

Date of issue: Tuesday, 28 November 2017

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge(Vice Chair), Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 6TH DECEMBER, 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

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	APOLOGIES FOR ABSENCE		
	CONSTITUTIONAL MATTERS		
1.	Declarations of Interest		

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

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	<i>having regard to the circumstances described in Section 3 paragraphs 3.25 – 3.27 of the Councillors’ Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.</i>		
	<i>The Chair will ask Members to confirm that they do not have a declarable interest. All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i>		
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	-
3.	Minutes of the Last Meeting held on 1st November 2017	3 - 8	-
4.	Human Rights Act Statement - To Note	9 - 10	-
PLANNING APPLICATIONS			
5.	P/17085/000 - Former Lock Up Garages, Turton Way, SL1 2ST	11 - 32	Chalvey
	<i>Recommendation: Approve, subject to conditions</i>		
6.	P/17093/000 Lock Up Garage Site, Newport Road, Slough, SL2 2PT	33 - 54	Haymill and Lynch Hill
	<i>Recommendation: Delegate to the Planning Manager for approval</i>		
7.	P/01766/025- 172-184, Bath Road, Slough, SL1 3XE	55 - 78	Cippenham Meadows
	<i>Recommendation: Delegate to the Planning Manager for approval</i>		
8.	P/09987/002 -23, Sutton Avenue, Slough, SL3 7AP	79 - 84	Upton
	<i>Recommendation: Approve, subject to conditions</i>		
MISCELLANEOUS REPORTS			
9.	Response to the Aylesbury Vale and Wycombe Local Plans Consultation	85 - 92	All
MATTERS FOR INFORMATION			
10.	Planning Appeal Decisions	93 - 94	

AGENDA
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| 11. | Members Attendance Record | 95 - 96 | - |
| 12. | Date of Next Meeting | | |
| | 17 th January 2018 at 6.30pm | | |

Press and Public

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

The Council allows the filming, recording and photographing at its meetings that are open to the public. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

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PREDETERMINATION/PREDISPOSITION - GUIDANCE

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased”. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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Planning Committee – Meeting held on Wednesday, 1st November, 2017.

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

Also present under Rule 30:- Councillor Hussain

Apologies for Absence:- Councillors M Holledge and Ajajib

PART I

72. Declarations of Interest

Councillor Chaudhry declared that Application P/00731/032- 26-40 Stoke Road, Slough and Application P/01508/042- Aspire 2 Site, Corner of Church Street and Herschel Street, Slough were in his ward and that he would approach both applications with an open mind. He also stated that he had received email correspondence with the latter application but that he had not read it.

Councillor Rasib declared that Application P/16611/004- 40 Liverpool Road, Slough was in his ward but that he would approach the application with an open mind. He had also received an email in relation to Application P/01508/042- Aspire 2 Site, Corner of Church Street and Herschel Street, Slough but stated that he had not read it.

Councillor Smith declared in relation to Application P/01508/042- Aspire 2 Site, Corner of Church Street and Herschel Street, Slough, SL1 1PG that he had received an email from the developer but stated that he would approach the application with an open mind.

Councillor Plenty declared that in relation to Application P/01508/042- Aspire 2 Site, Corner of Church Street and Herschel Street, Slough that he had received a letter from the developer which he had not read and that he would approach the application with an open mind.

Councillor Swindlehurst declared that in relation to Application P/01508/042- Aspire 2 Site, Corner of Church Street and Herschel Street, Slough he had attended a dinner in October where the applicant was present. He stated that he would approach the application with an open mind.

Councillor Bains declared that Application P/00731/032- 26-40 Stoke Road, Slough, Berkshire was close to the proximity of his home but that he would approach the application with an open mind. He also declared that in relation to Application P/01508/042- Aspire 2 Site. Corner of Church Street and Herschel Street, Slough that he knew the applicant and had met with him but that he would approach the application with an open mind.

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73. Guidance on Predetermination/Predisposition

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

74. Minutes of the meetings held on 2nd August 2017 and 4th October 2017

Resolved- That the revised minute 42 of the meeting held on 2nd August 2017 and the minutes of the meeting held on the 4th October 2017 be approved as a correct record.

75. Human Rights Act Statement

The Human Rights Act Statement was noted.

76. PreApp/00931- Slough Borough Council, Slough Central Library, 85, High Street, Slough, SL1 1EA

Item withdrawn.

77. Planning Applications

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

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

Agenda Item 6- Application P/00731/032- 26-40, Stoke Road, Slough, Berkshire, SL2 5AJ and a Central Ward Member, Councillor Hussain addressed the Committee.

Agenda Item 7- Application P/16611/004- 40 Liverpool Road, Slough, Berkshire, SL1 4QZ. The applicant's agent addressed the Committee.

Agenda Item 8- Application P/ 01508/042- Aspire 2 Site, Corner of Church Street and Herschel Street, Slough, SL1 1PG. The Applicant a Central Ward Member, Councillor Hussain addressed 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.

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78. P/00731/032- 26-40, Stoke Road, Slough, Berkshire, SL2 5AJ

Application	Decision
Demolition of garage building and redevelopment to provide 117 residential units with associated parking and landscaping.	Delegated to Planning Manager for approval subject to completion of a satisfactory Section 106 planning obligation agreement; resolution of outstanding matters referred to in the report, addition or alteration of planning conditions, including the colour and mix of materials, provision of CCTV, review of parking controls, affordable housing provision and bins provision.

79. P/16611/004- 40, Liverpool Road, Slough, Berkshire, SL1 4QZ

Application	Decision
Construction of a multi storey car park with means of access, drainage, landscaping and ancillary works.	Delegated to the Planning Manager for approval.

(Councillor Rasib left the room during consideration of the item and did not participate in the discussion or vote on the application.)

80. P/01508/042- Aspire 2 Site, Corner of Church Street and Herschel Street, Slough, SL1 1PG

Application	Decision
Construction of a part eight and part nine storey building (Class C3 Use) to accommodate 238 flats together with 47 car parking spaces with landscaping and ancillary works.	Application be deferred to enable the developer time to provide more information and to work with the Planning Department for better compliance upon mass, scale, height and lighting.

(During consideration of this item, the Committee adjourned at 8.31pm and reconvened at 8.36pm)

81. Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036

The Planning Policy Lead Officer outlined a report which requested approval for the emerging Preferred Spatial Strategy for the Local Plan so that it could be taken forward for further testing and consideration.

The results of the public Issues and Options consultation confirmed that there was “no reasonable option” or combination of options that can accommodate Slough’s housing and employment needs within its boundaries.” The

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Committee was also made aware that there were limited options available when proceeding. Key evidential points included the need to concentrate development as an expanded centre of Slough due to the following factors;

- Accessibility,
- Colocation of facilities,
- Availability of sites,
- The need to regenerate it as a sub regional centre,
- Environmental capacity.

Further information showed that sites with a positive housing trajectory were focussed primarily within the town centre. It also highlighted that tree density within the borough was lower than London boroughs at half a tree per person and that the wealth of greenery mapped was predominantly within suburban areas. In order to progress with the emerging Strategy, it was integral that key decisions included no further loss of employment land for housing and a need to protect the suburbs from intensive development due to their value.

Other key areas of importance included; selecting key locations for appropriate development; protecting the built and natural environment of Slough including suburban areas; accommodating the proposed third runway at Heathrow and promoting the northern expansion of Slough in the form of a "Garden Suburb". A further document would be produced containing all of the key sites once approval had been sought.

Members discussed areas of concern which they felt had not been highlighted which included the night life economy within Slough, the importance of retail and commercial mixed developments, bins within developments, reinvention of neighbourhood centres. It was noted that mitigating measures for the proposed third runway at Heathrow would be included within the summary of the Spatial Strategy. The Planning Policy Officer Lead assured Members that these would be taken into consideration and that it was integral to get finite details within the next document correct. At the conclusion of the discussion, the Committee agreed the preferred 'Spatial Strategy' subject to the further consideration of the above comments.

Resolved- That the Preferred Spatial Strategy for the Review of the Local Plan be approved for further testing.

82. Planning Appeal Decisions

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

83. Members Attendance Record

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

84. Date of Next Meeting

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The date of the next meeting was confirmed as Wednesday 6th December 2017.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.39 pm)

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

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

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

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

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

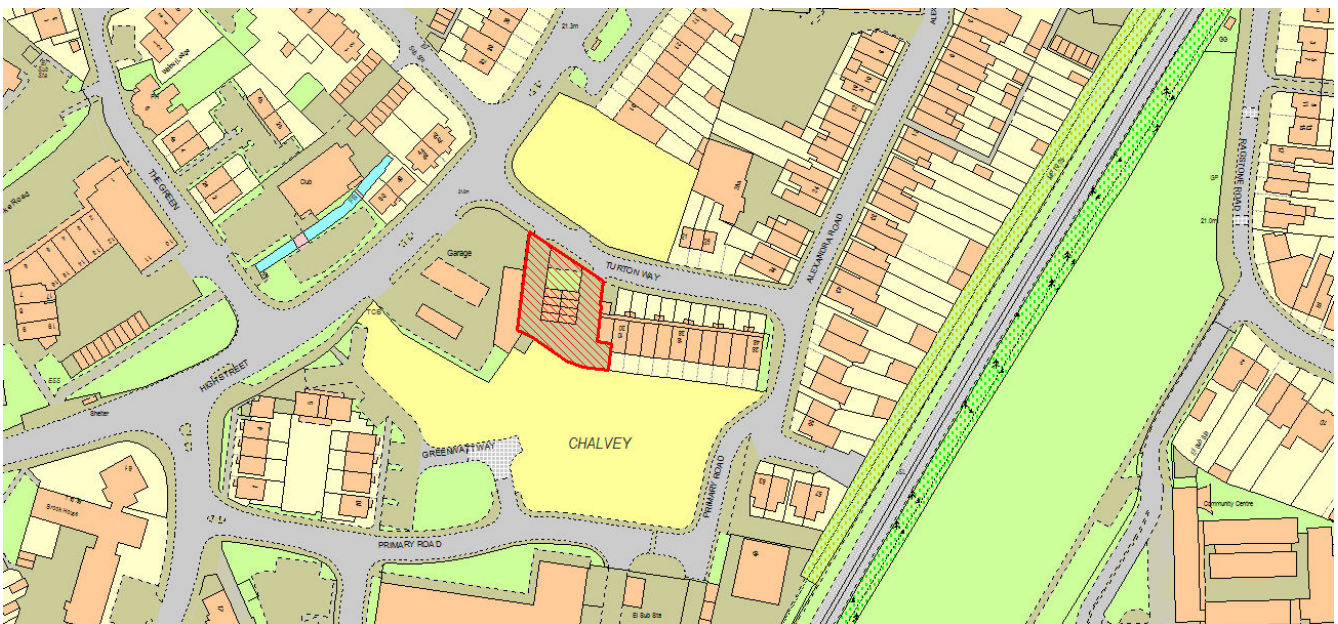
	OFFICER ABBREVIATIONS
WM	Wesley McCarthy
PS	Paul Stimpson
CM	Christian Morrone
JD	Jonathan Dymond
HA	Howard Albertini
NR	Neetal Rajput
SB	Sharon Belcher
FS	Francis Saayeng
IK	Ismat Kausar
JG	James Guthrie
MU	Misbah Uddin
GL	Greg Lester

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AGENDA ITEM 5

Registration Date:	26-Jul-2017	Application No:	P/17085/000
Officer:	Joney Ramirez	Ward:	Chalvey
Applicant:	David Freer, Slough Urban Renewal	Application Type:	Major
		8 Week Date:	20-Sep-2017
Agent:	Stride Treglown Promenade House, The Promenade, Clifton Down, Bristol, Avon, BS8 3NE		
Location:	Former Lock Up Garages, Turton Way, Slough, SL1 2ST		
Proposal:	Construction of 4 x 2 bedroom dwellings with parking and landscaping following the demolition of existing garages.		

Recommendation: Approve, subject to conditions



P/17085/000 – Former Lock Up Garages, Turton Way

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Under the current constitution this application is being brought forward to the Planning Committee for determination since the proposal has received objections from local residents and the Council is part of the development team alongside Slough Urban Renewal (SUR).
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees and residents; as well as all other relevant material considerations, it is recommended that the application is approved subject to conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Full planning permission is sought for the redevelopment of a former garage court to provide with 4 x 2 bedroom houses with associated car parking and amenity areas.
- 2.2 The proposed site layout would be at an angle to Turton Way to maximise the potential of the site and partly reflect the siting of the former garages which were demolished in August 2016.
- 2.3 The scheme would provide with two storey semi-detached houses to be accessed from one point off Turton Way.
- 2.4 All the properties would be offered as affordable homes for rent and would have access to 2 allocated car parking spaces for each unit. 4 additional car parking spaces for the general public will be provided towards the north-west of the site.
- 2.5 All properties would have access to their own private amenity space with an area of at least 50sqm. Cycle parking sheds have been provided within the rear gardens and would be able to accommodate 2 bicycles. Refuse storage is proposed within the rear gardens with access via side passageways.
- 2.6 The application is accompanied by the following documents:
- Detailed floor plans, elevations and sections;
 - Proposed materials schedule;
 - Design & Access Statement

3.0 **Application Site**

3.1 The site is located to the south of Turton Way in Chalvey and is bounded to the west by a Petrol Service Station; to the east by two storey maisonettes at Nos. 10 -48 (even) Turton Way and to the south by a currently vacant plot of land accessed from Greenwatt Way.

3.2 As indicated by Asset Management team of Slough Borough Council, the site formerly accommodated No.8 garages which were demolished in August 2016 with the view of redeveloping the site. Currently the site is open, covered in hardstanding and used as informal car parking area by local residents.

3.3 To the south of the site is a designated Existing Business Area (White Hart). The site is not within a Conservation Area and is located within Flood Risk Area 1.

4.0 **Site History**

There is no planning history for the site although historically it has been used as garage court.

The following planning applications relate to adjacent sites and set the context for the proposal.

P/03282/021 Chalvey Service Station, 135, High Street

Demolish existing forecourt shop. New glazed screen to car wash, change of use of showroom to retail (A1) with new frontage. New customer parking, relocation of cash machine and associated works. Provision of hoarding by access for future signage.

Currently pending decision

P/02092/009 The Cross Keys, 35, High Street

Construction of 7no. four bedroom three storey houses and 4no. three bedroom three storey houses with associated car and bicycle parking.

Approved with Conditions 05-Oct-2016

P/00322/019 Greenwatt Way, Slough, Berkshire, SL1 3SJ

Outline application for 60 extra care flats in a 4 storey building & full planning permission for a medical hub in a 3 storey building

Approved with Conditions 13-Apr-2016

5.0 **Neighbour Notification**

32, Alexandra Road, Slough, SL1 2NQ, 12, Turton Way, Slough, SL1 2ST, 21, Turton Way, Slough, SL1 2ST, 30, Turton Way, Slough, SL1 2ST, 23, Turton Way, Slough, SL1 2ST, 10, Turton Way, Slough, SL1 2ST, 32, Turton Way, Slough, SL1 2ST, Murco Garage, High Street, Chalvey, Slough, SL1 2RU

5.1 One letter of objection and one unsigned petition on behalf of the residents at Turton Way were received. The main issues are summarised below:

Issue	Response
Area is assigned as residents parking area only and its loss would increase parking stress in the vicinity	See assessment below
Loss of parking would reduce property values	Property values are not a valid planning consideration.
Area is being heavily redeveloped and causes disruption to residents	It is acknowledged that construction works can be disruptive however this is not a sustainable reason to refuse permission.
Only immediate properties were informed of the proposal and a site notice was put late leaving little time to comment	Planning legislation requires consultation with immediately adjoining neighbours. These were consulted and therefore due process has been followed.

6.0 **Consultations**

6.1 **Thames Water**
No comments received.

6.2 **Environmental Protection**
No comments received.

6.3 **Highways and Transport**

“ 4 No. public car parking spaces acceptable despite oversized dropped kerb. This will need to be constructed as a crossover and not a bellmouth to give pedestrians priority over vehicles.

Pedestrian visibility splays of 2.4x2.4m must be secured and shown for parking bays and access road. Forward visibility splay of 2.4x43m must be secured and shown for access road.

Turning head for development appears to be substandard. The applicant must demonstrate how this will operate to confirm it works (through vehicle tracking drawings) and also how it will be managed. As vehicles parking in this area will mean residents can no longer turn and must reverse out of the access road into the highway. This is unacceptable and poses safety concerns to users of the highway.

The crossover for the public parking bays and the bellmouth for the new access road must be constructed by the applicant at their cost under a s278 agreement which they must apply to the local highway authority for. Footway works fronting the site may also be required. Any disused access points must be constructed as standard footway construction.

The site must be so designed that private surface water is contained within the site and does not run out into the highway. Details of this must be approved by the local highway authority.

Details of surface water drainage must be provided for the entire site. Please include a condition for submission of drainage details. Before infiltration or attenuation can be proposed, the applicant must prove that ground conditions are suitable and allow for it. A set of BRE365 tests would be expected as a minimum. Any proposal must be SuDs compliant.”

6.4 **Officer note:** Conditions are recommended on the final decision regarding visibility splays, vehicle tracking and drainage. An informative regarding the S278 agreement is also recommended.

6.5 **Land Contamination**

Comments received recommending imposition of planning conditions regarding Phase 1, 2 3 and 4 of Land Contamination. These have been included as recommended conditions at the end

of this report.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework

Core Policies - Achieving sustainable development

Chapter 4: Promoting sustainable transport

Chapter 7: Requiring good design

Chapter 11: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026

Development Plan Document policies:

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

Local Plan for Slough March 2004 policies:

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)

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

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

assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

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

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

7.2 Other Relevant Documents/Statements:

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map

7.3 The planning considerations for this proposal are:

- Principle of development;
- Design and potential impact on the appearance and character of the area;
- Quality of accommodation (including amenity space);
- Impact on neighbouring properties;
- Transport, Highways and parking;
- Land Contamination

8.0 **Principle of Development**

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

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

- Always seek to secure a quality design and a good standard

of amenity for all existing and future occupants of land and buildings

- Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value

- 8.3 Core Policy 1 of Slough Core Strategy 2006-2026 sets out the overall spatial strategy for the Borough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure new development appropriately relates to the scale, character and density of the surroundings.
- 8.4 Core Policy 4 of Slough Core Strategy 2006-2026 actively encourages the use of locations such as the proposal site for the development of family sized housing. In particular, it states:
“...new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure. Within existing residential areas, there will only be limited infilling which will consist of family houses that are designed to enhance distinctive suburban character and identity of the area”.
- 8.5 Family housing as defined in the Core Strategy is a house which provides with at least 76sqm of floorspace and direct access to private amenity space.
- 8.6 The proposal would involve the change of use of a former garage site to housing, making efficient use of brownfield land and adding to affordable housing provision.
- 8.7 The proposed scheme would provide 4 x 2 bedroom dwellings, each of which would comply with the minimum house size required by the Core Strategy. Each of the houses would have access to private amenity space.
- 8.8 Based on the assessment above, the principle of development is considered acceptable and in line with the provisions contained within the National Planning Policy Framework and Core Policies 1, 3 and 4 of Slough Core Strategy 2006-2026.
- 9.0 **Design and Potential Impact on the Appearance and Character of the area**

- 9.1 The National Planning Policy Framework (NPPF) within Point 17 (Core Principles) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 9.2 Core Policy 8 of Slough Local Development Plan, Core Strategy (2006 – 2026) (adopted 2008) states that all development must respect and respond to its location and surroundings, whilst Policy EN1 of the Adopted Local plan (2004) states that development proposals must reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of relationship to nearby properties.
- 9.3 Policy H13 of Slough Local Plan indicates that infill developments might be a suitable alternative to provide with small scale housing as long as all the criteria contained within the policy is met. Such criteria includes pattern of development, density, design and infrastructure.
- 9.4 Policy EN1 of the adopted Local Plan requires that development proposals “*reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water courses.*”
- 9.5 Policy EN3 of the adopted Local Plan indicates that:
“*Comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme.*”
- 9.6 The proposal would create 4 new dwellings with associated car parking spaces and private amenity areas. Given the site constraints, there would be little scope for the provisioning of public or communal areas with soft landscaping.
- 9.7 The layout of the proposed scheme would be at an angle to Turton Way and would introduce a greater element of built form within this part of the road. However, the overall design of the proposal takes elements from the buildings located in the adjacent area such as

gable end roofs and similar materials. The scale of the redevelopment is considered to be in keeping with the overall pattern of development of the area and the redevelopment the site to provide new affordable housing is considered to improve the current visual amenity of the site, and would be of benefit to meet the Council's housing needs.

9.8 Based upon the assessment above and subject to conditions, the proposal is considered to be acceptable in design and streetscene terms and would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies H13, EN1 and EN3 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

10.0 **Quality of Accommodation (including amenity space)**

10.1 One of the overarching aims contained within the NPPF is to secure developments that provide with high quality design and a good standard of amenity for all existing and future occupiers of land and buildings.

10.2 To achieve good standard of amenity for all existing and future occupiers, the proposal should provide with adequate levels of aspect, Daylight and Sunlight and room sizes. Room sizes are compared to the Council's minimum room sizes for flat conversions as set out in the Council's approved Guidelines, which although relate to conversions, still provide a starting point in defining appropriate internal space standards for new residential developments.

10.3 When compared with the minimum requirements contained within the Council's guidelines, the proposed dwellings would provide adequate areas for living room areas, kitchens and bedrooms; ensuring that living conditions appropriately respond to the requirements of the future occupiers.

10.4 All of the proposed dwellings would have dual aspect which would be oriented east-west. All rooms within the proposed houses would have adequate outlook and given the orientation of each dwelling, would receive satisfactory levels of daylight and sunlight.

10.5 Regarding the provision of private amenity space, the Council's adopted Guidelines require development proposals for residential buildings to provide private amenity space of 9 metres in depth or

50 square metres for 2/3 bedroom houses.

- 10.6 All the proposed dwellings would have access to private amenity areas which would be west facing have a depth of 9m and an approximate area of 50sqm. As such the proposal is considered to provide with acceptable private amenity areas.
- 10.7 Based on the assessment above, the proposal would be in line with the provisions of Core Policy 8 of Slough Core Strategy 2006-2026 and Policy EN1 of the Adopted Local Plan for Slough 2004.

11.0 **Impact on Neighbouring Properties**

- 11.1 Core Policy 8 of Slough Core Strategy states that development proposals shall respect and respond to their surroundings and avoid and mitigate potential impact onto neighbouring properties.
- 11.2 The proposed new dwellings would be located at an angle to Turton Way and the residential properties at Nos. 10-48 (even) Turton Way. Given their proposed height, distance to neighbouring properties (which exceeds 13m) and in particular due to their siting, no breaching a 45 degree sightline from neighbouring windows; the proposed development is not considered to have an unacceptable impact upon the amenity of the neighbouring occupiers.
- 11.3 In terms of impact on neighbour amenity, the proposed development is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

12.0 **Transport, Highways and Parking**

- 12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The proposal would result on the loss of garage spaces to provide with new affordable housing. Information provided with the

application indicates that a survey carried out in July/August 2016 regarding the use of the former garages evidenced that 3 out of 8 garages were used on a regular basis and there were reports of fly tipping and littering on site.

- 12.4 The Council's Assets Management team (site owner) has also indicated that the former garages, demolished in August 2016, and the current informal parking spaces on site were not leased or licenced to residents as a parking area.
- 12.5 Objections have been received from neighbouring residents indicating that the loss of parking spaces would result in parking congestion. The proposal provides with 4 car parking spaces which would be made available for the general public as on-street car parking spaces. Based upon the information obtained on the garage survey from August 2016, it is clear that 3 garages were used on a permanent basis. The provision of 4 separate, on-street car parking spaces is therefore considered to justify the loss of the parking that was previously available in the permanent garages.
- 12.6 Although a site visit on 29 August 2017 identified that the site is currently used as informal car parking, the lawful use of the site is as 8 garages. The proposal would provide with a total of 12 car parking spaces, 4 of which would be made available for public use and the other 8 other spaces would be allocated for the occupiers of the new 4 houses. It is considered that the more efficient use of the brownfield land to provide with affordable housing as well as the provision of 4 on-street car parking spaces would significantly outweigh the loss of the informal car parking area. For these reasons, it is not considered that the objections on car parking grounds can be sustained.
- 12.7 The proposal is located in a urban location where the policy requires the provision of off-street car parking spaces at a ratio of 2 car parking spaces for 2/3 bedroom houses.
- 12.8 Each of the proposed 2 bedroom dwellings would have access to 2 off street car parking spaces to be located in close proximity to the main entrance of each house and accessed from Turton Way. Each of the proposed car parking spaces would comply with the minimum car parking size standards.
- 12.9 Cycle parking sheds for the all the proposed dwellings have been provided on the submitted drawings. Each cycle parking storage

sheds measure 2m x 1m which would comply with cycle parking requirements and would comply with the goal of Policy T8 of Slough Local Plan.

12.10 Refuse bins are shown on the proposed plans to the rear of each house and would comply with Council's requirements.

12.11 Based on the assessment above and subject to conditions to ensure adequate visibility splays, turning areas and drainage details, the development would comply with Policies T2 and T8 of the adopted Local Plan for Slough 2004 and Core Policy 7 of Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document, December 2008.

13.0 **Land Contamination**

13.1 Core Policy 8 of Slough Core Strategy Document states that development shall not "*cause contamination or deterioration in land, soil or water quality*" nor shall development occur on polluted land unless appropriate mitigation measures are employed.

13.2 The Council's Land Contamination Officer has been consulted on the proposals and although no comments have been received, given the closeness of the site to a Petrol Station where pollutants could be identified, conditions have been recommended.

14.0 **Process**

14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner by requesting amendments. The development is considered to be sustainable and is considered to accord with the requirements of the National Planning Policy Framework.

15.0 **Planning Conclusion**

15.1 The proposal would provide with affordable family housing in a previously developed site, making a more efficient and acceptable use of brownfield land. The proposal would result on a net increase of housing provision and car parking spaces when compared to the lawful use of the site. Each of the dwellings has been provided with adequate internal space areas, private amenity areas and car parking spaces and the overall design of the scheme has been found satisfactory. As such, the proposal is considered to be acceptable, subject to conditions.

16.0 **PART C: RECOMMENDATION**

16.1 Having considered the relevant policies set out below, comments from consultees and neighbouring residents and taking into account all other relevant material considerations it is recommended the application be approved, with conditions.

17.0 **PART D: CONDITIONS**

CONDITIONS:

1. Time Limit

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

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

2. Drawings

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

- (a) Drawing No. 151199-STL-P_200, Recd On 24/07/2017
- (b) Drawing No. 151199-STL-P_201, Recd On 24/07/2017
- (c) Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (d) Drawing No. 151199-STL-P_220, Recd On 24/07/2017
- (e) Drawing No. 151199-STL-P_206 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (f) Drawing No. 151199-STL-P_230 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (g) Drawing No. 151199-STL-P_240 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (h) Drawing No. 151199-STL-P_250 Rev. A, Dated 14/09/2017, Recd On 18/09/2017

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

3. Materials

The development hereby approved shall be carried out in accordance with the following materials:

- (a) External wall: Brick. Ibstock Funton Old Chelsea in Natural
- (b) External wall finish detail: Cement based boarding in iron grey.
- (c) Public realm wall to adjoining rear gardens: Brick. Ibstock Funton Old Chelsea in Natural
- (d) Roofing: Concrete tiles, Luwdlow Plus Interlocking Tile in antique brown
- (e) Windows: UPVC in Grey RAL 7011
- (f) Front door: GRP Timber effect with glazed panel (to secure by design standards).
- (g) Paving blocks (house entrance): Concrete blocks. 200x100x80 by Marshalls Keyblok Vintage Aged Concrete Blocks in Charcoal.
- (h) Paving blocks (rear garden): Paving slabs 900x900x50 in Grey
- (i) Parking paving / shared surface concrete blocks: Concrete blocks. 200x100x80 by Marshalls Keyblok Vintage Aged Concrete Blocks in Brindle with contrasting strip Colour charcoal.
- (j) Floor kerb: Concrete kerb. 125x255. Marshalls Charnwood in French grey.
- (k) Floor shared public footpath: To match existing tarmac.
- (l) Rear garden fence: Close boarded timber fence, treated timber with vertical feather edge board with kick plate. 1800 high. 100x100post and rail structure.
- (m) Railing to front garden: Metal railing mild steel electro plated PPC in colour Grey (RAL 7011)
- (n) Rainwater goods: Half round UPVC in grey

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

4. Landscaping Scheme

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

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

landscaping tree planting scheme by the Local Planning Authority.

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

5. Lighting

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

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

6. Surface Water

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

REASON To ensure that the proposed development is satisfactorily drained in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

7. Working Method Statement

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of 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) site lighting
- (vi) proposed method of piling for foundations
- (vii) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- (viii) the route of construction traffic to the development

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

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

8. Phase 1 Desk Study and Preliminary Risks Assessment

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

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

9. Phase 2 Intrusive Investigation Method Statement

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

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

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

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

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

11. Remediation Validation

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

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance

with Policy 8 of the Core Strategy 2008.

12. Vehicle Tracking Diagrams

Vehicle tracking diagrams demonstrating that vehicles will be able to reserve within the site and approach the public highway on forward gear shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of development. The parking spaces and turning area as approved shall be constructed before any part of the development is occupied or within such longer period as may be approved by the Local Planning Authority and shall thereafter be maintained exclusively for that purpose in a useable condition to the satisfaction of the Local Planning Authority.

REASON To ensure that adequate off-street parking provision is available to serve the development and to protect the amenities of the area.

13. Cycle storage

No part of the development shall be occupied until covered and lockable cycle parking stores with minimum dimensions of 2.4m in length x 2m in height and 2m in width are provided for each dwelling in accordance to Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017. The cycle parking shall be provided in accordance with these details and shall be retained at all times in the future for this purpose.

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

14. Pedestrian Visibility Splays

No part of the development shall be occupied until visibility splays of 2.4 metres by 2.4 metres have been provided at the junction of the access and the adjoining public footpath. Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 600mm.

REASON To enable pedestrians to see an emerging vehicle and be seen by drivers of vehicles.

15. Means of Access

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

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

16. Redundant Access

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

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

17. Parking / Turning Spaces

The parking spaces and turning area shown on Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017 shall be constructed before any part of the development is occupied and shall thereafter be maintained exclusively for that purpose in a useable condition to the satisfaction of the Local Planning Authority.

REASON To ensure that adequate off-street parking provision is available to serve the development and to protect the amenities of the area.

18. Bins Storage

Prior to occupation of development, bin storage shall be provided in accordance with approved Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017 and retained in perpetuity.

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

19. Removed PD

Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E & F, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON The rear garden(s) are considered to be only just adequate for the amenity area appropriate for houses of the size proposed. It would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order in accordance with Policy H14 of The Adopted Local Plan for Slough 2004.

INFORMATIVES:

1. The applicant is advised that the works shall require entering a S278 agreement with the Local Highway Authority.

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

3. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

4. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

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

6. 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.

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

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Registration Date:	26-Jul-2017	Application No:	P/17093/000
Officer:	Christian Morrone	Ward:	Haymill & Lynch Hill
Applicant:	Mr. David Freer, Slough Urban Renewal	Application Type:	Minor
		13 Week Date:	20-Sep-2017
Agent:	Stride Treglown Promenade House, The Promenade, Clifton Down, Bristol, Avon, BS8 3NE		
Location:	Lock up Garage Site, Newport Road, Slough, SL2 2PT		
Proposal:	Demolition of existing garages. Construction of 2no. 2 bed houses (semi-detached) with garden sheds, rear and side gardens and parking to the front.		

Recommendation: Delegate to the Planning Manager for approval



P/17093/000

1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies set out below, and comments from consultees and neighbours, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to appropriate angled (cantilevered) bay windows on the first floor rear elevation, more robust boundary treatment, consideration of any requirements from relevant consultees, finalising conditions, and any other minor changes.

1.2 Under the current constitution this application is being brought to Committee for decision as it is a Council application for which objections have been received.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for the demolition of the existing garages and the construction of one pair of two-storey; two-bed; semi-detached dwellings.

2.2 The pair of semi detached dwellings would measure approximately 10.4 metres wide, 9.4 metres deep; 4.8 metres to the top of the eaves, and 7.6 metres to the top of the hipped roof.

2.3 4no. parking spaces (2 per dwelling) are proposed within the front end of the site on the northeast side, with vehicular access being gained from the existing vehicular access from Newport Road

3.0 Application Site

3.1 The application site is located to the rear of the existing residential dwellings in Stratford Close, Long Furlong Drive (including the flats), and Newport Road. The site comprises an existing garage block of 18no. garages used for the parking of vehicles and general storage. Vehicular access is gained from Newport Road.

3.2 The surrounding area is residential in character comprising mostly of terrace housing similar in style.

4.0 Site History

4.1 There is no recorded planning history

5.0 Neighbour Notification

5.1 4, Stratford Close, Slough, SL2 2PS, 38, Newport Road, Slough, SL2 2PT, 17, Newport Road, Slough, SL2 2PT, 6, Stratford Close, Slough, SL2 2PS, 292, Long Furlong Drive, Slough, SL2 2PR, 298, Long Furlong Drive, Slough, SL2 2PR, 296, Long Furlong Drive, Slough, SL2 2PR, 19, Newport Road, Slough, SL2 2PT, 8, Stratford Close, Slough, SL2 2PS, 36, Newport Road, Slough, SL2 2PT, 21, Newport Road, Slough, SL2 2PT, 10, Stratford Close, Slough, SL2 2PS, 23, Newport Road, Slough, SL2 2PT, 306, Long Furlong Drive, Slough, SL2 2PR, 34, Newport Road, Slough, SL2 2PT, 294, Long Furlong Drive, Slough, SL2 2PR

Two letters of representation have been received from occupiers of the neighbouring properties objecting to the proposal with comments relating to the following:

- Loss of a high level brick wall to a lower level timber fence
- Overlooking and loss of privacy
- Overshadowing
- Loss of daylight and sunshine
- Impact on residents from construction works

[Case Officer Response: the above issues are taken into consideration further below within the 'impact on residential amenity' section of this report].

- No access for emergency vehicles
- Vehicles damaging property adjacent to the access road
- No access for construction vehicles

[Case Officer Response: the above issues are taken into consideration further below within the 'highways and parking' section of this report].

- Loss of secure barrier to rear garden resulting reduced security

[Case Officer Response: the above issues are taken into consideration further below within the 'crime prevention' section of this report].

- Drainage

[Case Officer Response: the above issues are taken into consideration further below within the 'drainage' section of this report].

- No site notice has been displayed
- There could be asbestos in the existing garages
- Misleading image perspectives regarding heights and sizes
- Previous discussions have taken place without including neighbouring residents

[Case Officer Response: the above issues are taken into consideration further below within the 'neighbour representations' section of this report].

- Damage to plants and shrubs
- Noise, disturbance, and safety

- Affect the value of existing property

[Case Officer Response: the above issues are not material planning considerations and can not be taken into account in assessing the proposed planning application].

6.0 **Consultations**

6.1 **Local Highway Authority:**

- Loss of parking not justified, need figures. Parking on verges/mitigation not ruled out but needs consultation and a scheme needs to be looked at.
- Improvement to garage site entrance, tactile paving and dropped kerbs.
- Entrance is narrow but acceptable for cars only.
- Bin stores ok but bin collection point is required and must comply with carry distances as refuse vehicle will not enter site.
- Recommend Refusal or withdrawal

6.2 **Thames Water:**

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

6.3 **Drainage Engineer:**

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

6.4 **Neighbourhood Protection / Environmental Services:**

I have reviewed the above planning application and we'd like the informative below to be included.

Hours of demolition and construction:

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

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

6.5 **Contaminated Land Officer:**

I have reviewed the information submitted by the applicant, together with our database of Potentially Contaminated Land sites.

Historical mapping indicates that there is no potentially contaminated land use associated with this site. However, the nearest off-site source of potential contamination is a former landfill site located within 250m of the proposed development.

In addition, the proposed development is located in a radon affected area. This was confirmed by data published by the Health Protection Agency (HPA) on 12th November 2007. These latest maps confirm that this area of Slough is an area where 1% or more of homes are estimated to be at or above the Action Level.

Based on the above, I recommend the usual conditions are placed on the decision Notice.

- 6.6 **Tree 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 2012 and Planning Practice Guidance:**
Core Policies - Achieving sustainable development
Chapter 4: Promoting sustainable transport
Chapter 6: Delivering a wide choice of high quality homes
Chapter 7: Requiring good design

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

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

Local Plan for Slough March 2004 policies:

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

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

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

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

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

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

7.2 The planning considerations for this proposal are:

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

8.0 **Principle of development**

8.1 Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Berkshire Strategic Housing Market Assessment has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years as a result any development within the urban area should consist predominantly of family housing.

The Core Policy defines family housing as 'a fully self-contained dwelling (with a minimum floor area of 76 square metres) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses but not flats or maisonettes'.

This site is located in a suburban area and the proposed dwellings would be family houses as defined by the Core Strategy and therefore the principle of

the new housing on this site is acceptable.

9.0 **Impact on Visual Amenity**

9.1 **The National Planning Policy Guidance**, in its overarching Core Planning principles 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.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

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

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

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

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

9.4 The design of the proposed dwellings includes a hipped roof form and fenestration details both of which vary from those in the surrounding area. However, as the dwellings would be contained to the rear end of an existing garage block they would not form part of an established streetscene and therefore, some variation from the existing vernacular would not be unacceptable.

9.5 Although the proposed roof and fenestration would differ from those in the surrounding area, the proposed bricks and roof tiles would be similar in appearance, and therefore the proposed dwellings would draw a sense of style from the surrounding buildings and not appear out of character. The proposed dwellings would not be out of scale with the site, and would be set within their own curtilages with small but defined frontages, associated car

parking to the front, and would appear to sit well within the site.

- 9.6 The proposal is therefore considered to improve the character of surrounding area by replacing an existing garage block with no architectural merit, with appropriately scaled and designed housing
- 9.7 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN2 and H13 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012
- 10.0 **Impact to neighbouring residential properties**
- 10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 10.2 **Core Policy 8** of the Local Development Framework, Core Strategy, states that *“The design of all development within existing residential areas should respect the amenities of adjoining occupiers.”*
- 10.3 **Policy EN1** of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 10.4 The proposed development includes the demolition of the existing garages, which also form part of the existing residential boundary treatment for the adjoining neighbouring gardens. Objections have been raised regarding the loss of these boundary structures to their replacement of lower-level 1.8 metre timber fencing. Whilst it is not unusual for adjoining residential boundaries to be treated with 1.8 metre high timber fencing, regard should be given to the impact the potential impacts on neighbouring property in the relation to the existing situation.
- 10.5 Currently, the existing residential properties adjoining the site benefit from a higher level brick boundary which provides a more robust protection of residential amenity, not just in terms of privacy, but also in terms of noise. It is clear that the provision of a 1.8 metre high timber fence would not provide the same amenity protection as the existing boundary treatment. At the time of writing, revised plans have been requested to address this issue, where it is anticipated higher level boundary treatment in an alternative form such as brickwork or acoustic fencing will be proposed.
- 10.6 In terms of overbearing impact and/or loss of light to neighbouring windows, the proposal would be set away from the nearest affected neighbouring window (which serves a habitable room) by approximately 18.5 metres, which is ample distance to negate any unacceptable overbearing impact or loss of

light into internal rooms.

10.7 The footprint of the proposed dwellings would be within close proximity of a number of existing rear gardens, most notably 294 Long Furlong Drive; 17 Newport Road; and 8 Stratford Close, where at its closest point the proposal would be set away from the common boundary by approximately 1.3 metres. The height of the proposed dwelling to the top of the eaves would be approximately 4.8 metres, at which point the roof would slope away from neighbouring property to an overall ridge height of approximately 7.6 metres.

10.8 This relationship with the neighbouring residential gardens would be positioned towards the rear end of the gardens and well away from the parts of the garden closer to the host dwelling which are more commonly used by residents. It is therefore considered that the proposal would not lead to an impact on the neighbouring residential gardens to a degree that would result in unacceptable living conditions of the occupiers of neighbouring properties.

10.9 The proposal would be set away from the remaining neighbouring properties by a distance ample to mitigate any unacceptable neighbour amenity issues.

10.10 As the site is confined and adjoins existing residential properties, a Working Method Statement should be included to ensure the neighbouring amenity is respected during the construction phase, which can be secured by condition.

10.11 Based on the above, no objections are raised in terms of the impacts on adjoining residential properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

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

11.1 **The NPPF** 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 **Core policy 4** of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

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

11.4 The proposed dwellings would have acceptably sized internal spaces that

would comply with the Council's guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook. Furthermore, the dwellings would be served by gardens of a size that would comply with Council guidelines

11.5 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan

12.0 **Impact on Trees**

12.1 There is a large mature tree positioned in the rear garden of 12 Newport Road which adjoins the existing vehicular access to the site. The application has been submitted with an Arboricultural Impact Assessment which proposes measures to protect the tree from the proposed development both during the construction phase and in the longer term.

12.2 The Council's Tree Officer is yet to comment on the proposed measures and therefore, any further requirements or objections will be recorded on the amendment sheet.

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 The proposed site is not very well surveyed from the surrounding area. Furthermore, the existing garages which form the boundary would be removed which could lead to security issues for the existing residents. As such, it is recommended a condition is included to ensure the scheme is capable of Secure by Design accreditation.

14.0 **Highways and Parking**

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

- 14.2 **Paragraph 32 of the NPPF** states that ‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’.
- 14.3 **Core Policy 7** requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 14.4 **Local Plan Policy T2** requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 14.5 The developer has submitted the following statement regarding the loss of parking at this site:
- ‘All current garage occupants will be offered an alternative garage within the immediate vicinity of Newport Road Garage Compound. Garage occupancy in the Borough is around 50% so there is ample availability to accommodate the existing users.
- 7 day notices can be served on garage tenants. They therefore have no long term interest in the garages and with all other garage compounds in Slough; the garages are not for the exclusive use of residents in the area.
- The garages would only be cleared to accommodate development of the site. The garages would not be cleared with the direct intention of creating car parking. It is my understanding that if parking is an issue in the immediate vicinity then bays could be created within the existing grass verges. SBC Housing Services would pursue this option in order to satisfy tenant and resident needs’.
- 14.6 There are no planning conditions relating to the existing garage site which requires the garages to be used in connection with the neighbouring residential dwellings, and therefore their use in this regard can not controlled by the Local Planning Authority. It would therefore be entirely possible and lawful for these garages to be used for parking/storage by anyone who enters in a lease agreement with the Council. As such, the garages that occupy this site are not considered used exclusively for the occupiers of the neighbouring dwellings.
- 14.7 No information has been submitted to identify the occupiers of each garage and therefore, Officers can not be sure whether the garages are in fact

currently used by the neighbouring properties. However, as part of the planning application process, the adjoining neighbours were notified of the proposed development and were asked to submit any objections or concerns they may have. Neighbour objections have been received in relation to this application; however, no objections were raised regarding the loss of parking. In light of this, the displacement of existing vehicles is likely to be far more modest than the worst case scenario of 18 vehicles being displaced onto the highway.

- 14.8 In assessing the highway impacts in accordance with the NPPF, the Local Planning Authority must determine if the residual cumulative highway impacts of proposed development would lead to severe harm. Although it is accepted the parking on the surrounding streets can be near to capacity at times, based on the above, it is considered the likely resulting vehicular offsetting would be far less than 18 vehicles. This may lead to limited impact on the surrounding residential highway, however, such a level of harm should be dealt with by other means such as introducing a resident's permit parking scheme or similar. As the proposal would unlikely amount to severe harm on the highway network, in accordance with Paragraph 32 of the NPPF the application should not be refused on highways grounds.
- 14.9 This application proposes 2 parking spaces for each unit which complies with the adopted parking standards in the local plan.
- 14.10 The application does not propose to widen the access road as there are residential properties each side of the access road. At approximately 2.65 metres wide at its narrowest point, larger delivery and service vehicles would be unable to access the site. This also results in the pedestrian access to site being relatively narrow and thereby resulting in potential conflict between pedestrians and vehicles. Planning Officers consider the potential resulting harm can be identified as the following:
- **Disruption in the flow of traffic** - Service/delivery vehicles for two new properties resulting in stopping/waiting on the adopted highway to access the properties, resulting in potential obstruction of the highway and causing disruption in the flow of traffic.
 - **Pedestrian safety** - The shared vehicular and pedestrian access would have an impact on the safety of pedestrians accessing the proposed dwellings. Although this is an existing access which is currently utilised by both pedestrians and vehicles accessing the garage site, the inclusion of housing within the site would result in more vulnerable users (children, elderly, wheelchairs, pushchairs, etc) using the access.
 - **Occupier emergency response** – the width of the access road would not accommodate fire or ambulance emergency vehicles, potentially causing a delay in emergency response times to the dwelling houses

- 14.11 With regard to servicing, Officers consider the additional time waiting on the adopted highway to collect refuse from two extra dwellings would not lead to an extended or substantial hold up in the flow of traffic in the street, and therefore would result in severe harm.
- 14.12 With regard to deliveries, it is accepted that due to internet shopping, deliveries to domestic properties within the borough has significantly increased in recent years. Smaller delivery vehicles should be able to access the site with some careful manoeuvring. Larger delivery vehicles would need to park in surrounding streets and manually deliver goods along the access road. This would result in larger vehicles parking on the highway, which they currently need to do to serve the existing houses in the area. In order to serve an additional 2no. dwellings, the additional occurrence and additional waiting time would not lead to an extended or substantial hold up in the flow of traffic in the street, and therefore would result in severe harm.
- 14.13 Planning Officers consider pedestrian safety issues can be mitigated by introducing appropriate safety/speed calming measures such as road markings/block paving indicating it's a shared surface with pedestrian priority and speed bumps on at each end.
- 14.14 With regard to emergency vehicle access, the dwellings can be fitted with a sprinkler system to help mitigate any lag in fire response. This is considered by Officers to acceptably mitigate any fire risk. Regular Ambulance vehicles would also not be able to access the front doors of the proposed dwelling. Although undesirable, this is common in many flatted developments within the borough where the Ambulance vehicles are unable to access the front doors, resulting in a lag similar in nature, particularly to the upper floors. As such, Officers consider the access for Ambulance vehicles would not be significantly different to existing flatted development within the borough.
- 14.15 As the site has a tight access, a Strategy for Construction Traffic should be included to ensure the highway is not severely impacted during the construction phase, which can be secured by condition.
- 14.16 Based on the above, Planning Officers consider the proposal would not wholly comply with planning policy in terms of larger service/delivery vehicles and pedestrian access; however no substantial harm has been identified. Furthermore, the harm identified above needs to be balanced against the benefits of the proposal.
- 15.0 **Drainage**
- 15.1 The submitted planning application form states the main sewer and soakaways would be used to drain the site. This is acceptable in principle, however, no other details have been provided. As this is not classed as major planning application, it would be reasonable to require drainage details by

condition.

16.0 **Neighbour Representations**

16.1 Officers have carefully read the third party representations put forward by the residents of the neighbouring properties. The material planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment. The following comments relating to the processing of the application are addressed below:

- No site notice has been displayed

Case Officer Response: There is no requirement for the Local Planning Authority to display a site notice for an application of this size and nature. Neighbouring properties were consulted in accordance with the relevant planning regulations/

- Misleading image perspectives regarding heights and sizes

Case Officer Response: The proposal is assessed using the two-dimensional plans and elevations which are accurately scaled. The visual perspective provides an indication of appearance and do not provide accurate scaled dimension and therefore should not be relied upon for sizing of the proposal.

- Previous discussions have taken place without including neighbouring residents

Case Officer Response: The Council provides a pre-application service which is open for all developers to engage in, which provides developers with guidance on their proposal in relation to existing planning policies. Neighbouring residents are then notified when an application is submitted.

- There could be asbestos in the existing garages

Case Officer Response: If there is asbestos in the existing garages, this needs to be disposed of correctly, but is not a reason for refusing planning permission

17.0 **Planning Conclusion**

17.1 As described above, the potential harm has been identified due to the narrow width of the access road. The benefits of the proposal include providing 2no. family houses of which there is a need within the borough, and improving the visual amenity and natural surveillance of the site itself. On balance, Planning Officers consider that the identified adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. As such, this application is recommended for approval.

18.0 **PART C: RECOMMENDATION**

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

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

1. Commence within three years

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

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

2. Drawing numbers

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

a) 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. Phase 1 Desk Study and Preliminary Risks Assessment

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

linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

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

4. Phase 2 Intrusive Investigation Method Statement

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

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

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

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

earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

6. Remediation Validation

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

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

7. Samples of materials

Samples of external materials (including, reference to manufacturer, specification details, and positioning) to be used in the construction of external envelope, access road, pathways and communal areas of development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved. Notwithstanding the submitted plans, an increase in brickwork to the external envelope of the dwellings hereby approved (such as to the ground floors) would be required.

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

8. 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

9. Management of construction traffic

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

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

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) protection of adjoining trees
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

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

REASON In the interests of the amenities of the area.

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. Pedestrian safety details

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

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

13. Boundary Treatment

TBC

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

14. Removal of Permitted Development rights – outbuildings

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 15 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

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

15. Removal of Permitted Development rights - extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any order revoking, re-enacting or modifying that Order), no

extensions or enlargements within Schedule 2, Part 1, Classes A, B, C and D of the Order shall be carried out without the express permission of the Local Planning Authority.

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

16. No additional windows

No window(s), other than those hereby approved, shall be formed in the northern or southern side elevations of the development without the prior written approval of the Local Planning Authority.

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

17. Obscure non-opening glazing - TBC

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

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

18. 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.

19. Cycle parking

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

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

20. Car parking

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

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

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.
3. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
4. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
5. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
6. Highways:

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

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

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

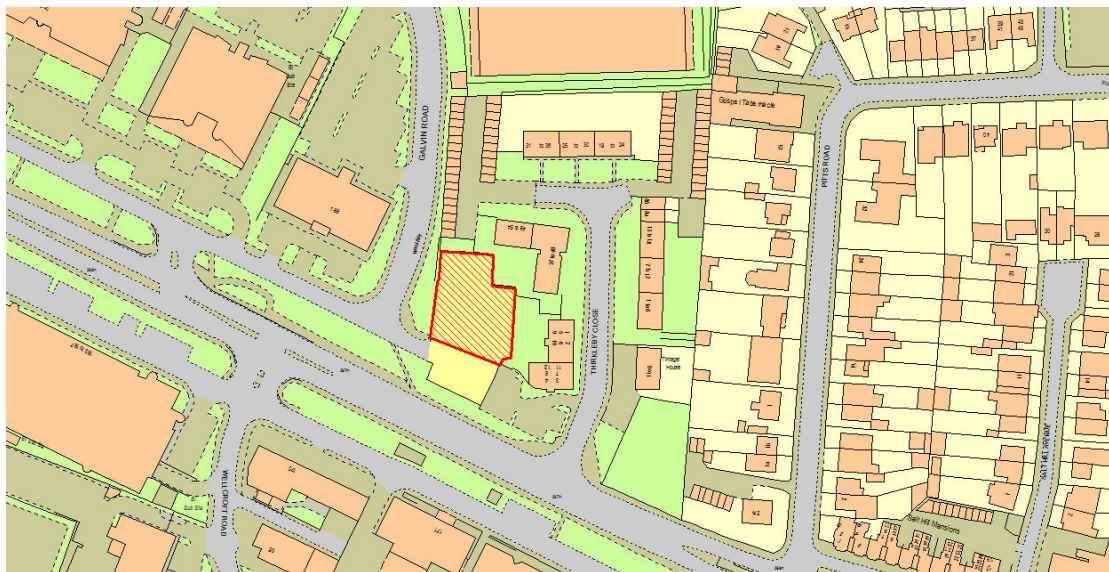
permission of the Environment Agency will be necessary.

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

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

Registration Date:	01-Jun-2017	Application No:	P/01766/025
Officer:	Christian Morrone	Ward:	Cippenham Meadows
Applicant:	Mr. Majeed	Application Type:	Major
		13 Week Date:	31 August 2017
Agent:	Miss Rebecca Greasley, Planning Insight 5th Floor, Aldgate Tower, 2, Leman Street, London, E1 8FA		
Location:	172-184, Bath Road, Slough, Berkshire, SL1 3XE		
Proposal:	Redevelopment of the site to provide a six storey building to accommodate 24no. residential flats (14no. 1 bed flats; 10no. 2 bed flats) with ancillary gymnasium and undercroft parking.		

Recommendation: Delegate to the Planning Manager for approval



P/01766/025

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval, subject to revisions to the top floor terrace; the inclusion of angled (cantilevered) bay windows to the southeast elevation; the provision of any viable affordable housing and/or education contributions through a section 106 agreement; consideration of any requirements from relevant consultees, finalising conditions, and any other minor changes.

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

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for:

- Construction of a six storey residential building comprising 28 residential flats (14no. 1 bed; 14no. 2 bed).
- Ancillary gymnasium and reception lobby at ground floor
- Part-undercroft parking for 29 cars.

The application was originally submitted with plans for 24no. 3 bed flats with 29 car parking spaces, however the proposal has since been revised to the above mix.

3.0 **Application Site**

3.1 The site is located just outside a defined business area (Slough Trading Estate), and next to residential flats. The neighbouring buildings to the north east and east are three storey flats on Thirkleby Road. To the north are garages serving the flats in Thirkleby Road flats and further north is a large data centre building. To the west is the wide verge of Galvin Road and the Slough Trading Estate. To the south on the Bath Road frontage is the current site access and wide grass verge where works are being carried out to install proposed Slough Mass Rapid Transit (SMaRT) network.

3.2 A three storey office building was the last building to accommodate the site but has since been demolished. The previous building was positioned in the middle of the site with windows on each elevation and parking to the front

and rear. The eastern side elevation was approximately 15 metres away from the nearest flats. The northern rear elevation was approximately 20 metres from the southern elevation of flats to the north.

- 3.3 The surrounding area is urban in character with the buildings comprising a mix of different uses, styles and finished in a variety of different materials

4.0 **Relevant Site History**

- 4.1 P/01766/023 Demolition of existing buildings (3 storey) & construction of a 7 storey hotel with 99 rooms, restaurant/cafe, and basement car parking (access from Galvin Road)
Approved with Conditions; Informatives; 21-Feb-2017
[Extant]
- P/01766/022 Demolition of existing 3 storey building and construction of 6 storey mixed use hotel scheme, with 81 bedrooms and basement car park.
Approved with Conditions; Informatives 06-Mar-2015
- P/01766/020 Demolition of building and erection of 53 flats (10 two bedroom: 43 one bedroom) in a six storey building and off street parking for 58 cars
Refused; 06-Jun-2007
- P/01766/019 Demolition of existing building and construction of part five, part six storey building for 54 flats (45 one bed; 7 two bed; 2 three bed) and off street parking for 54 cars
Refused; 19-Jul-2005
- P/01766/018 Addition of fourth storey & erection of three storey extensions to front & the rear (amended plans received on 15/01/2001)

Approved with Conditions; 31-Jan-2001
- P/01766/008 Erection of 11 no 2-bed flats (details)
Approved with Conditions; 18-Aug-1980

(Full history available on file)

5.0 **Neighbour Notification**

- 5.1 Flat 4, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 7, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 8, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 11, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 12, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 3, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 5, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 6, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 9, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 1, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 10, Kingsmead House, Thirkleby Close, Slough, SL1 3XJ, Flat 2, Kingsmead House, Thirkleby Close, Slough,

SL1 3XJ, 52, Thirkleby Close, Slough, SL1 3XF, 53, Thirkleby Close, Slough, SL1 3XF, 54, Thirkleby Close, Slough, SL1 3XF, 49, Thirkleby Close, Slough, SL1 3XF, 50, Thirkleby Close, Slough, SL1 3XF, 51, Thirkleby Close, Slough, SL1 3XF, American Golf, 175, Bath Road, Slough, SL1 4AA, 171, Bath Road, Slough, SL1 4AA, 40, Thirkleby Close, Slough, SL1 3XF, 41, Thirkleby Close, Slough, SL1 3XF, 42, Thirkleby Close, Slough, SL1 3XF, 43, Thirkleby Close, Slough, SL1 3XF, 37, Thirkleby Close, Slough, SL1 3XF, 38, Thirkleby Close, Slough, SL1 3XF, 39, Thirkleby Close, Slough, SL1 3XF, 48, Thirkleby Close, Slough, SL1 3XF, 44, Thirkleby Close, Slough, SL1 3XF, 45, Thirkleby Close, Slough, SL1 3XF, 46, Thirkleby Close, Slough, SL1 3XF, 47, Thirkleby Close, Slough, SL1 3XF, Mansour House, 188, Bath Road, Slough, SL1 3XE, Unatrac Ltd, 188, Bath Road, Slough, SL1 3GA, Chiltern International Ltd, 171, Bath Road, Slough, SL1 4AA

5.2 Revised plans were received 23/10/2017, and neighbours were re-notified on 13/11/2017. In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) two site notices were displayed outside the site on 03/11/17. The application was advertised as a major application in the 03/11/2017 edition of The Slough Express.

5.3 No letters of representation have been received. The consultation period ends on 27/11/2017. Should any representation letters be received before planning committee, they will be included on the update sheet.

6.0 **Consultations**

6.1 **Local Highway Authority:**

Case Officer Note: The following comments are based on the plans originally submitted with the application and do not take into account the revised plans received on 23/10/2017 which attempt to address the parking issues raised by the Local Highway Authority. At the time of writing, no further comments have been received from the Local Highway Authority relating to the revised plans.

Local Highway Authority comments:

There is an extant planning permission for a 7 storey hotel with 99 rooms, a restaurant / café, and basement car parking, with access from Galvin Road (ref P/01766/023).

Vehicle Access

- A new access is proposed from Galvin Road. This is the same as that approved under the extant permission on the site and is acceptable in terms of location;
- I think that visibility can be achieved 2.4m x 18m to the south, which is acceptable as this will be the junction of the one-way bus lane and 2.4m x 43m to the north;

- Pedestrian visibility splays of 2.4m x 2.4m need to be provided on both sides of the access which can be achieved.

Pedestrian / Cycle Access

- An existing footway/ cycleway runs along Bath Road in the vicinity of this site.

Trip Generation

- No trip generation estimates have been included in the Transport Statement (TS), but one would expect trip generation to be less than that for the hotel;

Car Parking

- 29 parking spaces are included in the proposals (i.e. 1.2 spaces per unit). As the site is outside the Town Centre it is required to meet the minimum residential parking standards in the Local Plan, which state that for 3-bed flats 1.75 space per flat is required, assuming all parking is communal. This would result in a need for 42 spaces. Therefore the 29 spaces proposed is a shortfall of 13 spaces, which should not overspill onto local roads. A highway objection should be raised on shortfall of parking;
- A s106 obligation should be secured that makes residents of the development ineligible to receive on-street parking permits in any existing or future residents parking schemes;
- These are provided at ground floor level, with some undercroft below the building; it therefore needs to comply with the guidance included in the latest version of the Institution of Structural Engineers guidelines “Design Recommendations for Multi-storey and Underground Car Parks”;
- Vehicle swept paths have been provided in the TS for a selection of the spaces; these are acceptable;
- The provision includes three disabled spaces; the location of one of these directly in front of the access door is rather awkward and should be repositioned;
- The provision includes four spaces that would be operating as parking lifts (i.e. with two vehicles stacked, thus providing 8 spaces). These are not acceptable in this type and scale of development; it is not clear how they would operate and be maintained; the spaces do not appear large enough to accommodate such operation, and should not be up against other spaces with the potential for safety concerns with pedestrians, including children, walking around. These should be designed out of the scheme;
- There is not 6m between the spaces at the entrance i.e. between space 1 and spaces 26 to 28. This is not acceptable as 6m is required;
- The whole parking layout and provision needs to be re-thought for the site.

Cycle Parking

- A cycle store is included in the proposals, which includes 14 x 2-tier racks, thus 28 spaces in total, in accordance with the required provision;
- Individual cycle stores should be provided measuring a minimum of 2m in length x 2m in height and 1m in width for each flat. This would help to some respect to make up for the shortfall of parking.

Refuse Collection and Servicing

- A bin store is included close to the entrance. This includes six eurobins. The development would only require 4 bins, so this store is considered large enough;
- This is located just in excess of 10m from the adopted highway. However it is considered that with the turning head provided ensures a refuse vehicle would be able to enter the site and turn to exit the site in forward gear. A swept path analysis for a large refuse vehicle is included in the TS shows that although tight, this is possible;
- The headroom clearance within the ground floor undercroft from floor to soffit is 4m which is considered sufficient to allow large vehicles such as refuse collection vehicles to enter and exit the site;
- Other service vehicles / deliveries for the flats would be able to also use this turning head to manoeuvre on site; A swept path for a 7.5T van is included in the TS and this demonstrates that it can manoeuvre appropriately;
- However the access road is quite narrow (4.3m) and should be wider to enable a standard car to pass a delivery or refuse vehicle.

Local Highway Authority Recommendation:

The application is recommended for refusal from a highways and transport perspective for the following reason(s):

The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2.

6.2

Thames Water

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the

boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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

wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.”

Water Comments

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

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

6.3 **Neighbourhood Protection / Environmental Services**

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

6.4 **Contaminated Land Officer**

I have reviewed the historical records available for the above property. Historical mapping indicates that there is no evidence to suggest that the site has ever been used for an industrial purpose.

The nearest potential source of contamination is the Galvin & Thirkleby landfill located approximately 20 m to the west and 60 m to the north of the proposed development. The Landfill encompasses the land under 20 Wellcroft Road, 175 Bath Road, 188 Bath Road and bends round under 673 Galvin Road.

The Environment Agency carried an inspection at the landfill on 30 September 1990. The inspection report indicates that soil and vegetation cover were present, and also that there were no visible cracks, no visible waste, no impermeable cap, no signs of vegetation stress, no odour, and no gas bubbles evident. Other comments state that “gas tec of the area revealed little gas (2-3ppm max)” ; reported atmospheric conditions: 1024 mbar. A second inspection undertaken on 9 November 1994 revealed maximum gas tec readings of 50 ppm in drains (barometric pressure 1000 mbars). Gas tec readings in 1994 were <1 ppm on Thirkleby Close and Wellcroft Road; the drain on Galvin Road level with the r/o Thirkleby Close garages on the western side of the road gave a 10 ppm reading; a reading of 50 ppm was recorded in the drain on the eastern side of the road, and 30 ppm reading in the drain on the eastern side close to the junction with Bath Road gave 30 ppm.

Given the age of the landfill, as well as the findings of the previous inspections by the Environment Agency, it is unlikely that there would be any significant

risks from ground and landfill gas associated with the proposed development. In addition, the proposed under-croft carpark will act as a passive vent for potential ground gas accumulation into the building. However, one should be mindful of other unforeseen hotspots of contamination which could be revealed during the redevelopment.

Based on the above information, I recommend that a Watching Brief is kept throughout the construction phase of the proposed development.

6.5 **Environmental Quality**

Air Quality Background

Slough Borough Council (SBC) has designated 4 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

- Slough Town Centre
- M4
- Tuns lane
- Brands Hill

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 20 deaths are attributable to PM_{2.5} in Slough (PHE).

The application has been assessed in relation to air quality considerations in line with the objectives (3b, 3c, 3d) of the draft Low Emission Strategy (LES 2017-25) and 'Land-Use planning and Development Management' guidance found in Section 3.3 of the draft LES. This section of the LES is attached as a separate document.

Air Quality Comments

In line with the draft LES guidance, the scheme is classified in terms of air quality impact as MINOR and does not require a full air quality assessment, subject to the following criteria being met:

- The scheme will not create unacceptable and relevant exposure to air pollution for future occupants
- The scheme will incorporate TYPE 1 on-site and mitigation detailed below

With reference to SBC air quality monitoring and modelling data, the scheme is not within an AQMA and NO₂ concentrations should not create unacceptable exposure to future occupants subject to the facade of the residential dwellings being 20m or greater from the kerb of the Bath Road, which has an annual average daily traffic flow (AADT) of >10,000 vehicles.

Type 1 Mitigation

Electric Vehicle Charging

In line with Paragraph 35 of the National Planning Policy Framework (NPPF), the scheme shall incorporate on-site electric vehicle charging provision in line with Table 7 of the LES guidance.

This amounts to the provision of 3 charging outlets. Given the high take-up of plug in vehicles in Slough and plans for expansion under the Slough Electric Vehicle plan, it is recommended that suitable cabling is provided to allow further charging points to be installed at a later date. Further information on charge point specifications can be obtained from SBC.

Heating

Little detail is provided. Heating plant emissions shall be in line with the requirements of Table 7 in the draft LES Guidance.

Construction

The applicant shall submit details of either a Construction Environmental Management Plan (CEMP) or similar robust code of construction practice to be followed during the demolition and construction phase.

All construction vehicles shall be a minimum Euro 6/VI Standard.

Noise Comments

Given proximity to the Bath Road (AADT >10,000) the application requires an Acoustic Design Statement (ADS) in line with National Planning Practice Guidance on noise and the Institute of Acoustics Guidance (ProPG) which has now been submitted.

The reports conclusions that noise shouldn't impact on the amenity of the flats (except balconies facing the road which don't count) subject to glazing with a sound insulation performance of 29 dB Rw (i.e. 4mm glass / 6mm airspace / 4mm glass) is supported by local measurements carried out

The report has a few issues - it says it lays out the ventilation strategies while going on to say that it doesn't know what or whether mechanical ventilation is to be used. The report does suggest that suitable noise levels can be achieved with double glazing and passive ventilation

I don't know if you want to include a condition on noise for completeness - if so, would suggest "Suitable internal ambient noise levels in the apartments should be achieved in line with BS 8233:2014 through the appropriate sound insulation performance of both the external wall fabric and the glazing"

Consideration	Covered	Comments
1. Site Details	Yes	All relevant details provided.
2. Flood Risk	Yes	Flood Risk has not been assessed but area falls under requirement for FRA. Flood Zone 1; however there are areas of high risk of surface water
3. Existing and Proposed Impermeable Area	No	Existing and proposed Impermeable area not provided.
4. Proposed Discharge Points for Surface Water	No	No drainage scheme has been provided Proposed drainage scheme layout to be provided
5a. Peak Discharge Rates – Greenfield Sites	No	Site has been previously developed
5b. Peak Discharge Rates – Brownfield Sites	N/A	No existing or proposed rates have been provided. Runoff rates to be provided for the proposed development
6. Flow Controls	No	No drainage scheme has been provided Confirm proposed approach for managing surface water
7. Volume control	No	No calculations have been provided or a drainage layout outlining proposed approach to surface water management Provide drainage layout with proposed drainage network and hydraulic calculations showing no flooding.
8. How is Storm Water Stored on Site?	No	No details provided on proposed approach to manage storm water. Provide drainage layout with proposed storage volume, drainage network and hydraulic calculations showing no flooding.
9. SuDS for Roads	N/A	Access from existing road
10. Additional Consideration	No	Overland exceedance routes due to blockage or failure of inlet structures not provided Developer to provide a plan of exceedance flow and how this will be managed (this can be CONDITIONED).
11. Drawings	No	Detailed site plan not provided and long and cross sections are missing. Developer should provide a detailed

		drainage plan with long and cross sections of all drainage elements (this can be CONDITIONED).
12. Construction	No	No details provided on drainage during construction. Developer to provide details of surface water management during construction to be provided (this can be CONDITIONED).
13. Management and Maintenance of SuDS	No	Maintenance agreement will be in place for the block of flats but no details of adopter /maintainer or maintenance schedule provided. Developer to provide a statement regarding the maintenance and adoption of the proposed drainage is to be provided (this can be CONDITIONED)

6.7 **Crime Prevention Design Advisor**

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

6.8 **Affordable Housing Officer**

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

6.9 **Development Viability Consultant**

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

6.10 **Planning Policy**

No objection to the principle of development

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

Core Policies: Achieving Sustainable Development

Chapter 4: Promoting sustainable transport

Chapter 6: Delivering a wide choice of high quality homes

Chapter 7: Requiring good design

Chapter 8: Promoting healthy communities

Chapter 10: Meeting the challenge of climate change, flooding and coastal change

Chapter 11: Conserving and enhancing the natural environment

The Slough Local Development Framework, Core Strategy 2006 – 2026.

Development Plan Document, December 2008

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

The Adopted Local Plan for Slough 2004

EN1 – Standard of Design
EN3 – Landscaping
EN5 – Design and Crime Prevention
H9 – Comprehensive Planning
H11 – Change of Use to Residential
H14 – Amenity Space
T2 – Parking
T8 – Cycle Network and Facilities
T9 – Bus Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map
- Flat Conversions Guidelines
- Slough Borough Council's Draft Low Emission Strategy (LES 2017-25)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

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

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

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

The detailed Self Assessment undertaken identifies that the above policies

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

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

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on visual amenity
- Impact on neighbouring residential amenity
- Living Conditions and Amenity Space for residents
- Crime Prevention
- Highways and Parking
- Drainage
- Air Quality
- Affordable Housing and Financial Contributions

8.0 **Planning history and differences with previous proposal**

8.1 P/01766/023) for the construction of a 7 storey hotel with 99 rooms, restaurant/cafe, and basement car parking was approved in February 2017 is extant but has not been implemented on the site. As this previous proposal can still be built out, in considering the impacts of the proposed development, due consideration should also be given to this previously approved and extant scheme (ref. P/01766/023).

8.2 The development being applied for within this application proposes 28 residential flats over 6 storeys (approx. 2.45 metres lower) and set on a similar footprint, and therefore the positioning, scale and massing remain relatively similar. This application does not propose the basement parking and the design and appearance however are different with the proposal adopting a more typical residential approach compared to the previously approved hotel.

9.0 **Principle of development**

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

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

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

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

- 9.2 Core Policy 1 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document 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.
- 9.3 Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document again emphasises that high density housing should be located in the Town Centre area and that in urban area 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.
- 9.4 The proposal for 1 and 2 bed flats does not meet the Core Strategy's definition of family housing. As the site is located just outside a defined business area (Slough Trading Estate), and next to residential flats, the proposal is considered to be located in an urban area. Although Core Policy 4 predominantly seeks family housing in urban areas, the Policy also requires housing to be at a density related to the character of the area. In considering the density of the neighboring flatted developments and the large size of the surrounding commercial buildings, the proposal is considered to provide a density in keeping with the character of the area, and therefore would comply with this requirement of Core Policy 4.

9.5 Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing.

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

10.0 **Impact on Visual Amenity**

10.1 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.

10.2 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

10.3 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.

10.4 In considering the visual impacts of the proposed development, due consideration should also be given to the previously approved and extant scheme (ref. P/01766/023), which can still be built out.

10.5 The proposal would be six storeys in height including top floor mansard roof set-in from the main elevations and providing accommodation. Compared to the previously approved hotel, the proposed building would be set on a similar footprint and be one storey lower and approximately 2.45 metres lower in

height. In terms of scale, bulk, and massing, the proposal would be acceptable as it would be similar to the previously approved hotel.

- 10.6 The proposed building would adopt a more typical residential approach compared the previously approved hotel. The buildings in the surrounding area comprise a mix of different styles and finished in a variety of different materials. The proposed elevations would include yellow stock bricks and be dominated by full height windows positioned in constant rhythm. As the site sits in a location where there is no particular style that defines the vernacular , the proposed style would add to the variety. Subject to an appropriate brick, mortar colour, window frames, balconies and mansard cladding, the proposal would have an acceptable impact on the character and appearance of the area. It is however recommended that samples and details of the finishing materials are submitted to the Council for approval before development begins, which can be secured by condition
- 10.7 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN2 and EN3 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012
- 11.0 **Impact to neighbouring residential properties**
- 11.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 11.2 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.”*
- 11.3 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.
- 11.4 In considering the impacts of the proposed development on the neighbouring residential properties, due consideration should also be given to the previously approved and extant scheme (ref. P/01766/023), which can still be built out.
- 11.5 Compared to the previously approved hotel, the proposed building would be set on a similar footprint and be one storey lower and approximately 2.45 metres lower in height and would be similar in terms of scale, bulk, and massing. As such, no objections are raised regarding any overbearing impact and/or overshadowing on neighbouring property.
- 11.6 In terms of overlooking and privacy issues, the proposed scheme includes a

number of rear facing openings serving habitable rooms that were not included within the previously approved hotel. These openings would overlook the external amenity areas of the neighbouring flats. However, as these areas are already overlooked by flats in the existing blocks, the resulting overlooking would not make the existing situation significantly worse, and therefore would not be unacceptable.

- 11.7 With regard to window-to-window relationships at the rear, the proposed windows would be positioned in such a way that there would be no direct views into existing windows serving the neighbouring flats. Taking this into consideration together with the proposed minimum window-to-window separation distance 17.8 metres, these oblique views would not result in an unacceptable loss of privacy.
- 11.8 The windows proposed within the northern side elevation would provide views into a number of habitable windows in the western end of the block of flats at 49 – 54 Thirkleby Close to the north. At a window-to-window separation distance of approximately 15 metres, the proposal would lead to a loss of privacy of the neighbouring occupiers. In order to overcome this, the scheme should be revised to include angled bay windows in this elevation to direct views to the northwest and away from the existing flats.
- 11.9 The windows proposed within the southeast side elevation would be cantered away from the existing windows in the neighbouring block to a degree that would satisfactorily mitigate an unacceptable loss of privacy.
- 11.10 There are a number of balconies areas serving the units in the rear of the building. The balconies serving levels 1 to 4 would provide oblique views into the windows in the southern end of the flats at 37 to 48 Thirkleby Close, however, with the ample separation distance would not result in an unacceptable loss of privacy. However, conditions should be included to secure privacy screening eastern end of these balconies to prevent overlooking into the windows of the flats to the east at 1 to 10 Thirkleby Close.
- 11.11 The mansard element on the top floor includes a ‘wrap around’ terrace that would serve the four flats on the top level. Although the provision of external amenity space is welcomed in regard to the future occupiers, the terrace area as proposed would provide multiple viewpoints into neighbouring windows, and would result in an unacceptable loss of privacy It is felt however, that the proposed terrace could be revised to include smaller areas in locations that would not provide clear views into neighbouring windows. As such, permission should not be granted until this element of the proposal has been satisfactorily revised.
- 11.12 The proposal would set away from the remaining neighbouring properties by a distance ample enough to mitigate any neighbouring amenity issues.
- 11.13 Subject to conditions and alterations to the terrace area no objections are

raised in terms of the impacts on neighbouring properties and 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.

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

12.1 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

12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

12.3 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.

12.4 The proposed flats would have acceptably sized internal spaces that would comply with the Council's guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook. Private external amenity space would be obtained through the use of balconies which is considered acceptable for 1 and 2 bed flats.

12.5 As the proposed building would be positioned within close proximity to the Bath Road (annual average daily traffic of more than 10,000) a noise report has been submitted which assesses the potential noise impacts on the living conditions of the future occupiers. The submitted Noise Assessment concludes that subject to high performance glazing, the internal areas would provide acceptable noise levels. This can be secured by condition.

12.6 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

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 At the time of writing no comments have been provided by the Crime Prevention Officer. However, Planning Officers are aware of the high crime rate in the Borough, and therefore, it is considered appropriate and

proportionate to condition any approval for the development to be capable of achieving Secured by Design accreditation

14.0 **Highways and Parking**

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

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

14.3 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.

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

14.5 The proposal was originally recommended for refusal by the local highway authority due to a shortfall of car parking on the site. This objection was relayed to the developer and the scheme was then revised from:

- Originally proposed: 28no. 3 bed flats with 29 car parking spaces, to;
- Currently Proposed: 14no 1 bed flats; 14no. 2 bed flats with 29 car parking spaces

14.6 Based on the revised mix, the parking requirement under the local plan is 42 spaces (communal). As 29 car parking spaces are proposed, the proposal falls short of the policy requirement by 13 car spaces. However, due regard should be given to the potential resulting harm on the surrounding highway network. Other flatted developments within the borough have recently been permitted in urban areas with a relaxation in the local plan's parking requirement where it can be demonstrated that a reliance on vehicle

ownership would be less likely compared to the suburban areas. For example, planning permission was recently granted in Petersfield Avenue for 155 flats at Lion House with a parking ratio of 1 space per unit (ref. P/06348/011). BMW House also in Petersfield Avenue was granted permission for 24 flats with a parking ratio of 1 space per unit. In these instances, the relaxation in parking provision was deemed acceptable as the proximity of the sites were within close proximity of the Town Centre and Slough Train Station

14.7 This application proposes a ratio of 1.04 parking spaces per unit. Although it is accepted this site is located further from the town centre and train station than the above examples, this site is served by a main bus service, a defined cycle route, and is positioned within walking distance of a large employment area and an approximate 25 minute walk to Slough train station. Furthermore, the proposed flats would be adjacent to the proposed Slough Mass Rapid Transit (SMaRT) that will connect to the town centre and Heathrow. When taking this into consideration with proposed large provision of 1 bed flats, car ownership levels are likely to be lower than the local plan requirement for residential housing in the suburbs. Therefore, in this instance, a relaxation from local plan requirement of 1.45 spaces per unit to 1.04 spaces per unit is considered acceptable.

14.8 As it is envisaged the proposed development would attract occupiers with a lower-level of car ownership, it would be prudent to ensure that the parking spaces are not allocated to any flats that may not need one or to also ensure numerous parking spaces are not being taken up by one flat. In order to control this, a Car Park Management Plan should be included which ensures that parking spaces not sold or allocated long term to specific flats.

14.9 Based on the above, Planning Officers consider the proposal would not wholly comply with planning policy in terms of parking provision; however no substantial harm has been identified which is considered to justify a recommendation for refusal.

15.0 **Air Quality**

15.1 Paragraph 120 of the NPPF states the effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area to adverse effects from pollution, should be taken into account. In order to provide a methodical and consentient assessment of these issues, the application is assessed in relation to air quality considerations in line with the objectives (3b, 3c, 3d) of the draft Low Emission Strategy (LES 2017-25) and 'Land-Use planning and Development Management' guidance found in Section 3.3 of the draft LES.

15.2 Due to the proximity of Tuns Lane AQMA in close proximity to the site, the proposal would result in additional traffic travelling through the Tuns Lane AQMA and thereby adding to the already high Nitrogen Dioxide levels. Paragraph 35 of the National Planning Policy Framework (NPPF), seeks for

developments to incorporate facilities for charging plug-in and other ultra-low emission facilities wherever practical.

15.3 In line with Table 7 of the LES guidance, 3 charging outlets should be provided within the parking provision in order to provide some mitigation in relation to air quality.

16.0 **Affordable Housing and Financial Contributions**

16.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

16.2 Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. These improvements must be completed prior to the occupation of a new development and should serve both individual and communal needs. Infrastructure includes:

- Utilities (water, sewerage and drainage);
- Transportation;
- Education and skills;
- Health;
- Leisure, community and cultural services; and
- Other relevant services.

16.3 Owing to the number of units proposed, this application would attract financial contributions towards affordable housing and education. The applicant has agreed to meet any reasonable financial contributions towards education.

16.4 With regard to affordable housing a viability assessment has been submitted which concludes that it would not be financially viable to complete the proposed development should either on-site Affordable Housing or Commuted Sums be required as part of the development.

16.5 The submitted viability report is currently being assessed by a third party consultant, and at the time of writing no comments have been received. Should any comments be provided before planning committee then they will be reported on the amendment sheet.

16.6 Subject to the proposed scheme providing any viable affordable housing and/or education contributions, the proposal would comply with Core Policies 1 and 10 of the Slough Local Development Framework Core Strategy

17.0 **PART C: RECOMMENDATION**

17.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to revisions to the top floor terrace; the inclusion of angled bay windows to the southeast elevation; the provision of any viable affordable housing and/or education contributions through a section 106 agreement; consideration of any requirements from relevant consultees, finalising conditions, and any other minor changes

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

1. Commence within three years
2. Drawing numbers
3. Phase 1 Desk Study and Preliminary Risks Assessment
4. Phase 2 Intrusive Investigation Method Statement
5. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy
6. Remediation Validation
7. Drainage philosophy
8. Samples of materials
9. Landscaping Scheme
10. Construction Traffic Management Plan
11. Working Method Statement
12. Car Park Management Scheme
13. External site lighting
14. Boundary Treatment
15. No additional windows
16. Refuse and recycling
17. Cycle parking
18. New means of access
19. Redundant means of access
20. Vehicle access gate or shutter distance
21. Pedestrian visibility splays
22. Vehicular visibility splays
23. Electric vehicle charging bays
24. No car parking permit
25. Height of the under pass
26. No piling
27. Secured by Design
28. External noise insulation

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.

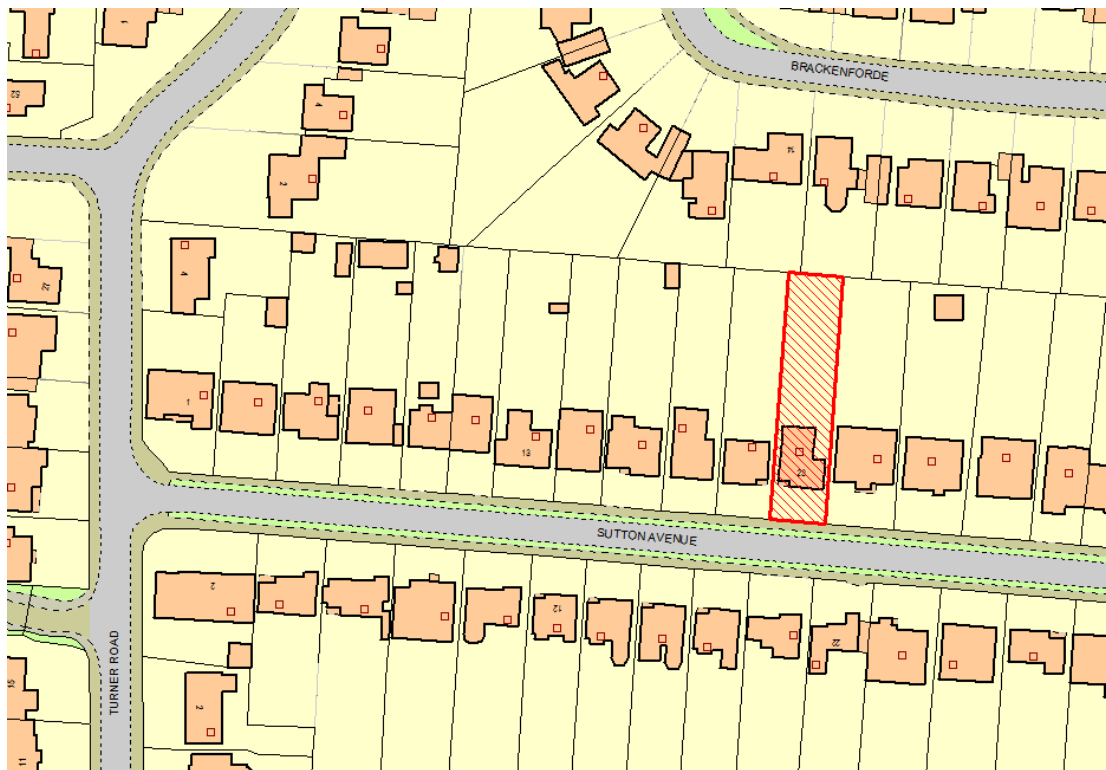
The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

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.

Registration Date:	12-Nov-2017	Application No:	P/09987/002
Officer:	James Guthrie	Ward:	Upton
Applicant/ Agent:	Mr Kuldip Matharu	Application Type:	Householder
		8 Week Date:	28-Dec-2017
Location:	23, Sutton Avenue, Slough, SL3 7AP		
Proposal:	Construction of a single storey side & first floor rear extension.		

Recommendation: Approve, subject to conditions



P/ 16436/002

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application is a householder application of a type which would normally be determined under powers of officer delegation. However, as the applicant is an employee of Slough Borough Council who works closely with the Planning section, the application is being brought before Members for determination.
- 1.2 Having regards to the Policies contained within National Planning Policy Framework and local planning policies contained within the Local Development Framework, Core Strategy and the Adopted Local Plan, the proposed development is recommended for approval subject to conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Planning permission is sought for the construction of a single storey side and first floor rear extension to create a utility room at ground floor and two enlarged bedrooms at first floor; the number of bedrooms would remain. The single storey side extension would be 3.8m high with a mono-pitched roof reducing to 2.9m adjacent to the boundary with no.25 Sutton Avenue; the first floor rear extension would be 7.45m wide, and 3.3m deep.

3.0 **Application Site**

- 3.1 The proposal site is a two storey detached residential property, within an area of similar sized properties; the predominant feature of the surrounding area is large, detached two storey properties. The site benefits from a rear garden almost 35m deep and 12m wide.

4.0 **Site History**

P/09987/000 ERECTION OF SINGLE STOREY REAR EXTENSION AND PART FIRST FLOOR SIDE EXTENSION

Approved with Conditions; Informatives 30-Apr-1996

P/09987/001 VARIATION OF CONDITION 2 ATTACHED TO PLANNING PERMISSION REFERENCE P/09987/000, FOR RETENTION OF SINGLE STOREY REAR EXTENSION AND ERECTION OF PART FIRST SIDE EXTENSION (AMENDED PLANS RECEIVED 04.09.96)

Approved with Conditions; Informatives 11-Sep-1996

5.0 **Neighbour Notification**

- 5.1 21, Sutton Avenue, Slough, SL3 7AP, 16, Brackenforde, Slough, SL3

7AU, 14, Brackenforde, Slough, SL3 7AU, 25, Sutton Avenue, Slough, SL3 7AP

Consultation Responses

The consultation period expires on 30 November 2017. To date, no comments have been received.

PART B: PLANNING APPRAISAL

6.0 Policy Background

6.1 The proposed development is considered having regard for National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H14, H15, EN1 and EN2 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010

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

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

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

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

7.0 Design and Street Scene

7.1 The original dwelling at first floor measures 9m in width; the proposed first floor rear element of the extension would be 7.45m wide, at 83% of the width of the original dwelling. Although this exceeds the 50% guide of the Residential Extensions Guidelines, it is not uncommon on this type of house to permit extensions beyond this width, as the site is particularly

large, with good separation from neighbouring properties to the side and rear. A full width first floor extension at 57 Sutton Avenue was granted planning permission on 10 August 2015, reference P/11505/001; approval was granted due to the separation distance from neighbours and the large plot size, and therefore a rear extension of 83% of the width of the original dwelling is acceptable for the same reasons.

7.2 The design and appearance of the proposed rear extension is considered to be in keeping with the design and appearance of the original dwelling and therefore is considered to be acceptable.

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

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

8.0 **Impact on Neighbours**

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

8.2 The proposed first floor rear extension has no side facing windows, and the level of overlooking of neighbouring properties is not increased by the proposal. The rear windows would be over 45m from the rear wall of properties in Brackenforde.

8.3 It should be noted that the ground floor side extension does not project beyond the rear wall of the existing, and would be 2.9m high adjacent to the boundary with no.25 Sutton Avenue; the side window would be obscurely glazed, and the impact upon the neighbouring property is not assessed to be unacceptable, especially given the separation distance from the side boundary of 0.85m

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

9.0 **Amenity Space**

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

9.2 The property would retain a back garden of approximately almost 35m, which is well above the minimum recommended, and the extensions would have no impact material upon the available private amenity space.

10.0 **Car Parking**

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

11.0 **PART C: RECOMMENDATION**

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

12.0 **PART D: LIST OF CONDITIONS**

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

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

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

(a) Drawing No. SA17/18-EX-001-Rev A, Dated 30/10/17, Recd On. 17/11/2017

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

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

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

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

INFORMATIVE

1. It is the view of the Local Planning Authority that the proposed

development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 6th December 2017

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

WARD(S): ALL

PART I

FOR DECISION

RESPONSE TO THE AYLESBURY VALE AND WYCOMBE LOCAL PLANS CONSULTATION

1. **Purpose of Report**

The purpose of this report is to obtain Member's views on the Submission Versions of the Vale of Aylesbury and Wycombe Local Plans.

2. **Recommendation(s)**

That Committee is requested to resolve:

- a) That an objection should be made to the submission version of the Vale of Aylesbury Local Plan on the grounds that it is not reasonable or sustainable to plan to import housing into Aylesbury from the part of South Bucks District that is not within the same functional Housing Market Area.
- b) No objections should be made to the submission version of the Wycombe Local Plan.

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

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

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

4. *Housing*

3b. **Five Year Plan Outcomes**

Ensuring that Local Plans meet local housing needs will contribute to the following Outcomes:

- *Our residents will have access to good quality homes.*

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 responds to the proposals in the Local Plans of nearby Authorities.	Failure to respond could affect the ability to meet housing needs within the wider area.	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 In addition to reviewing the Local Plan for Slough it is important that this Council cooperates with, and comments upon, the Local Plans being produced by other authorities. Whilst the main focus of this work is with the authorities within the same Housing Market Area, proposals by other Councils can have an impact upon Slough.
- 5.2 Aylesbury have produced the submission version of the Vale of Aylesbury Local Plan (2013 – 2033) which is the subject of public consultation until 14th December.
- 5.3 Wycombe have also produced a submission version of their Local Plan (2013 - 2033) which is the subject of consultation until 27th November.
- 5.4 These have implications for Slough because of the proposal in the Aylesbury Plan to import housing from Wycombe, Chiltern and South Bucks Districts.

Vale of Aylesbury Local Plan

- 5.5 The Vale of Aylesbury Local Plan seeks to promote a significant amount of growth over the plan period.
- 5.6 It is proposing to build 27,400 dwellings a year between 2013 and 2033 at an average of 1,370 a year. This is an ambitious target considering Aylesbury has built an average of 1,127 a year over the last five years and a higher growth rate will have to be sustained over a long period.
- 5.7 In order to test the proposed building rate the Bucks authorities commissioned Wessex Economics to produce a “Housing Delivery Study for Buckinghamshire”. This concluded that the delivery of the emerging Plan numbers will be challenging particularly since the appetite for private sector developers to build at this scale in

- one location is largely untested. As a result it suggested that housing delivery will require public sector involvement.
- 5.8 It should also be noted that the ability of Aylesbury to deliver such growth could also be affected by recent proposals to continue to expand the Milton Keynes area.
- 5.9 The Local Plan's housing target is made up from the amount of housing required to meet Aylesbury's needs plus some additional housing to meet un-met needs from elsewhere in Buckinghamshire.
- 5.10 The Housing and Economic Needs Assessment (HEDNA) concluded that 19,400 new house were needed over the plan period (2013–2033) in order to meet Aylesbury Vale's needs. This would result in an annual average of 970 a year.
- 5.11 The Plan then proposes that Aylesbury Vale should accommodate the unmet need of 2,250 dwellings from Wycombe and 5,750 from Chiltern and /South Bucks.
- 5.12 This reflects the Local Plan Objective which states "Provision will be made for the housing and employment needs of the new and existing population, including unmet needs from elsewhere if reasonable and sustainable....."
- 5.13 Whilst it is appropriate to seek to meet unmet needs from elsewhere in the same "functional" Housing Market Area (HMA), it is not considered "reasonable" or "sustainable" to plan to import housing from outside of this. As a result it is considered that an objection should be made to the proposal in the Aylesbury Plan which seeks to import housing from the part of South Bucks District that is outside of the same "functional" Housing Market Area. More explanation of functional HMAs in the area is set out below.
- 5.14 The Plan states that it has been prepared on the basis of a joint report which identified a "best fit" Housing Market Area which consists of Aylesbury Vale, Wycombe, Chiltern and South Bucks. What it does not explain is that this has been produced by using "Plan making" areas as the basis for determining the "best fit". The evidence from the joint report shows that if considered on a "functional" basis two thirds of South Bucks District is not in the same HMA as Aylesbury. If judged upon a "best fit" to Local Authority boundaries basis the whole of South Bucks is in a different Housing Market Area. This was the original recommendation of the consultants employed by the Buckinghamshire Councils.
- 5.15 In March 2015, *"Identifying HMAs and FEMAs in Buckinghamshire and the surrounding area (March 2015)"*¹ was published for the Buckinghamshire authorities by ORS Atkins. It recommended a Central Buckinghamshire HMA comprising Aylesbury Vale, Chiltern and Wycombe Districts, and that South Bucks District should be considered part of a Reading and Slough HMA comprising of South Bucks District Council and the Berkshire authorities. The March 2015 study predates the decision by South Bucks District Council and Chiltern District Council to prepare a joint Local Plan.

¹<http://www.chiltern.gov.uk/CHttpHandler.ashx?id=6775&p=0>

5.16 In June 2016, following the decision to prepare a joint Local Plan, South Bucks and Chiltern District Councils published “*HMA and FEMAs in Buckinghamshire: Updating the evidence*”² which had been prepared by ORS Atkins.

5.17 This study concluded:

“we would continue to recommend to the Buckinghamshire councils that the most pragmatically appropriate “best fit” for the Central Buckinghamshire housing market area based on Local Plan areas comprises Aylesbury Vale district, Wycombe district and the combined area of Chiltern and South Bucks districts [...] these “best fit” groupings do not change the actual geography of the functional housing market areas that have been identified – they simply provide a pragmatic arrangement for the purposes of establishing the evidence required ...” (para 36-37, p10).

5.18 It goes on to note:

“Whilst we believe that this proposed grouping for Central Buckinghamshire HMA provides the overall “best fit” for joint working (based on a Joint Plan being developed for Chiltern and South Bucks), it is not the only arrangement possible given the complexities of the functional housing market areas in the region. Regardless of the final groupings, the more important issue will be the need for all of the Buckinghamshire districts to maintain dialogue with each other and also with their neighbouring authorities, as well as with the Mayor of London through the Greater London Authority” (para 38, p10).

5.19 These “pragmatic” reasons mainly relate to evidence gathering and policy making. They do not apply to consideration as to where un-met housing needs should be met. The recent decision by the Inspector for the Luton Local Plan makes it clear that the “functional” Housing Market should be used for determining where the unmet housing needs from Luton should be accommodated.

5.20 As a result it is considered that the technical basis for the Vale of Aylesbury Plan is unsound in so far that it does not recognise the importance of using the “functional” Housing Market Area as the basis for deciding the extent to which it should accommodate un met housing need outside of this area.

5.21 It is considered that housing needs should be met as close as they can to where they arise. Failure to do so can result in unsustainable forms of development and an increase in housing stress in the area where development does not take place.

5.22 Before deciding to import housing from outside of the “functional” housing market area it is considered that the Aylesbury Local Plan should have rigorously scrutinised whether the housing could be built in the area where it is needed, whether the proposed housing could be required to meet other needs, whether the proposed additional housing is deliverable, whether it results in a sustainable form of development and what the effect will be of not building houses where they are needed.

5.23 Paragraph 182 of the NPPF which sets out the tests of soundness for examining Local Plans states that they should seek to meet unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with

²<http://www.chiltern.gov.uk/planning/localplan2014-2036/evidence>

achieving sustainable development. It is not considered reasonable or sustainable to seek to meet all of the unmet needs from South Bucks District for the following reasons.

- 5.24 Firstly it is not considered that the Plan has justified why it accepts the results of the “comprehensive capacity assessments” which have been carried out by Chiltern/South Bucks as demonstrating that they cannot accommodate all of their housing needs in their own districts.
- 5.25 Chiltern and South Bucks have recognised that there are the necessary “exceptional circumstances” to release Green Belt land for housing and so the principle of building houses in the Green Belt has been agreed. They have, however, decided that there is a limit to how much Green Belt land can be developed. This Council has criticised the capacity work produced by Chiltern/South Bucks Councils on the basis that it is based upon a flawed “bottom up” assessment of Green Belt sites ” which has produced some arbitrary results.
- 5.26 The capacity assessment has been based upon narrow Green Belt factors without taking into account wider strategic sustainability issues and has not recognised Slough as part of the settlement hierarchy where development should be focused. As a result the need for Aylesbury Plan to take 5,750 of the houses required to be met in Chiltern and South Bucks has not been justified.
- 5.27 Secondly the Plan has not justified why it is proposing to meet the whole of the unmet needs from South Bucks when it is not an adjoining authority and the majority of it is not within the same “functional” Housing market area . The use of the “best fit” Housing Market Area, instead of the “functional” one, means that the Local Plan has wrongly given priority to meeting housing needs from parts of South Bucks without giving proper consideration to whether Aylesbury would be better suited to accommodating unmet housing need from elsewhere. For example there is a proven unmet need for 9,300 houses from Luton and a small part of Aylesbury Vale is within the same “functional” Housing Market as Luton.
- 5.28 Thirdly the Plan should not propose to import housing from south Buckinghamshire unless it is deliverable. Failure to do so would result in an under supply of housing which could have been addressed in other Local plans. As explained above there are serious questions as to whether the proposed building rate can be delivered in the long term. If it is to be achieved it will require major public and private investment being diverted to the north of Buckinghamshire in order to provide what will be predominantly greenfield development in an area which is already meeting its local housing needs. As a result it is not considered that the importation of all of South Buck’s unmet housing need is an effective strategy.
- 5.29 Fourthly the proposal in the Aylesbury Plan to import housing from southern Buckinghamshire to Aylesbury has not taken account of the adverse effects that this will have upon the local housing market which is deprived of new housing. South Bucks District is already one of the least affordable areas in the country. Failure to build the required houses in this area will make affordability even worse. It will also restrict the supply of affordable housing in the area and result in people having to move long distances, in some cases outside of the functional Housing Market Area, in order to find suitable housing. This could result in unsustainable commuting patterns as in practise the major employment in the area is London, Slough, and Heathrow.

- 5.30 As a result it is considered that an objection should be raised the proposal within the Vale of Aylesbury Local Plan to meet all of South Buck's unmet housing need on the basis that it is unsound.
- 5.31 It is not, however, suggested that the overall housing target should be reduced even though it is very ambitious. This is because the Council does not want to restrict new housing coming forward if it is deliverable. It is also because it is likely that all of the houses proposed in the Local Plan will actually be required to meet Aylesbury's needs. This is because the way in which housing needs are calculated in future are likely to change as explained below.

New Standard Methodology for Calculating Objectively Assessed housing Needs

- 5.32 There is no standard method for calculating what each Council's Objectively Assessed Housing Needs should be. As a result a lot of money is spent employing consultants to devise, and then consult upon, what they consider to be the best methodology. This is then the subject of a great deal of debate at Local Plan Inquiries.
- 5.33 The Government has recently produced a consultation document "Planning for homes in the right places" which proposes that there should be a standard method for calculating Objectively Assessed Housing Needs. This emphasises the need to deal with the problem of the lack of affordability in some areas as well as meeting household projections.
- 5.34 Under the proposed transitional arrangements this new method will not apply to the Vale of Aylesbury Plan, provided it is submitted before April 2018. It will therefore be allowed to be considered on the existing basis. It will also not apply to the Wycombe Plan on the same basis. If, however, the new standard methodology is adopted, it would have significant implications for the Chiltern/South Bucks Local Plan which will have to be prepared under the new system.
- 5.35 This is because the indicative figures produced by the Government show that Aylesbury Vale's objectively assessed need would be increased from 970 a year to 1,499. This would mean that if the proposed new system was applied to Aylesbury it would have to plan for around 27,800 houses. This would mean that all of the 27,400 which is currently being planned for would be required to meet Aylesbury's needs and there would be no scope for accommodating the 8,000 unmet need from Wycombe, Chiltern and South Bucks.
- 5.36 At the same time, if the proposed new methodology is adopted, the actual need in these three Districts would increase by around 225 a year. This would mean that there would be an additional need for around 4,000 houses in these Districts during the Local Plan periods.
- 5.37 As explained above, it is not considered that this is a reason for objecting to the Aylesbury Vale Plan, which will be providing the right amount of housing to meet its needs. It is, however, important that it is understood that the assumptions within the Plan about meeting unmet need from other Districts will no longer be valid if the new draft standardised method for calculating housing needs is adopted.
- 5.38 This means that the current strategy in the Chiltern/South Bucks Local Plan will have to be reassessed in order to address the issue of there being a potential

significant shortfall of housing within the Plan area which cannot be met in Aylesbury.

- 5.39 Although the same will apply to the Wycombe Local Plan, this will be allowed to go ahead in its current form under the proposed transitional arrangements. There may, however, have to be an early review of the Plan to deal with any under provision of houses using the Government's new methodology.
- 5.40 It should be noted that the proposed new method for calculating Objectively Assessed Housing Needs would not have any significant impact for Slough in there would only be a marginal reduction from 927 a year to 912 a year. The requirement for Windsor and Maidenhead would increase from 712 a year to 778 a year but the plan will be able to proceed with the current numbers under the existing arrangements assuming it is submitted before April.
- 5.41 A full explanation of the implications of the implications of the Government's proposals will be reported to Members once the new methodology comes into force. The emphasis that it is putting upon tackling the lack of supply in some areas in order to make housing more affordable means that more housing is likely to be required in the South Bucks, Slough and Windsor & Maidenhead functional Housing Market Area.

Wycombe Local Plan

- 5.42 The Wycombe Local Plan is also out for public consultation and, as explained above, will not be considered against the proposed new housing numbers provided it is submitted before April. The plan has been prepared on the basis that 71% of its area is in the Chilterns Area of Outstanding natural Beauty and 48% within the Green Belt. There is only a small area of undeveloped land that is not within either of these designations.
- 5.43 The Objectively Assessed Housing Need is currently calculated as requiring an additional 13,200 houses by 2033. Because of the constraints that have been identified, the plan proposes to build 10,925 of these with the remaining 2,250 being built in Aylesbury Vale. This will, however, still result in an increase in the annual target from 400 a year to 550 a year.
- 5.44 There will be a limited amount of development in the Green Belt where 1,139 dwellings will be built. Some of the proposed 21 hectares of new employment land will be in the Green Belt. Half of the new housing will be built on brownfield sites predominantly in High Wycombe.
- 5.45 Although, as explained above, this Council has concerns about neighbouring authorities exporting housing to Aylesbury it is not considered that the proposals in the Wycombe Local Plan will have serious implications for Slough. This is because the Plan clearly demonstrates that Wycombe is in a separate "functional" Housing Market Area and Functional Economic Market to Slough. It uses the results of the ORS study to show that it is in the same functional area as Chiltern, the northern third of South Bucks and southern half of Aylesbury Vale.
- 5.46 This means that the principle of exporting 2,250 houses from Wycombe to Aylesbury is appropriate because they are both in the same "functional" Housing Market Area. In addition Wycombe has equivalent affordability as Slough within its housing market area, so is unlikely to increase affordability issues in Slough.

- 5.47 As explained above the government's proposal to introduce a new standard methodology for calculating Objectively Assessed Needs will have implications for Wycombe. Firstly it could mean that Aylesbury Vale no longer has any spare capacity to accommodate any unmet need from elsewhere in that the new forecasts show that all of its proposed housing will be required to meet its own needs.
- 5.48 It is not possible to object to either the Wycombe or Aylesbury plans on this basis because the Government's proposing transitional arrangements allows them to be examined on the basis of existing assessment of housing needs. Nevertheless it is a factor that will have to be taken into account.
- 5.49 It should be noted that the proposed new method for calculating housing need would result in Wycombe's target going up from 641 a year to 792 a year which is an annual of 150 a year and 240 a year more than the Local Plan is proposing to build. This means that there may have to be an early review of the Wycombe Local Plan.
- 5.50 It is not proposed that this Council should raise any objections to the Wycombe Local Plan and as a result we should be able to sign a Memorandum of Understanding which sets out the areas of agreement between the two Councils which will include an agreement that neither Council is able to take any of the others un- met needs.

6. **Conclusion**

- 6.1 It is recommended that an objection is raised to the element of the Vale of Aylesbury Local Plan which proposed to accommodate all of the unmet housing needs from South Bucks. It is not considered a reasonable or sustainable strategy to import housing from outside of the "functional" Housing Market Area.
- 6.2 No objections are raised to the Wycombe Local Plan with regards the proposal to meet some of its unmet housing needs in Aylesbury because both Districts are within the same "functional" Housing market Area and so it will be reasonable to do so. An early review of the Wycombe Plan may be necessary if the method for calculating of housing needs is changed as suggest by the Government.

7. **Background Papers**

'1' - Vale of Aylesbury Local Plan (2013 – 2033) Submission Version

'2' – Wycombe Local Plan (2013 – 2033) Submission Version

'3' – Planning for the right homes in the right places: consultation Proposals -
DCLG

8. **Appendices**

None.

SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 6th December 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	Decision
P/05874/003	12, Aylesbury Crescent, Slough, SL1 3ES Construction of a double storey side and rear extension.	Appeal Dismissed 25 th October 2017
P/13550/003	46, Travic Road, Slough, SL2 2DY Construction of a two storey side extension to provide a new 2 bedroom house	Appeal Dismissed 3 rd November 2017
P/11510/005	2, Upton Court Road, Slough, SL3 7LX Demolition of existing building and construction of a 2 no. 3 bedroom houses	Appeal Dismissed 3 rd November 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	P	P	P	Ap						
Bains	P	Ap	P	P	P	P						
Chaudhry	P	Ap	P	P	P	P						
Dar	P	P	P	P	P	P						
M. Holledge	Ap	P	P	P	P	Ap						
Plenty	P	P	P	P	P	P						
Rasib	P	P	Ap	P	P	P						
Smith	P	P	P*	P	P	P						
Swindlehurst	P	P*	P	P	P*	P						

P = Present for whole meeting
 Ap = Apologies given

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

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