some of Slough's unmet housing needs.
- 5.26 As part of this process this Council formally requested that Windsor and Maidenhead should consider releasing more land in order to meet some of Slough's unmet need on the basis that it is within the same Housing Market Area. RBWM have replied that the Borough is severely constrained in terms of Green Belt designations, international nature conservation designations, nationally significant heritage assets and flooding. The housing target in the Regulation 19 Borough Local Plan is ambitious and challenging in the light of these constraints. As a result RBWM is very unlikely to be in a position to meet any demonstrated unmet need arising in Slough.

- 5.27 With exception of not agreeing to a southern expansion of Slough in the form of an urban extension, it is considered that the strategy in the Borough Plan is justified. Providing more housing within the Royal Borough would have to take the form of further Green Belt releases in locations which would not meet our objective of rebalancing Slough's housing market and meeting need as close as possible to where it arises. Releasing Green Belt sites which are not functionally related to Slough would not be the most sustainable in terms of meeting Slough's unmet housing needs.
- 5.28 As a result it is not considered that this Council should object to the failure of the Windsor and Maidenhead Borough Plan to propose additional Green Belt releases to meet some of Slough's unmet housing needs.

Affordable Housing

- 5.29 One of this Council's main objections to the emerging Borough Plan has been its failure to require development to provide affordable housing for rent. These concerns have not, however been suitably addressed in the Submission version of the Borough Plan.

Policy H03 (Affordable Housing) states:

1 A minimum of 30% affordable housing units will be sought on sites providing over 10 net additional dwellings or have a combined gross internal floor area over 1000m². The tenure, size and type will be negotiated on a site by site basis, having regard to housing needs, site specifics and the following factors:

- a. Development proposals that provide a wide range of affordable housing products in line with government initiatives*
- b. Constraints on the development of the site imposed by other planning objectives*
- c. The need to achieve a successful housing development in terms of the location and mix of affordable homes*
- d. The costs relating to the development; in particular the financial viability of developing the site (using an approved viability model) in which case the Council will consider off site contributions in lieu of on site provision.*

- 5.30 Whilst on the face of it this may seem to be a reasonable policy, it will not result in very many affordable houses for rent if the Council continues to take the same approach that it has over the last few years. The Local Plan has failed to make the case for "social housing" or "affordable housing for rent" by not mentioning them at all in the document apart from in the glossary.
- 5.31 Paragraph 7.7.3 of the plan states that "*the SHMAA shows that there is a need for an additional 434 new affordable homes in the Borough every year*" but it fails to make the point that the SHMA also estimates that around 80% of this need is for rented accommodation.
- 5.32 The Local Plan only considers the problems of affordability for those who want to buy or rent on the open market. It notes that the cost of an average house in the Borough is over twelve times the average salary. It also recognises that the high cost of renting on the open market leaves many people unable to afford this tenure. It does not address the issue of what happens to those people in the most acute housing needs who cannot afford to buy or rent a house in the Royal Borough.
- 5.33 Policy H03 states that the type of affordable housing will be negotiated on a site by site basis. The Plan does not however provide any justification for seeking to negotiate affordable housing for rent.

- 5.34 Paragraph 7.7.5 of the document makes it clear what the Council's priorities are when it states:

"The Council has a corporate policy to encourage affordable housing, including key worker housing. The Council seeks to encourage more residents to invest in securing their own housing in the Borough and thus the provision of a broader range of affordable housing products to meet the demand across the whole local housing market,"

- 5.35 This "corporate policy", as set out in the Corporate Strategy, is to "increase the range of housing available". This is based upon the manifesto commitment to *"Deliver home ownership through shared equity and other models where the resident has a stake in their property"*.

- 5.36 The Plan states that the Council will prepare a Supplementary Planning Document to provide detailed information as to how the affordable housing policy will be implemented. This cannot, however, be used to change the policy. The list of what the SPD will contain, which is set out in paragraph 7.7.15 of the plan, does not include any consideration of the tenure of affordable housing.

- 5.37 This Council strongly objected to the lack of any requirement to provide affordable housing for rent in the previous Consultation version of the Windsor and Maidenhead Local Plan. The report to the RBWM Full Council meeting which considered the Borough Plan referred to the fact that *"Neighbouring authorities have raised the supply of affordable housing (defined as affordable rent, social rent and intermediate housing in the plan) as being an issue for the Borough."* There was, however, no response to this in the report.

- 5.38 This is important because we have consistently raised the lack of affordable housing as a Duty to Cooperate matter which could have significant cross boundary implications.

- 5.39 Failure to provide for people in the most acute housing need in Windsor and Maidenhead could have a significant impact upon Slough. House prices and rents are cheaper in Slough than elsewhere and we already have a very large private rented sector. There is evidence that Councils are relocating their homeless families to Slough. The lack of affordable housing for rent in Windsor and Maidenhead will further increase the pressure on the Slough housing market and result in even more people looking to rent in the Borough. At the same time the policy of encouraging more home ownership in the Royal Borough will accentuate the divide between the two areas.

- 5.40 RBWM has produced a Duty to Cooperate Compliance Statement. The purpose of the Statement is to set out the strategic issues that have been given consideration through the Duty to Cooperate process and how they discussions have affected policy preparation.

- 5.41 Paragraph 3.5 shows that affordable housing was one of the agreed topics to be discussed under the Duty to Cooperate. The notes of meetings in the appendix record that Slough had a major concern about RBWM's manifesto commitment to only provide shared equity housing.

- 5.42 The Compliance Statement does not, however, include a section on affordable housing which is indicative of the fact that the Royal Borough has failed to properly consider this important cross boundary issue.

5.43 As a result it is considered that this Council should strongly object to the lack of any requirement to provide affordable housing for rent in Policy H03 or the supporting text. This means that it has not been positively prepared in a way which seeks to meet the objectively assessed needs of people in the most acute housing need within the Plan area. This will result in unmet needs putting more pressure upon Slough's private rented sector housing market.

6 Conclusions

- 6.1 It is considered that the progress that Windsor and Maidenhead have made in planning to meet its objectively assessed housing needs should be welcomed. It is recommended that this Council should make formal objections to the Submission Version of the Borough Local Plan.

7 Background Papers

- RBWM Local Plan: Preferred Options Consultation (2014)
- Draft RBWM Local Plan (June 2016)
- Borough Local Plan 2013-2032 (Overview and Scrutiny Vn November 2016)
- Borough Local Plan 2013- 2033 Submission Version (2017)
- Berkshire 'SHMA' and East Berkshire 'EDNA'

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning committee **DATE:** 2nd August 2017

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

WARD(S): ALL

PART I

FOR DECISION

ANNUAL MONITORING REPORT 2016/17

1. Purpose of Report

The purpose of this report is to obtain Members approval of the latest Annual Monitoring Report (AMR) 2016/17 for publication on to the Council's website. This will form statistical base for Review of the Local Plan for Slough and provide the ability to monitor its progress.

2. Recommendation(s)/Proposed Action

The Committee is requested to resolve:

- a) That an Annual Monitoring Report 2016/17, based upon the information set out in this report, be approved for publication on the Council website.
- b) That the Council should continue to produce and publish future monitoring reports.

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

3a. Slough Joint Wellbeing Strategy Priorities

This 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

The Annual Monitoring Report will help deliver the following Five Year Plan's outcomes:

- 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 approve the Annual Monitoring Report for publication as it is a statutory requirement.	Failure to publish the Annual Monitoring Report would not meet statutory requirements.	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

(e) Workforce

This Annual Monitoring report is produced within the existing planning policy team.

5. **Supporting Information**

Annual Monitoring Report (AMR) 2016/17

- 5.1 The Annual Monitoring Report is a crucial part of the 'feedback loop' in the policy making process. It reports the progress of planning policies, key Development Plan Documents and development trends in Slough. It provides the opportunity to review how we have met the Local Development Scheme (LDS), a timetable for production of the Local Plan. It then highlights the main achievements of 2016/17.
- 5.2 It's an important tool in terms of recording meetings with other local authorities for meeting the requirements of the Duty to Cooperate especially as we are preparing a New Local Plan.
- 5.3 The statistical basis for the report is the financial year from April 2016 to March 2017, but additional information has been included where relevant. A copy of the full AMR 2016/17, which is summarised in this report, will be made available on Slough website.
- 5.4 The Localism Act 2011 made changes to the planning system and the way monitoring is carried out. The regulations (Town and Country Planning 2012) stated that there is still a statutory duty to produce monitoring report for local people but they don't have to be submitted to the Secretary of State. The local

authority has more flexibility to decide what goes into the report. However it needs to be made available at council offices and on the website.

The main content of the document is as follows:

- Introduction to the Borough, including key contextual characteristics, issues and challenges facing the area;
- Progress in the preparation of local development documents against the timetable in the Local Development Scheme;
- Duty to cooperate
- Extent to which saved policies from the Local Plan for Slough and Core Strategy 2006-2026 are being implemented;
- Indicators on housing, employment, retail number of appeals
- Statistics on Development control and enforcement statistics.
- The identification of any trends and changes from the previous AMR;
- Extent to which the SPZ is achieving its purpose;
- Implementation of Site Allocations

- 5.5 The AMR is divided into core subject areas such as housing, employment and retail, number of appeals, for which monitoring data is available. Objectives for each topic area are identified, and appropriate policies linked to these are set out. The key results from this year's Monitoring Report can be summarised as follows:

Housing

- 5.6 The monitoring report shows that 521 net additional dwellings were completed in Slough in 2016/17. This is higher than the average for the past five years of 439 but below the Council's target of 550. There were actually 598 new buildings last year but 77 were lost due to demolitions or change of use.
- 5.7 We were expecting a higher number of completions, given that 983 were under construction at the beginning of the year, but progress has been slower than expected on a number of sites. This was particularly the case with the conversion of offices to residential where we currently have 339 units allowed under the prior approval process under construction. We have a large number of housing schemes in the pipeline with 1,251 under construction in April 2017.
- 5.8 A report will put to Committee in September which will provide more detailed section on housing. This will report on Slough five year housing land supply based upon updated housing trajectory. This will take account of 2016/17 housing completions and provide a housing trajectory which reflects current monitoring information and delivery updates supplied by landowners and developers.
- 5.9 81% of housing completions were on previously developed land (known as brownfield) and 23% on greenfield land. This figure tends to fluctuate annually as it is dependent on which sites come forward. In future years this figure is likely to rise as the supply of greenfield land runs out.
- 5.10 There were 37 affordable housing completions in 2016/17, which is lower than the 119 we provided in 15/16 and 96 the year before. This low figure is a result of fluctuation in sites coming forward with Castlevue and Britwell coming to an end and Ledgers Road and Wexham not yet completed. It is predicted that we should have around a hundred affordable homes this year.

- 5.11 The supply of affordable homes has also been affected by our inability to get contributions from office conversions that have come forward under the Prior Approval process or from sites with less than 15 units.
- 5.12 The results of monitoring for 2016/17 showed that 67% of housing completions were flats. This is not surprising as it is a result of the high number of prior approvals for conversions from offices to flats as well as planning permissions. This trend is likely to continue in the future. This reflects the effectiveness of the policy in the Core Strategy that seeks to direct new development to the town centre and other urban areas where flats are acceptable whilst ensuring that development in the suburban areas predominantly consists of family housing.
- 5.13 Whilst this has had a positive impact upon housing supply the prior approval schemes do not have to provide affordable housing as stated above. As a result we have lost office floorspace in the town centre. However there still a vacant office space which is discussed under the employment section below. We do not see this as having impact on employment floor space because there are still sites available for office development and large new offices are under construction in the town centre.

Employment

- 5.14 The monitoring shows that there was a net loss of -21,382 square metres of employment floor space in 2016/17 as a result of the implementation of planning permissions. This shows the low activity in the commercial sector. 100 % of office floor space lost is a result of conversions to flatted developments.
- 5.15 The Loss of employment space needs to be monitored. This will be useful evidence when preparing our New Local Plan and trying to protect out employment land.

Retail, Leisure and offices

- 5.16 There was a small total net loss of -112 square metres of retail floor space during 2016/17. We have not had any major retail schemes in the last few years. The majority of the additional retail floorspace created has been in mezzanine floors on retail parks.

Retail vacancies

- 5.17 Retail vacancy survey was undertaken in February 2017. This included Slough High Street, Queensmere and Observatory Shopping Centres. The total vacancy rate for Slough Town Centre was 4%. Overall the results of the survey show that the town centre is relatively healthy. This does not take account of recent closures or reflect the quality of the retail offer.
- 5.18 Retail Vacancy survey was undertaken at the Farnham Road District Centre, Langley and Chalvey. This showed a vacancy rate of 5% for Farnham Road and Langley. Chalvey had no vacant units. These are healthy centres and have a range of shops that meet the daily needs of the local residents.

Appeal Decisions

- 5.19 The AMR also has to look at whether there are any lessons to be learnt from appeal decisions. There were 29 appeals against the refusal of planning applications in Slough in the 12 months from April 2016. This is a comparatively low number of appeals.
- 5.20 16 appeals (55%) were allowed by Inspectors which is higher than previous years. Generally 20% or lower have been allowed in past years. It should be noted that nearly all of the appeals that were allowed (14 out the 16) were related to design, character of the area and the amenity with regards to extensions, which is subjective.
- 5.21 None of the appeal decisions are considered to indicate that there is a need to review any policies.
- 5.22 We had success with a significant appeal. The SIFE site for construction of a strategic rail freight interchange in Colnbrook was dismissed by Secretary of State, who agreed with the Inspector recommendations to dismiss the appeal and refuse planning permission.

Local Development Scheme (LDS)

- 5.23 A new Local Development Scheme was produced for the review of the Slough Local Plan. This sets out a timetable for the production of a preferred strategy by the end of the year. There is, however, no timetable for the submission of the local plan for examination. This will depend upon the timetable for the examination of the proposed third runway at Heathrow.

Progress on New Local Plan

- 5.24 The Local Plan Issue and Options consultation ran for six weeks in January 2017. A summary of the representations was reported to the last Planning Committee. Preferred Strategy will be produced by the end of the year which will contain high level policies and strategic allocations.
- 5.25 We have also been heavily involved in discussions with adjoining authorities about the progress of respective Local Plans under the Duty to Cooperate.

6. Conclusion

- 6.1 Members' approval is being sought for the production of an Annual Monitoring Report 2016/17 as summarised above, so that it can be published on the council's website to meet statutory requirements.

7. Background Papers

- '1' Residential and Employment Planning Commitments 2005-2017
'2' Annual Monitoring Reports 2005-2017

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SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 2nd August 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.

WARD(S)	ALL	
Ref	Appeal	<u>Decision</u>
P/16739/000	33, Meadow Brook Close, Poyle, Slough, SL3 0PA Retention of self standing metal garage and construction of a gazebo at the rear.	Appeal Dismissed 26 th June 2017
P/07663/019	1 & 2, The Drive, Slough, Berks, SL3 7DB Erection of two rear dormer roof extensions and associated roof alterations to facilitate the creation of one (1x) one- bedroom flat in the roof space.	Appeal Granted 4 th July 2017
P/16792/000	3, Ennerdale Crescent, Slough, SL1 6EH Construction of a new two storey house with associated car parking spaces and bin storage and construction of a replacement porch to the existing house.A	Appeal Dismissed 4 th July 2017
P/16504/001	Land Adjacent to, 10, Layburn Crescent, Slough, SL3 8QN Construction of a detached two storey (3 bedroom) dwelling house with amenity, car parking provision and associated works.	Appeal Dismissed 4 th July 2017
P/01201/010	The Curve, 26, Chalvey Road West, Slough, SL1 2JG Construction of a third floor extension to provide two new one bed residential flats. P.V. Panels to the roof of the existing building.	Appeal Granted 18 th July 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	P										
Bains	P	Ap										
Chaudhry	P	Ap										
Dar	P	P										
M. Holledge	Ap	P										
Plenty	P	P										
Rasib	P	P										
Smith	P	P										
Swindlehurst	P	P										

P = Present for whole meeting
Ap = Apologies given

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

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