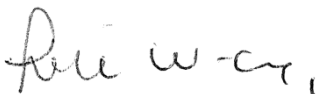


Date of issue: Tuesday, 23 October 2018

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge (Vice-Chair), R Bains, Carter, Cheema, Minhas, Plenty, Rasib and Smith)
DATE AND TIME:	WEDNESDAY, 31ST OCTOBER, 2018 AT 6.30 PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE 01753 875120

NOTICE OF MEETING

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



JOSIE WRAGG
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

-

-

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 4 paragraph 4.6 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed.



AGENDA
ITEM

REPORT TITLE

PAGE

WARD

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.

- | | | | |
|----|---|-------|---|
| 2. | Guidance on Predetermination/Predisposition - To Note | 1 - 2 | - |
| 3. | Minutes of the Last Meeting held on 3rd October 2018 | 3 - 6 | - |
| 4. | Human Rights Act Statement - To Note | 7 - 8 | - |

PLANNING APPLICATIONS

- | | | | |
|-----|--|-----------|----------------------|
| 5. | P/17517/000 - Land adj to Quantock Close, Slough, SL3 8UD

<i>Recommendation: Delegate to the Planning Manager for approval</i> | 9 - 26 | Foxborough |
| 6. | P/00669/015 - Forward Building, 44-46, Windsor Road, Slough, SL1 2EJ

<i>Recommendation: Delegate to the Planning Manager for approval</i> | 27 - 50 | Central |
| 7. | P/00669/016 - Forward Building, 44-46, Windsor Road, Slough, SL1 2EJ

<i>Recommendation: Delegate to the Planning Manager for approval</i> | 51 - 76 | Chalvey |
| 8. | P/01276/003 - 279, High Street, Slough, Berkshire, SL1 1BN

<i>Recommendation: Delegate to the Planning Manager for approval</i> | 77 - 108 | Central |
| 9. | P/03596/070 - Verona 2, 50, Wellington Street, Slough, SL1 1YL

<i>Recommendation: Refuse</i> | 109 - 128 | Central |
| 10. | P/10697/011 - Galleymead House, Old Bath Road, Colnbrook, Slough, SL3 0NS

<i>Recommendation: Refuse</i> | 129 - 152 | Colnbrook with Poyle |



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
11.	P/11071/008 - Herschel House, 58, Herschel Street, Slough, SL1 1PG <i>Recommendation: Approve</i>	153 - 170	Central
12.	P/17466/000 - UCH House, Bath Road, Slough, Colnbrook, Slough, SL3 0NW <i>Recommendation: Approve</i>	171 - 182	Colnbrook with Poyle
13.	P/04888/019 - Former Octagon, Brunel Way, Slough, SL1 1QY <i>Recommendation: Delegate to Planning Manager for approval</i>	183 - 254	Central

MISCELLANEOUS REPORTS

14.	Tree Preservation Order No 03 of 2018 in Respect of St. Pauls Church, Stoke Road, Slough, SL2 5AS	255 - 258	Central
15.	Space Standards for New Homes	259 - 266	All

MATTERS FOR INFORMATION

16.	Members Attendance Record	267 - 268	-
17.	Date of Next Meeting 5 th December 2018, 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, 3rd October, 2018.

Present:- Councillors Dar (Chair), M Holledge (Vice-Chair), Carter, Cheema, Minhas, Plenty, Rasib and Smith.

PART I

53. Declarations of Interest

Agenda Item 7 – Central and Eastern Berkshire Joint Minerals & Waste Draft Plan Consultation: Councillors Cheema and Smith declared that they were Ward Councillors for Colnbrook with Poyle Ward.

54. Guidance on Predetermination/Predisposition - To Note

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

55. Minutes of the Last Meeting held on 5th September 2018

Resolved – That the minutes of the meeting held on 5th September 2018 be approved as a correct record.

56. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

57. Planning Applications

Details were tabled in an 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.

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

58. P/00671/018 - 93, Stoke Poges Lane, Slough, SL1 3NJ

Application	Decision
Demolition of the existing restaurant and the construction of a 2no.four storey buildings connected by podium amenity space at first floor level to provide 43 no. residential apartments (11 x 1 bed; 30 x 2 bed; 2 x 3 bed).	Delegated to the Planning Manager.

Planning Committee - 03.10.18

Undercroft car parking, new access/egress and associated works	
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59. Annual Monitoring Report 2017/18

The Committee received details of the Annual Monitoring Report, highlighting the main achievements of 2017/18. The Annual Monitoring report was a crucial part of the 'feedback loop' in the policy making process. It reported on the progress of planning policies, key Development Plan documents and development trends in Slough. Members were reminded that although there was a statutory duty to produce a monitoring report, it was no longer required to be submitted to the Secretary of State.

The key points from the monitoring report were summarised as follows:

- 846 net additional dwellings were completed in Slough in 2017/18. However, the Housing trajectory up to 2036 showed that there was likely to be a shortage of major housing sites coming forward from 2030 onwards. It was brought to Members attention that this is why the emerging Preferred Spatial Strategy was promoting the northern expansion into South Bucks in order to enable the Council to meet local housing needs as close as possible to where they arise.
- 93% of housing completions in 2017/18 were on previously developed land (known as brownfield) and 7% on greenfield land. This was higher than in previous years when the average was 73%. A high figure is likely to continue in the near future as the supply of greenfield land runs out.
- There were 114 affordable housing completions in 2017/18, compared to 37 provided in 16/17.
- 75% of residential completions were flats. This was partly due to the high number of prior approvals for conversions from offices to flats that have come forward as well as planning permissions. The trend was likely to continue in the future, reflecting the effectiveness of the policy in the Core Strategy that seeks to direct new development to the town centre and other urban areas where flats are acceptable whilst ensuring that development in the suburban areas predominantly consists of family housing.
- Although a Retail Vacancy Survey showed that 11% of units in Slough High Street were vacant, 12% in the Queensmere and 8% in the Observatory Shopping Centres; the Farnham Road and Langley District Centres were thriving.
- There were 24 appeals against the refusal of planning applications in Slough in the 12 months from April 2017. 9 appeals (38%) were allowed by Inspectors compared to 20% or lower that had been allowed in past years. It was noted that nearly all of the appeals that were allowed related to design, character of the area or amenity which tended to be subjective judgements. Members were assured that none of the appeal decisions were considered to indicate that there was a need to review any policies.

Members noted the details of the Monitoring Report and approved that it be published to the Council's website.

Planning Committee - 03.10.18

Resolved -

- a) That the key results from the Annual Monitoring Report 2017/18, which are highlighted in this report, be noted.
- b) That a full version of the Annual Monitoring Report 2017/18 be published on the Council's website.

60. Central & Eastern Berkshire Joint Minerals & Waste Draft Plan Consultation

The Planning Policy Lead Officer informed the Committee that the four central and eastern Councils in Berkshire, namely Reading, Wokingham, Bracknell and Windsor and Maidenhead were jointly preparing a Minerals and Waste Local Plan. It was brought to Members' attention that Slough was not preparing a new Minerals Plan at this stage because there were very few remaining sites for gravel extraction left in the Borough and the future of the existing rail depot and processing plants at Colnbrook were dependent upon what happened with the third runway at Heathrow. Furthermore, a Waste Plan was not being prepared because of the uncertainty as to what would happen to the Grondon's Energy from waste plant at Colnbrook. This facility, which was of sub regional importance, was also at risk from the proposed third runway and it was therefore not possible to produce a Waste Strategy for the Borough until it the future of the third runway at Heathrow was known.

Details of the potential implications of the proposals contained with the Draft Plan Consultation were discussed and mainly related to cross border matters, such as the HGV haul routes and the need for support for Slough's proposals to relocate the Grondon's energy from waste plant and the Colnbrook rail depot, if the proposed third runway at Heathrow went ahead. The Committee agreed that the comments, as set out in the report, be submitted as the Council's formal response.

Resolved - That the proposed comments, as set out in the report, be endorsed and submitted as the Council's formal response to the Consultation Draft of the Central and Eastern Berkshire Minerals and Waste Plan.

61. Members Attendance Record

Resolved – That the Members Attendance record be noted.

62. Date of Next Meeting

The date of the next meeting was confirmed as 31st October 2018.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 7.42 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
MJ	Michael Johnson
PS	Paul Stimpson
NR	Neetal Rajput
HA	Howard Albertini
JS	Jenny Seaman
JG	James Guthrie
SB	Sharon Belcher
IK	Ismat Kausar
CM	Christian Morrone
CL	Caroline Longman
HW	Hannah Weston
MS	Michael Scott
MA	Martin Armstrong
MA	Mark Andrews

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Registration Date:	17-Sep-2018	Application No:	P/17517/000
Officer:	Michael Scott	Ward:	Foxborough
Applicant:	Osborne Property Services Limited	Application Type:	Minor
		8 Week Date:	07 Nov 2018
Agent:	Savills, 33 Margaret Street, London, W1G 0JD		
Location:	Land adj to Quantock Close, Slough, SL3 8UD		
Proposal:	Demolition and redevelopment of existing garage site to provide 8no. 2-bedroom (4 person) affordable residential units, with associated car parking, cycle parking, refuse store and landscaping.		

Recommendation: Delegate to Planning Manager for approval



P/17517/000

1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies set out below, and comments that have been received 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 finalise conditions; and any other minor changes.

1.2 This application is to be determined at Planning Committee as it is an application for redevelopment on Council land.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for:

- Construction of a 3-storey block – comprising 8no. residential units (each entail a 2-bedroom 4 person unit).
- Undercroft parking for 3 cars and external surface level parking for a further 9 vehicles in conjunction with two dedicated “accessible” bays either side of the main entrance. In total there would be 14 spaces.
- The provision of a secure cycle parking store in an enclosed ground floor room for 8no. bicycles.
- The provision of a secure bin store in an enclosed ground floor room.

3.0 Application Site

3.1 The application site lies on the west side of Quantock Close at the northern end where the carriageway turns towards Cheviot Road.

3.2 The site comprises 26 single-storey lock-up garages in four rows forming two courts with some additional “apron” areas that accommodate some additional parking. There is a small electricity sub-station in a compound at the end of the northernmost row of garages.

3.3 To the south and lies a series of three-storey flats, which are perpendicular to the application site; so the flank wall of the northern end of the nearest set of flats faces the site. To the north, in Mendip Close, lies a short terrace of three two-storey houses, which face the application site. Opposite to the east and diagonally to the south are further two-storey terraced houses.

3.4 To the rear of the application is open land which is designated as “Allotments” on the Slough Local Development Framework Proposals Map.

3.5 The site lies in Flood Zone 1.

4.0 **Relevant Site History**

4.1 There is no formal planning history on the site that has relevance to the current considerations. However, there has been a pre-application response by officers to a draft of the current scheme (ref: pre-app/01042).

The officers' concluding remarks, in a letter dated 13 August 2018 regarding pre-app/01042 were, as follows:

In principle the construction of homes on this site is acceptable, if the matters of car parking loss and amenity space reduction can be explained and mitigated if necessary. The revised proposal is considered to be an improvement on the initial proposal for twelve new flats on this site, the revised layout/roof plan and written description of elements of the scheme for eight flats appears to be in general acceptable. With further detailing and perhaps roof form amendment it is likely that an acceptable design can be achieved.

These remarks are not binding on the determination of a formal planning application.

5.0 **Neighbour Notification**

5.1 Neighbour letters were sent out on 17/09/2018 to the following addresses:

12, Cheviot Road, Slough, SL3 8UA, 8, Cheviot Road, Slough, SL3 8UA, 14, Cheviot Road, Slough, SL3 8UA, 18, Troutbeck Close, Slough, SL2 5ED, 42, Cheviot Road, Slough, SL3 8UA, 6, Mendip Close, Slough, SL3 8UB, 28, Quantock Close, Slough, SL3 8UD, 13, Mendip Close, Slough, SL3 8UB, 1, Quantock Close, Slough, SL3 8UD, 12, Mendip Close, Slough, SL3 8UB, 11, Mendip Close, Slough, SL3 8UB, 10, Mendip Close, Slough, SL3 8UB, 8, Mendip Close, Slough, SL3 8UB, 9, Mendip Close, Slough, SL3 8UB, 27, Quantock Close, Slough, SL3 8UD, 28, Quantock Close, Slough, SL3 8UD, 2, Quantock Close, Slough, SL3 8UD, 3, Quantock Close, Slough, SL3 8UD, 4, Quantock Close, Slough, SL3 8UD, 25, Quantock Close, Slough, SL3 8UD, 26, Quantock Close, Slough, SL3 8UD, 24, Quantock Close, Slough, SL3 8UD, Horsemoor Green Allotments, Common Road

5.2 The public consultation period expired on 8th October 2018.

Seven letters of objections and a petition with objections signed by 74 neighbouring residents have been received in respect of the application. The main issues raised within these responses are summarized below and responses are provided in the relevant sections of the report as indicated:

Loss of parking/Insufficient provision of parking on site

See assessment below under impact on 'Highways and Transport'.

Traffic generation and highway safety would be impaired

See assessment below under impact on 'Highways and Transport'.

Construction noise and disturbance

See assessment below under 'Impact on Neighbours' Amenity'.

Presence of Slow worms

See assessment below under 'Ecology'.

6.0 **Consultations**

6.1 Local Highway Authority:

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.2 Neighbourhood Services:

I wish to confirm that the council concurs with the rebuttal letters submitted by Savills in relation to the above application in respect of our ability to offer alternative garage rental units to existing customers to enable this development to proceed.

The council owns a number of the garage sites in the local vicinity and has currently availability in the following locations:

Cheviot Road – 2

Mendip Close – 1 (1st of 2 blocks consisting of 8 garages)

Peterhead Mews – 7

Grampian Way – 1

Trelawney Avenue – 16

All of which are in walking distance of Quantock/Mendip/Common Road.

At the resident consultation event we held on 22 September, we have discussed relocation with some of the current renters and made them aware of the availability on these sites.

6.3 Environment Protection:

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.4 Crime Prevention Design Advisor:

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.5 Land Contamination:

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

- 6.6 Thames Water:
Standard Waste/Water/Supplementary Comments received.
- 6.7 Environmental Quality:
No comments received. Any comments received will be reported into the Update / Amendment Sheet.
- 6.8 Policy:
No comments received. Any comments received will be reported into the Update / Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 National Planning Policy Framework 2018:
Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 8: Promoting healthy communities
Section 9: Promoting sustainable transport
Section 11: Making effective use of land
Section 12: Achieving well-designed places
Section 14: Meeting the challenge of climate change, flooding and coastal change

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 6 – Retail, Leisure, and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design
EN5 – Design and Crime Prevention
H11 – Change of Use to Residential
H14 – Amenity Space
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4

- Proposals Map
- Flat Conversions Guidelines

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013

The revised version of the National Planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Affordable housing and Infrastructure
- Trees
- Drainage and Flood Risk
- Ecology

8.0 **Principle of development**

8.1 The application relates to development of the site to provide affordable family accommodation.

8.2 The National Planning Policy Framework 2018 encourages the effective and efficient use of land. This is reflected within Core Policies 1 and 4 which seek high density non family type housing to be located in the Town Centre. In the urban areas outside of the town centre, new residential development is expected to be predominantly family housing

8.3 As a previously developed site within the urban area, the site represents “brownfield” land. The NPPF encourages the use of such land for effective use. As an in-fill site, the proposals would accord with the thrust of the NPPF and Local Plan core polices.

8.4 The application site is located in an area where the neighbouring properties are residential flats and houses. As such, it is accepted that flats would be an appropriate housing type on this site.

8.5 As a scheme for “affordable” housing units, the proposals would assist the Council’s need for affordable housing.

8.6 Having regard to the National Planning Policy Framework 2018 and the Local Development Plan, there are no objections to the principle of affordable residential flatted development on this site.

9.0 **Mix of housing**

9.1 The National Planning Policy Framework 2018 seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4.

9.2 The proposals entail eight units; each would be 2-bedroom (4 person) accommodation for affordable housing. Given the tenure as proposed, it is considered that the proposed scheme is acceptable in terms of its mix in this location.

10.0 **Impact on the character and appearance of the area**

10.1 The National Planning Policy Framework 2018 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

10.2 The proposed scheme entails a three-storey building in line with the adjacent three-storey block at nos. 24 - 26 Quantock Close with a three-storey annex linked to the rear in a “T-shaped” footprint.

10.3 In terms of scale and height, the proposed building form would be in keeping with the adjacent property at nos. 24 - 26. There are trees between the proposed building and the existing terrace of houses to the north in Mendip Close, which would moderate the difference in scale of the new building. Moreover, there would be a significant degree of separation from the two-storey houses.

10.4 The composition of the façade and its fenestration would combine a palette of brick, render and glazed elements in a harmonious form based on symmetry about the main entrance. There would be external balconies at first and second floor levels at either end of the front elevation, which together with the placing of the rainwater downpipes and a central projected render feature, would articulate the frontage to modulate the mass of the building. Overall, it

is considered that the proposals are in keeping with the street scene.

- 10.5 The north elevation, which would be prominent in long views south from Mendip Close, would be composed with the same palette of materials. These views would highlight the “annex” limb to the rear, which given its siting would form a foil to the end elevation of the street block. The two elements would reflect each other in appearance about a glazed vertical “secondary” entrance at ground floor level and circulation space at first and second floor levels above.
- 10.6 The south elevation would not be prominent in the street scene given proximity of the adjacent existing building at no. 24 - 26.
- 10.7 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1 and EN2 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2018.

11.0 **Impact on amenity of neighbouring occupiers**

- 11.1 The National Planning Policy Framework 2018 encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 11.2 As set out above, the relationship of the proposed new building to the two-storey houses in Mendip Close is considered to be acceptable. The distance and the intervening trees would avoid any adverse impact on the amenities of the existing residents.
- 11.3 The existing three-storey block at nos. 24 - 26 has a blank flank wall facing the proposed building. As such, the proposed south facing return corner windows proposed on the side would not result in any overlooking for the existing residents at nos. 24 - 26. Given the inclusion of front facing balconies at first and second floor levels, it would be appropriate to ensure the proposed side (south end) screen were tall enough to overcome a concern for loss of privacy in the existing flats at nos. 24 - 26. This can be dealt with by condition.
- 11.4 In respect of the existing dwellings opposite, the distance would be the same as between the flats at nos. 24 - 26 and those properties. Therefore, it is considered that the new building would not lead to adverse impacts on their amenities.
- 11.5 In respect of concerns regarding construction noise and disturbance, as well

as deliveries of materials, these would be covered by conditions regarding a construction management plan.

11.6 Subject to conditions, 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, and the requirements of the National Planning Policy Framework 2018.

12.0 **Living conditions for future occupiers of the development**

12.1 The National Planning Policy Framework 2018 states that planning should create places with a high standard of amenity for existing and future users.

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 Secure access will be provided at street level at the front and a secondary access from the car parking area to the side.

12.4 A central circulation "core" would provide a communal stairwell, from which all eight flats would gain access from/egress to the street and reach the internal cycle store. The bin store would be accessed from outside by future occupants and the refuse service.

12.5 The proposed flats would have acceptably sized internal spaces that would comply with the Council's current guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook.

12.6 Each of the six flats on the upper floors would be provided with an external balcony space of 2.8 sq.m. Whilst the two ground floor flats would have a dedicated screened area of equal space adjacent to their living rooms.

12.7 The site lies within reasonable walking distance of the open space including play facilities off Spitfire Close and at a little further distance at Harvey Park.

12.8 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 As set out above, access from the street would be gained from the front of the building through a secure door where there would be a good level of natural surveillance within the public realm.
- 13.3 Cycle storage would comprise a dedicated room on the ground floor adjoining the central core, offering space for 8no. cycles. Subject to conditions to ensure the facilities are safe and secure and the external access doors are secure, no objections are raised.
- 14.0 **Highways and Parking**
- 14.1 The National Planning Policy Framework 2018 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2018 states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.
- 14.2 The proposals entail the provision of 14 off-street spaces for the eight proposed units, which would meet the quantum required by Council’s standards.
- 14.3 The proposed space for parking 8no. cycles would accord with the Council’s standards.
- 14.4 The application site is currently used for garage parking serving neighbouring occupiers. As set out above under Neighbourhood Services response in paragraph 6.2, the remaining users of the garages who would be displaced by the proposed development are to be accommodated in surplus garage units elsewhere locally.
- 14.5 The local roads have some parking restrictions enforced by double yellow lines, but otherwise there is scope of on-street parking at the kerbside.
- 14.6 In terms of traffic generation, the existing use of the 26 garages (many of which are not in use) would need to be weighed against the likely traffic generated by the proposed development of eight flats. It is considered that in this respect there would be little difference in overall trips and movements. As such, the proposed scheme is not considered to raise issues of congestion or highway safety.
- 14.7 The existing parking on site which would be displaced would be catered for

within the proposals being put forward by Neighbourhood Services. As those proposals would entail the use of underutilised spaces nearby, it is considered that the application scheme would not raise an unacceptable impact on highway safety or a severe impact on the road network. As such, the application does not warrant refusal on highways grounds.

15.0 **Affordable housing**

15.1 The scheme entails eight units. As such, the proposals fall below the trigger for requiring affordable housing. As the site is Council land, the affordable housing will be secured through a development agreement with the applicant rather than through a s.106 planning Agreement.

16.0 **Trees**

16.1 There is one tree within the site and some trees on land adjoining the northern boundary close to Mendip Close.

16.2 The tree within the site is neither protected nor worthy of protection. Some landscaping would be introduced in mitigation.

16.3 The siting of the new building would not affect the trees beyond the site boundary but a condition to ensure their Root Protection Zones are not adversely impacted by the construction activities is required.

17.0 **Drainage and Flood Issues**

17.1 The site lies in Flood Zone 1 but falls below the threshold for a Flood Risk Assessment.

18.0 **Ecology**

18.1 It has been raised in neighbours' responses that slow worms may be present on the application site. The Application is accompanied by a Sustainability Ecology Report. The findings based on a professional assessment by a suitably qualified ecologist are that "*the land is of low ecological value*". There conclusion followed an inspection of the accessible garages for the potential or evidence of protected species. None was found.

19.0 **PART C: RECOMMENDATION**

19.1 Having considered the relevant policies set out below, and comments that have been received 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 finalise conditions; and any other minor changes.

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

1. Commence within three years

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

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

- a) Drawing No. SK01; Dated June 2018; Rec'd 10/09/2018
- b) Drawing No. 18-0632-QC-01; Dated Aug 2018; Rec'd 10/09/2018
- c) Drawing No. 18-0632-QC-02; Dated Aug 2018; Rec'd 17/10/2018
- d) Drawing No. 18-0632-QC-03A; Dated Aug 2018; Rec'd 17/10/2018
- e) Drawing No. 18-0632-QC-04; Dated Aug 2018; Rec'd 10/09/2018
- f) Drawing No. 18-0632-QC-05; Dated Aug 2018; Rec'd 10/09/2018
- g) Drawing No. 18-0632-QC-06; Dated Aug 2018; Rec'd 10/09/2018
- h) Drawing No. 18-0632-QC-07; Dated Aug 2018; Rec'd 10/09/2018
- i) Drawing No. 18-0632-QC-08; Dated Aug 2018; Rec'd 10/09/2018
- j) Drawing No. 18-0632-QC-09A; Dated Aug 2018; Rec'd 12/09/2018
- k) Drawing No. 18-0632-QC-10; Dated Aug 2018; Rec'd 17/10/2018
- l) Demolition Survey Supplementary Report ref: G-03301; Dated 06/06/18; Rec'd 10/09/2018
- m) Desktop Utility Record Search ref: 25513; Dated 25/06/2018; Rec'd 12/09/2018
- n) Undated Design & Access Statement by osg Architecture Ltd; Rec'd 10/09/2018
- o) Arboricultural Impact Assessment by The Urban Forest Consultancy; September 2018; Rec'd 10/09/2018
- p) Drainage Strategy by structa ref: 5194-DR001 Revision 1; Dated 05 September 2018; Rec'd 10/09/2018
- q) Thames Water Pre-planning Capacity Confirmation letter ref: DS6052433; Dated 03 September 2018; Rec'd 10/09/2018
- r) Sustainability Ecology Report by bakerwell; Dated September 2018; Rec'd 10/09/2018
- s) Planning Statement by Savills; Dated September 2018; Rec'd 10/09/2018
- t) Transport Statement R02 by Markides Associates ref: 18055-01; Dated September 2018; Rec'd 10/09/2018

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. New finishes:

Prior to the commencement of development, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Contaminated Land - Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development. In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

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

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

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

5. Construction Management Scheme

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

6. Designing out crime

No development above ground floor slab shall commence until a secure access strategy and secure letter/parcel drop strategy in line with the principles of Secured by Design and in consultation with Thames Valley Police has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2018.

7. Tree Protection

No development shall commence until the tree protection measures during construction of the development for existing retained trees (as identified in the approved Arboricultural Impact Assessment report hereby approved) have been implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Adopted Local Plan for Slough 2004.

8. Cycle Parking

The cycle parking storage space shown on the approved plans shall be provided prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

9. Car Parking

The parking spaces and turning areas shown on the approved plans 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 on a communal basis.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

10. External Lighting

No part of the development hereby permitted shall be occupied 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 safeguarding the amenities of neighbouring properties an to provide safer access to the cycle store in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

11. Refuse and Recycling

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at

all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2018.

12. Privacy screening

No part of the development hereby permitted shall be occupied until details of privacy screening to the side of the balconies at first and second floor level to units “plot 3” and “plot 6” to prevent conflicts of privacy with the existing flats at 25 and 26 Quantock Close have been submitted to and approved by the Local Planning Authority. The approved screening shall be installed on site in accordance with the approved details prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual and neighbour amenity, and to ensure no overlooking into the neighbouring sites to help ensure that there would not prejudice wider redevelopment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

13. No additional windows

No windows (other than those hereby approved) shall be formed in the any elevation of the development without the prior written approval of the Local Planning Authority

REASON In the interests of the visual and neighbour amenity, and to ensure no overlooking into the neighbouring sites to help ensure that there would not prejudice wider redevelopment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

INFORMATIVES:

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

accordance with the National Planning Policy Framework.

2. 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. Highways:

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

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

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

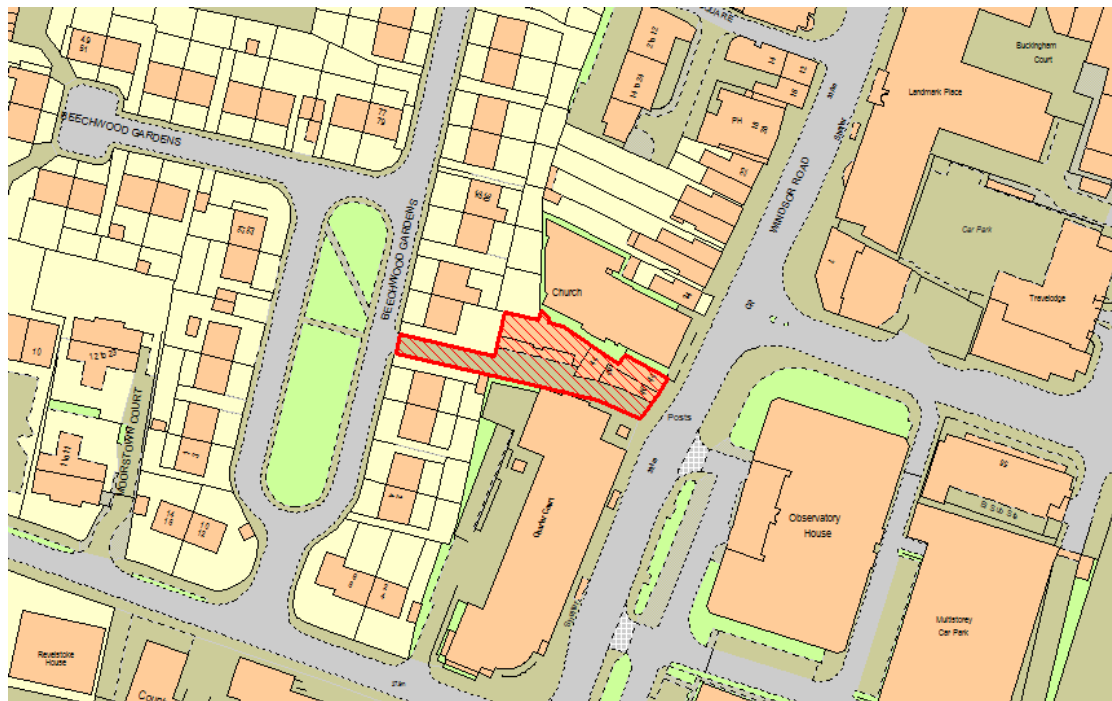
The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

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

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Registration Date:	04-May-2018	Application No:	P/00669/015
Officer:	Hannah Weston	Ward:	Chalvey
Applicant:	Leicester Central Property Co Ltd	Application Type:	Major
		13 Week Date:	3 August 2018
Agent:	Mr. Prashanna Vivekananda, JLL 30, Warwick Street, London, W1B 5NH		
Location:	Forward Building, 44-46, Windsor Road, Slough, SL1 2EJ		
Proposal:	Change of use of building to a mixed use of Class C3 residential use to provide 6 no. 1 bedroom units and 4 no. 2 bedroom units, and three ground floor units for flexible commercial use (Use Classes A1, A2, B1(a)). Side infill extension at ground floor level, the creation of terraces to the front and rear at 2nd floor, the provision of balconies on the side elevation, and fenestration changes with associated landscaping.		

Recommendation: Delegate to Planning Manager for approval



P/00669/015

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For **APPROVAL** subject to:-

- 1) the satisfactory completion of a Section 106 to secure for the provision of contributions towards amenity space, highway and public right of way improvements;
- 2) finalising conditions; and any other minor changes.

B) Refuse the application if the satisfactory completion of a Section 106 to secure the above planning obligations is not finalised by 4th April 2019.

1.2 Under the current constitution this application is being brought to Committee for decision because this is a 'Major' application.

2.0 **PART A: BACKGROUND**

Proposal

2.1 The application is a full planning permission for 'Change of use of building to a mixed use of Class C3 residential use to provide 6 no. 1 bedroom units and 4 no. 2 bedroom units, and three ground floor units for flexible commercial use (Use Classes A1, A2, B1(a)). Side infill extension at ground floor level, the creation of terraces to the front and rear at 2nd floor, the provision of balconies on the side elevation, and fenestration changes with associated landscaping.'

2.2 The footprint of the existing building will remain unchanged, with the extension forming an infill of an existing undercroft in the ground floor, alongside the addition of balconies and terraces, and fenestration changes.

3.0 **Application Site**

3.1 The application site is located to the west of Windsor Road and comprises a three storey building which is now largely vacant but which previously had a mixture of business uses within. To the south of the site is a public footpath which extends between Windsor Road and Beechwood Gardens. The application site is bordered by Slough Baptist Church to the north, Charter Court (an office block) to the south, and residential properties and gardens to the west. To the east of the application site, across Windsor Road, are further office blocks.

4.0 **Relevant Site History**

- 4.1 F/00669/014 Prior approval for a change of use from office to residential (29no. studio units & 4no. 1 bedroom units).
Withdrawn (Treated As) 28-Sep-2017
- 4.2 P/00669/013 INSTALLATION OF ILLUMINATED SIGN (AMENDED PLANS RECEIVED 26.09.97)
Approved with Conditions 08-Oct-1997
- 4.3 P/00669/012 ERECTION OF FASCIA SIGN
Withdrawn (Treated As) 27-Sep-1994
- 4.4 P/00669/011 INSTALLATION OF AN ILLUMINATED FASCIA SIGN
Approved with Conditions 05-Sep-1983
- 4.5 P/00669/010 INSTALLATION OF NEW SHOP FRONT
Approved with Conditions 05-Sep-1983

5.0 **Neighbour Notification**

- 5.1 Bus Shelter Opposite Observato, Windsor Road, Bus Shelter Opposite Observato, Advertising Right, Windsor Road, Charter Court, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Part Ground Floor, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Fourth Floor, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Second And Third Floor, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Ground Floor Rear, 50, Windsor Road, Slough, SL1 2EE, 25, Windsor Road, Slough, SL1 2EL, Slough Baptist Church, Windsor Road, Slough, SL1 2EJ, Slough Baptist Church, Telecommunnications Mast, Windsor Road, 24, Beechwood Gardens, Slough, SL1 2HR, 22, Beechwood Gardens, Slough, SL1 2HR, 18, Beechwood Gardens, Slough, SL1 2HR, 20, Beechwood Gardens, Slough, SL1 2HR, 14, Beechwood Gardens, Slough, SL1 2HR, 16, Beechwood Gardens, Slough, SL1 2HR, Second Floor, 44, Windsor Road, Slough, SL1 2EJ, Second Floor, Room 4, Windsor Road, Slough, SL1 2EJ, Second Floor, Rooms, 2, Windsor Road, Slough, SL1 2EJ, 44, Windsor Road, Slough, SL1 2EJ, Second Floor Front, 44, Windsor Road, Slough, SL1 2EJ, 46, Windsor Road, Slough, SL1 2EJ, Rooms 6 To 8 - First Floor, 46, Windsor Road, Slough, SL1 2EJ, Rooms 1 To 5 - First Floor, 46, Windsor Road, Slough, SL1 2EJ, Ground Floor, 46, Windsor Road, Slough, SL1 2EJ, Rooms 12 To 15 First Floor, 46, Windsor Road, Slough, SL1 2EJ, Ground Floor Rear, 44, Windsor Road, Slough, SL1 2EJ, First Floor Rear, 44, Windsor Road, Slough, SL1 2EJ
- 5.2 No letters have been received in connection with this application.

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

6.0 **Consultations**

6.1 **Transport and Highways Development, Resources, Housing and Regeneration**

Verbal comments received that waste and bike storage are acceptable. All waste should be collected via Beechwood Gardens, and a waste management strategy is required.

6.2 **Public Rights of Way Officer**

We would require the developer to enter into a Section 25 creation agreement to enable the footpath to be upgraded to a bridleway which would allow the cycling use to be legalised. The initial fee for this would be payable by the developer and is £1500 and requires the landowner to sign. The new surfacing needs to be agreed as the HA (Highway Authority) normally takes on future maintenance of the part which is PRoW (Public Right of Way) unless it is written into the agreement that the entire width of block paved surface is privately maintained. Two new TSRGD (Traffic Signs Regulations and General Directions) cycling route signs and posts need to be erected at either end of the route (diag.956) and /or sign at Item 8, Part2 (pg240 TSRGD 2016). We would also require a contribution to the Slough Cycle Hire scheme in the form of 10 new cycle hire bikes @£1200 each.

If the footpath will need to be closed during construction the developer will need to apply for a Temporary TRO under S14 RTRA at a fee of £1250 if over 5 days closure period.

6.3 **Police Crime Prevention Design Advisor**

In principle I support the application however, there are some aspects of the design that cause concern. Therefore opportunities to design out crime and/or the fear of crime and to promote community safety are present within the proposed layout (see my observations below).

I make the following observations:

The residential lobby provides access to the private dwellings above and refuse /bin storage room. Aside from the unpleasant smell that could permeate into the residential core as the door is open/closed – or indeed left open. I also have significant concerns as to how the area described by the lobby and shared refuse facilities function and how this will negatively impact on the safety and security of residents.

Residential access lobby / Bin Store, From the plans provided it appears that the refuse facilities have two access points and can be accessed from either the residential core or by staff of the commercial units. Therefore staff of the commercial premises could easily gain unauthorised access the private residential corridors, (where they have no right to be).. The site constraints are appreciated however this is a significant concern. This access opportunity

via the bin store effectively overrides any security offered by the external communal entrance door; creating an unacceptable level of permeability and provides multiple escape routes. In addition: in this location , given the crime risk all Bin stores doors must be robust and secure!, Double leaf door can be problematic in terms of reliability, sustainable operation and security. Secure operation of double doors is achieved when the active leaf is secure against the passive, this locking configuration can easily be overcome and it is not unusual to find insecure bin stores being used for other activities by the homeless seeking temporary shelter. Given proposed direct access from the bin store into the residential units I (again) have significant concerns regarding this proposal

This is a significant concern and I ask that the residential lobby/ bin/ refuse area be redesigned to separate their use and activities' . This could be achieved via the following ; a) creating a secure residential lobby (achieved via the inclusion of a secondary internal secure line) within with inner access controlled communal entrance b). Re-locate the residential bin store access door from the bottom of the stairs into the secure lobby. c). Careful consideration must be given type and style of external bins store door, single leaf doors capable of allowing the passage of large wheelie bins, which meet the minimum physical security standards required are available. d). Given the proposed mixed use of the bin store , the interconnection door between bin store and residential area must also regarded as a communal entrance and in compliance with building regulation Approved Document Q must meet the minimum physical security standards of PAS24.

I ask that detailed plans be submitted and approved prior to planning permission being granted

Apartment Mail delivery/residential security – From the submitted documentation, I am concerned that the layout plans do not identify the location of the residential letterboxes. I therefore cannot identify how the postal deliveries will be managed or how the safety and security of private residential areas will be maintained. Letterboxes for apartments are a contentious issue and can lead to the security of the apartments being undermined. Unrestricted postal delivery access also provides a legitimate excuse for unauthorised individuals to be in private areas where they have no right to be, this in turn raises the fear of crime and provides opportunity for ASB and criminal activity). This issue can be resolved via the inclusion of one of the following solutions; (1) creating an airlock system with secure boxes within the airlock area as detailed above ; (2) external secure letterboxes. I ask that a details relating to postal deliveries be submitted, and approved prior to planning approval being considered.

Bollards: I note that vehicle mitigation barrier in the form of bollards has been included, is it the applicants intention that these will be demountable bollards? How will these function with regards to refuse collections? I ask that additional details be provided prior to planning approval is granted.

Physical Security: I ask that a condition is imposed on this application to ensure that, any subsequent approved development is required to achieve robust access control throughout the whole development. Such a condition will help to ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents. This would not only ensure that crime prevention design is incorporated within the development but also assist the authority in satisfying the requirements of

NPPF - creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'.

Condition:

To ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents. I would ask the authority attach the following (or a similarly worded) condition upon any approval for this application; No development shall commence until details of the measures to be incorporated into the development to demonstrate how Full and robust access control strategy (best practice guidance Secured by Design Homes 2016) will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved strategy details, and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. .

To aid the applicant I have provided the following as an aid to achieving this condition.

External Communal entrance: All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 tested to BS EN 1627 resistance class 3 access controlled via the include of electronic remote release locking systems with audio intercom link to each apartment.. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat.

Include secure communal lobbies ; the secondary internal secure doorset shall include an access controlled

Bin store doors must be robust and secure, double leaf door can be problematic sustainable operation and security, as the active leaf is required to secure against the passive. Additional details as to the type, style and minimum physical security standards of the doors will be required - alternatively a large single leaf door may well be more appropriate and cost effective.

Residential door Sets: Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.

I feel that attachment of this condition would help the development to meet the requirements of:

- The National Planning Policy Framework 2012 (Part 7, Sect 58; Requiring good Design and Part 8, Sect 69; Promoting Healthy Communities) where it is stated that development should create 'Safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion'.
- DCLG's Planning Practice Guidance in relation to design, where it states 'Although design is only part of the planning process it can affect a range of economic, social and environmental objectives... Planning policies and decisions should seek to ensure the physical environment supports these

objectives. The following issues should be considered: ...safe, connected and efficient streets, ... crime prevention, ...security measures, ...access and inclusion, ...cohesive & vibrant neighbourhoods.’ It also states that ‘Planning should promote appropriate security measures. Taking proportionate security measures should be a central consideration to the planning and delivery of new developments...’

- Slough Core Policy 12 section, 7.204 and 7.206)

The comments above are made on behalf of Thames Valley Police and relate to CPTED only. You may receive additional comments from TVP with regard to the impact of the development upon policing and a request for the provision of infrastructure to mitigate against this impact.

I hope that you find my comments of assistance in determining the application and if you or the applicants have any queries relating to CPTED in the meantime, please do not hesitate to contact me.

Officer Note – Following the receipt of these comments the scheme has been amended to take into account the concerns raised.

6.4 **Lead Local Flood Authority**

We have reviewed the following information in relation to the planning application:

- Weetwood Drainage Assessment Final Report V1.4 July 2018

The submitted information addresses our requirements and we have no further comments.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

6.5 **Tree Officer**

As the application provides insufficient amenity space for future occupiers a contribution of £3000 is required. This money would be put towards the improvement of the closed churchyard at St Mary’s and/or at Herschel Park to enhance the sites’ functionality for informal passive recreation through provision of new horticultural features that will benefit residents of the development.

6.6 **Contaminated Land Officer**

I have reviewed the “Phase 1 Contaminated Land Report” (Ref. 4026R1), dated July 2017, and prepared by Ground First Ltd.

Given the proposal is for the existing offices to be converted into residential, without any groundwork, the report is considered acceptable. However, should the development propose further groundworks, additional ground investigation and risk assessment will be required.

For the purpose of these two applications it is recommended that a Watching Brief is maintained for the duration of the works. Once the works are

completed, a confirmation letter should be submitted explaining whether any issues were encountered, and how they were dealt with.
Based on the above, I recommend that the following Watching Brief is placed on the Decision Notice:

Watching Brief

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

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

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

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

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

6.7 **Thames Water**

Waste comment – There are public sewers crossing or close to your development. If you're planning significant work near our sewers it's important that you minimise the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Water Comment – On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends 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/minutes at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.

6.8

Environmental Protection

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

6.9

Environmental Quality

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

7.0

PART B: PLANNING APPRAISAL

7.1

Policy Background

Revised National Planning Policy Framework and National Planning Policy Guidance:

Chapter 2: Achieving Sustainable Development

Chapter 5: Building a sufficient supply of homes

Chapter 6: Building a strong, competitive economy

Chapter 7: Ensuring the vitality of town centre

Chapter 9: Promoting sustainable transport

Chapter 12: Achieving well-designed places

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 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004 (Saved policies)

H9 – Comprehensive Planning

H11 – Change of use to residential

H14 – Amenity Space

EMP2 – Criteria for business development

S15 – Diversification of use

EN1 – Standard of Design

EN3 – Landscaping

EN5 – Design and Crime Prevention

T2 – Parking

T8 – Cycle Network and Facilities

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013

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 revised version of the National planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character of the area
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Crime Prevention
- Highways, Parking and Public Right of Way

8.0 **Principle of development**

8.1 At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 68 of the NPPF identifies that 'small and medium sized sites can make an important contribution to meeting the housing requirements of an area.'

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

8.3 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of

the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area.

- 8.4 The application proposes to extend and convert the majority of the building into 10 residential units. Three commercial units would be retained at ground floor with a flexible use of A1, A2, B1(a).
- 8.5 The application site falls within Slough town centre, and as such the provision of residential flats is welcomed in terms of land use and the principle of this is supported.
- 8.6 The application also proposes to retain three commercial units at ground floor. These would be for a flexible use falling within A1, A2 or B1(a) uses, allowing some flexibility in the use of the units to try and ensure their future occupation. With the existing building having a mixture of commercial units, it is considered acceptable to retain three units for a flexible use.

9.0 **Impact on Visual Amenity**

- 9.1 The National Planning Policy Framework outlines that ‘the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’

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

- 9.4 The existing building at 44-46 Windsor Road comprises a three storey building which gives the appearance of a two storey building with a third floor

within a mansard roof. This third floor is set back from the eastern (front) elevation and western (rear) elevation. The existing building footprint almost completely fills the application site, being approximately 44 metres deep and 10 metres wide. At ground floor there is an existing undercroft which allows vehicles to park under the first floor overhang on the southern elevation.

9.5 It is proposed to infill the existing undercroft on the southern elevation of the building to remove the parking spaces and add additional residential accommodation. The infilling of this section of the building would not greatly alter the appearance of the property and is considered acceptable in design terms.

9.6 Alongside the above, a large level of fenestration changes are proposed through alterations to the existing window openings, the insertion of balconies on the western elevation, and the creation of a terrace to the front (east) at second floor. It is considered that these fenestration changes would assist in improving the existing appearance of the building which is run-down, through refreshing the appearance of the building. It is considered that the fenestration changes proposed are acceptable in design terms.

9.7 It is noted that the existing building is not of a design that contributes to the appearance of Windsor Road. The proposed alterations would not significantly alter the appearance of the existing building other than through improvements to the fenestration through the insertion of replacement and new windows, balconies and a terrace. Whilst the resultant building would not appear greatly different from that existing, the building is existing and it would not be reasonable to refuse an application due to the existing poor appearance.

10.0 **Impact to neighbouring residential properties**

10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.

10.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *“The design of all development within existing residential areas should respect the amenities of adjoining occupiers.”*

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

10.4 The application does not increase the bulk of the site, other than through the insertion of balconies on the southern elevation. In line with this it is not considered that there would be an overshadowing or loss of light concern resultant from this proposal.

10.5 The eastern elevation of the property faces Windsor Road and across towards

business units, and the southern elevation faces business units within Charter Court, across the public right of way, and as such the additional windows, balconies, and terrace on the eastern and southern elevations would not result in overlooking concerns in regards to neighbouring residential properties.

10.6 The majority of the northern elevation is bordered by Slough Baptist Church, and as such the additional windows on the northern elevation would not result in overlooking concerns in regards to neighbouring residential properties to the north in the section covered by this Church. Whilst Slough Baptist Church covers most of the northern elevation, the western most part of the northern elevation is bordered by a residential garden for Beechwood Gardens. The western elevation of the building is also bordered by residential properties and gardens of properties on Beechwood Gardens. As such an assessment of the overlooking impact of neighbouring properties on these elevations will be considered in full below.

10.7 The existing building is positioned on the garden boundary with 18 and 20 Beechwood Gardens to the west, and borders the garden for one of the maisonettes within 22 and 24 Beechwood Gardens to the north. The western elevation as existing has one window at ground floor, two windows at first floor, and three rooflights within the mansard roof. All of these windows offer a clear view into the rear gardens of properties on Beechwood Gardens and towards the rear windows of these properties. The application proposes to remove the existing windows on this elevation at ground and first floor and insert one high level window at ground floor, one high level window at first floor. The ground and first floor windows are shown to be obscure glazed and a condition would be attached requiring these to be obscure glazed and non-opening in perpetuity. The existing second floor windows are retained and are shown to be clear glazed. To overcome any potential overlooking, a 1.8 metre high screen is proposed along the western and northern elevation of the existing flat roof outside these windows. This allows unobscured light to enter the residential unit at second floor through clear glazed windows, whilst still ensuring that there is no overlooking concern as without this obscure screen on the flat roof any occupiers could look directly into neighbouring residential gardens and rear windows. The flat roof to the west is not to form a terrace, with no access possible from the proposed flats. The use of this flat roof as a terrace is not deemed acceptable due to the potential impact upon existing neighbouring residential amenity immediately to the north and west of this terrace, through the intensified use of this roof and the associated noise from this.

10.8 Part of the northern elevation immediately backs onto the garden of properties on Beechwood Gardens. As existing two large windows at ground floor and three large windows at first floor look directly into this garden. It is proposed to remove the two existing ground floor windows and insert one high level window. This is shown to be obscure glazed and a condition would be attached requiring this window to be obscure glazed and non-opening. At first floor it is proposed to remove one of the existing windows. It is then proposed to replace the two remaining windows with obscure glass up to 1.7 metres with clear glass above. These windows would be inward opening above 1.7 metres from floor level (fixed shut below 1.7 metres). A condition would be attached requiring this to ensure no unacceptable overlooking of neighbouring properties.

- 10.9 The result would be an improvement to neighbouring properties over that existing, with a reduction in the number of windows, and the obscure glazing of those remaining/replacement.
- 10.10 In line with the above, it is not considered that there would be an unacceptable impact upon neighbouring amenity as a result of this proposal.
- 11.0 **Living Conditions and Amenity Space for residents**
- 11.1 The NPPF states that planning should ensure that developments provide a high standard of amenity for existing and future users (para 127).
- 11.2 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities. This policy is further backed up with the Council's Guidelines for the Provision of Amenity Space around Residential Dwellings.
- 11.3 The application building is located on a constrained site, and windows are existing and proposed on the northern elevation, which is positioned close to Slough Baptist Church, or overlook a neighbouring garden and as such are proposed to be obscure glazed windows up to 1.7 metres above floor level. Whilst the outlook from the windows on the northern elevation (serving bedrooms, bathrooms, halls and kitchens) is restricted, this outlook is not considered unacceptable, particularly as each flat is provided with good outlook from windows within the southern elevation (serving living rooms and bedrooms). The proposed flats are also each provided with good room sizes. As such it is considered that good living conditions are provided for future occupiers.
- 11.4 In regards to amenity space, three flats are provided with balconies and one flat is provided with a terrace. This provides insufficient amenity space for the future occupiers of the development. The Developers Contributions and Affordable Housing (Section 106) Developer's Guide Part 2, updated 2017, outlines that residential schemes in the town centre that have inadequate private amenity space must provide a financial contribution of £300 per dwelling for the enhancement of existing nearby public open space, to be paid prior to the commencement of development. With 10 flats proposed, this equates to a total of £3000. The Council must advise what project this money would be put towards and this is advised by the Council's Tree Officer to be towards improvements of the closed churchyard at St Mary's and/or at Herschel Park to enhance the sites' functionality for informal passive recreation through provision of new horticultural features that will benefit residents of the development.
- 11.5 A S106 agreement will be required with the developer for the provision of this contribution towards the enhancement of nearby amenity space. The applicant has confirmed that this contribution will be provided.

12.0 **Crime Prevention**

- 12.1 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. The Police Crime Prevention Design Advisor was consulted on this application and advised that the principle of the application is supported but some changes could be made to improve the scheme.
- 12.2 Concern was raised with the proposed residential lobby, and the bin door linking from the outside into the main core. To overcome this the development has been re-designed to introduce a secure entrance lobby, with a second internal secure door to both cores. With this any person would need to enter through the secure front entrance and a secondary internal secure door prior to being able to enter the main staircase core. The internal access to the bin store would be located within this secure space, alongside the letterboxes, ensuring that if a person accesses the secure space through the bin store or through delivery of letters, they cannot gain access through the second internal secure door into the main core.
- 12.3 Concern was also raised that the bin store appears to be a shared space for the commercial and residential units. The submitted plans have been clarified to outline that the commercial units will each have an internal bin store within each commercial unit. The refuse store identified on the plan is for residential waste only.
- 12.4 A condition was requested requiring the development to achieve robust access control, to ensure that the development achieves the highest standards of design in terms of safety and security, and safe guarding future residents. It is considered appropriate to attach such a condition.

13.0 **Highways and Parking**

- 13.1 The NPPF outlines that transport issues should be considered from the earliest stages of plan-making and development proposals so that the potential impacts and opportunities of development on transport networks can be addressed, opportunities to promote walking, cycling and public transport are identified, the environmental impacts of traffic can be identified, and movement patterns can be incorporated into designs (para 102). When assessing development it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access is achieved, and any significant impacts from the development on the transport network or highway safety can be cost effective (para 108).
- 13.2 Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 13.3 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.

13.4 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.

13.5 The Transport and Highway Guidance Developer's Guide Part 3 outlines that residential development of under 4 bedrooms have a nil parking requirement, but should be provided with 1 cycle space per unit. The guide also outlines that there is a nil parking requirement for A1 and A2 uses, and a maximum of 1 to 40m² parking requirement for B1(a) uses.

13.6 The application proposes a nil parking provision, with the existing vehicle access being removed through the installation of bollards at Beechwood Gardens and Windsor Road. Cycle parking racks for 10 bicycles would be provided within the residential core for the proposed flats. 5 Sheffield bike stands, providing parking for 10 bicycles, would be provided externally for use by visitors to the commercial units and residential units.

13.7 The Council's Highways Department have been consulted on the application and have advised that the provision of no on-site parking is appropriate for the town centre location. It is also advised that there is sufficient cycle parking provision for the proposed uses. Financial contributions towards cycle hire facilities and the upgrading of the public footpath to a bridleway have been requested. These are discussed further later within the report.

14.0

Refuse

14.1 The application provides a communal refuse store for the residential units, and individual internal refuse stores for each commercial unit. A refuse collection point is shown by Beechwood Gardens.

14.2

The Highways Authority have advised that the bin storage on site is acceptable, and that any bin collections must be from Beechwood Gardens. A bin management strategy is requested. The submitted Design and Access Statement dated 28/09/2018 advised at page 24 a bin management strategy. This outlines that the management company will be responsible for moving waste containers to the refuse holding point on bin collection day. A condition is proposed requiring compliance with this strategy.

15.0

Public Right of Way

15.1

The application site includes a public right of way footpath that joins Windsor Road to Beechwood Gardens. The Public Rights of Way officer has been consulted and has advised that the proposed development is acceptable and welcomes the removal of the vehicle access across this right of way which allows the upgrading of the footpath to a bridleway, which would allow the cycling use of this right of way to be legalised.

15.2

In line with this, it is considered that a condition should be attached to any approval requiring the implementation of the bollards to be inserted to remove vehicle access from both Windsor Road and Beechwood Gardens.

15.3 The Public Right of Way officer advises that the developer will be required to enter into a Section 25 creation agreement to enable the footpath to be upgraded to a bridleway, and a contribution to the Slough Cycle Hire scheme in the form of 10 new cycle hire bikes is required, which would form part of a legal agreement. Details of the materials to be used to re-surface the public right of way and two new TSRGD cycling route signs and posts need to be erected at either end of the route, which will be required through condition. It was also advised that consent will be required to close the right of way during construction works, which will be reminded through an informative.

16.0 **Affordable Housing**

16.1 The application adds 10 residential units and as such is not liable for the provision of affordable housing.

17.0 **Financial Contributions**

17.1 As discussed within the report above, the developer is requested to provide the following:

- £3000 towards the enhancement of existing public open space;
- £12000 towards the provision of 10 new cycle hire bikes for the Slough Cycle Hire Scheme;
- £1500 for a Section 25 creation agreement to enable the footpath to be upgraded to a bridleway.

17.2 A contribution towards the enhancement of existing public open space is required to overcome the shortfall of amenity space provided on site, the contribution towards cycle hire provision is to overcome the loss of existing parking on site and to facilitate sustainable transport, and the contribution towards the footpath enhancement is due to the impact of the proposal upon the existing right of way.

17.3 The applicant has agreed to the provision of the above contributions.

18.0 **PART C: RECOMMENDATION**
Planning Conclusion

18.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations the recommendation is set out at paragraph 1.1.

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

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) Site Location Plan PL_001, dated 28/09/2018;
 - (b) Drawing No. PL_007, dated 28/09/2018, received 28/09/2018;
 - (c) Drawing No. PL_008, dated 28/09/2018, received 28/09/2018;
 - (d) Drawing No. PL_009, dated 28/09/2018, received 28/09/2018;
 - (e) Drawing No. PL_010, dated 28/09/2018, received 28/09/2018;
 - (f) Drawing No. PL_011, dated 28/09/2018, received 28/09/2018;

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

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

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

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

5. No part of the development shall be occupied 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, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs.

The approved scheme of soft landscaping shall be carried out no later

than the first planting season following first occupation 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 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

6. No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:
 - (i) Construction access;
 - (ii) Vehicle parking for site operatives and visitors;
 - (iii) Loading/off-loading and turning areas;
 - (iv) Site compound;
 - (v) Storage of materials;
 - (vi) Precautions to prevent the deposit of mud and debris on the adjacent highway;
 - (vii) Details of any impact upon the public right of way.

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

REASON To minimise danger and inconvenience to highway users.

7. 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) site security arrangements including hoardings

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.

8. Notwithstanding the provisions of the Town & Country Planning

(General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order) and The Town & Country Planning Act 1990 (as amended), no window(s), other than those hereby approved, shall be formed in the northern or western elevations of the building 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.

9. The following windows as shown on existing plans PL_002, PL_003, and PL_006 shall be permanently removed prior to first occupation of the development:
 - a) 2x first floor windows on western elevation (rear facing Beechwood Gardens);
 - b) 2x ground floor windows on northern elevation within section to the west of existing western most internal staircase, as shown in plan PL_002;
 - c) 1x central window in first floor on northern elevation within section to the west of existing western most internal staircase, as shown in plan PL_003.

REASON To minimise any loss of privacy to adjoining occupiers.

10. The following windows hereby approved shall be glazed with obscure glass and any opening shall be inward and at a high level (above 1.7m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority:
 - a) High level ground floor window on western elevation serving living/dining/kitchen of B.0.3 plan PL_007;
 - b) High level first floor window on western elevation serving hall of B.0.3 plan PL_008;
 - c) High level ground floor window on northern elevation serving kitchen of B.0.2, plan PL_007;
 - d) First floor window on northern elevation serving bathroom of B.0.3, plan PL_008.

REASON To minimise any loss of privacy to adjoining occupiers.

11. The following window hereby approved shall be glazed with obscure glass up to 1.7 metres above floor level, and shall be glazed with clear glass above 1.7 metres. Any openings shall be inward opening and shall be at a high level (above 1.7m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority:
 - a) First floor window on northern elevation serving bedroom of B.0.2, plan PL_008.

REASON To minimise any loss of privacy to adjoining occupiers and provide acceptable living conditions for the occupiers of this unit.

12. Prior to the first occupation of the development, details of the boundary screens to be erected along the northern and western elevations of the green roof at second floor (western end of the development), and around the northern, eastern and southern elevations of the terrace at second floor (eastern end of the development) shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary screening shall be erected on site prior to first occupation of the development in full accordance with the details as approved and shall be retained as such thereafter, unless otherwise approved in writing by the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers.

13. There shall be no access to the second floor green roof on the western end of the development other than for maintenance purposes. No access to this roof shall be provided from unit B.2.3.

REASON To minimise any loss of privacy to adjoining occupiers.

14. Prior to first occupation of the development the internal and external cycle parking, as shown in plan PL_007, shall be provided on site and shall be retained at all times in the future for this purpose.

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

15. Prior to first occupation of the development the residential refuse store, commercial refuse stores, and refuse collection point shall be provided on site in accordance with plan PL_007 and retained at all times in the future for this purpose.

REASON To ensure that there is adequate refuse storage at the site.

16. The waste management strategy outlined at page 24 of the Design and Access Statement, dated 28/09/2018, by RnH Architects shall be fully implemented on site and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

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

17. Prior to first occupation, the Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development.

Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police, including a full and robust access control strategy. The measures incorporated shall be retained and maintained on site in perpetuity.

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

18. Prior to first occupation of the development two new TSRGD cycling route signs and posts shall be erected at either end of the public right of way on site (one to the western end by Beechwood Gardens and one to the eastern end by Windsor Road) in consultation with the Council's Public Rights of Way Officer, unless otherwise agreed in writing by the Local Planning Authority.

REASON To ensure adequate notification of the public right of way.

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

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

20. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), the commercial units hereby permitted shall be used for Class A1, A2, or B1(a) purposes only and for no other purpose unless otherwise agreed in writing by the local planning authority.

REASON In order protect the amenities of the area.

21. Prior to first occupation of development details of the bollards to be installed at the Windsor Road and Beechwood Garden ends of the site, as shown on plan PL_007 shall be submitted to and approved in writing by the Local Planning Authority. The approved bollards shall be provided in full accordance with the approved details prior to first

occupation of the development hereby approved, and retained thereafter.

REASON: To ensure that necessary works to minimise highway danger, obstruction and inconvenience as a result of this development are undertaken, in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

22. The development shall be undertaken in accordance with the findings of the Weetwood Drainage Assessment Final Report V1.4 June 2018, received 27/06/2018, unless otherwise agreed in writing by the Local Planning Authority.

REASON To ensure adequate drainage is provided for the development.

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

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

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

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

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

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through discussing amendments to the scheme. 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. 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.

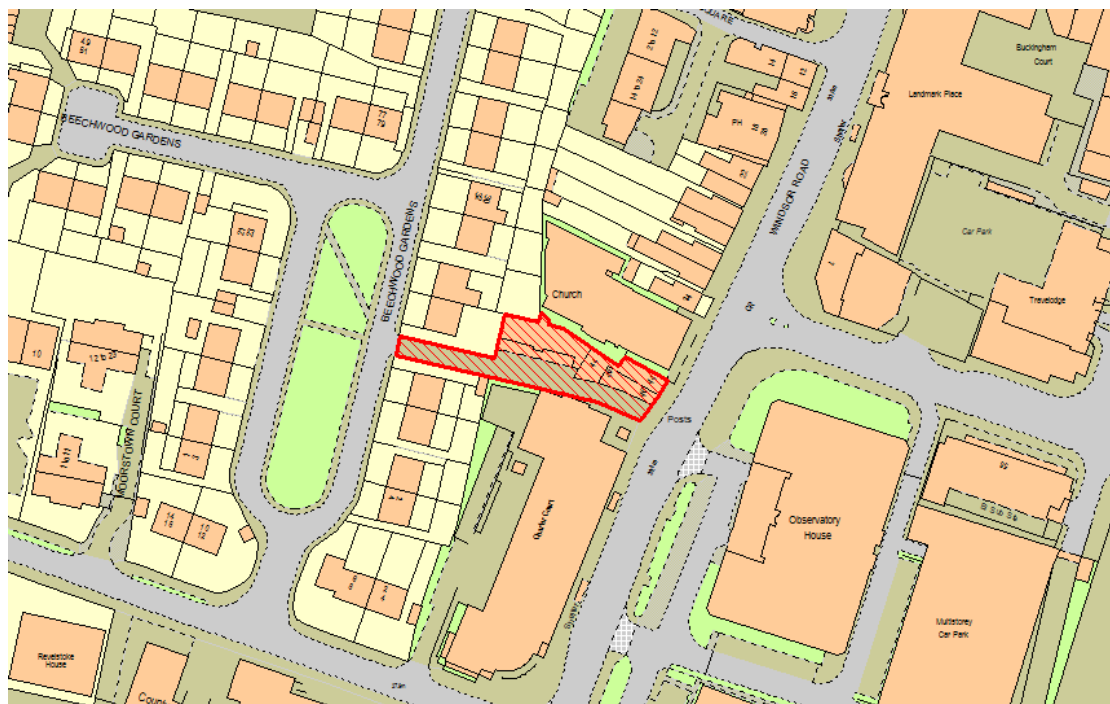
3. If the footpath will need to be closed during construction the developer will need to apply for a Temporary TRO under S14 RTRA at a fee of £1250 if over 5 days closure period.
4. This planning permission is granted following the receipt of a completed S106 agreement.
5. Thames Water:

The applicant is reminded that there are public sewers crossing or close to your development. If planning significant work near sewers it's important that you minimise the risk of damage. Thames Water will need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhabit the services provided in any other way. The applicant is advised to read the guide for working near or diverting pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

Registration Date:	03-Jul-2018	Application No:	P/00669/016
Officer:	Hannah Weston	Ward:	Chalvey
Applicant:	Leicester Central Property Co Ltd	Application Type:	Major
		13 Week Date:	2 October 2018
Agent:	Prashanna Vivekananda, JLL 30 Warwick Street, London, W1B 5NH		
Location:	Forward Building, 44-46, Windsor Road, Slough, SL1 2EJ		
Proposal:	The addition of a fourth floor, side infill extension at ground floor level, façade improvements, new window openings, balconies and terraces to facilitate the change of use to Class C3 residential use to provide 9 no. 1 bedroom units and 5 no. 2 bedroom units, and the retention and use of three ground floor units for flexible commercial use (Use Classes A1, A2, B1(a)).		

Recommendation: Delegate to Planning Manager for approval



P/00669/016

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For **APPROVAL** subject to:-

- 1) the satisfactory completion of a Section 106 to secure for the provision of contributions towards amenity space, highway and public right of way improvements;
- 2) finalising conditions; and any other minor changes.

B) Refuse the application if the satisfactory completion of a Section 106 to secure the above planning obligations is not finalised by 4th April 2019.

1.2 Under the current constitution this application is being brought to Committee for decision because this is a 'Major' application.

2.0 **PART A: BACKGROUND**

Proposal

2.1 The application is a full planning permission for 'The addition of a fourth floor, side infill extension at ground floor level, façade improvements, new window openings, balconies and terraces to facilitate the change of use to Class C3 residential use to provide 9 no. 1 bedroom units and 5 no. 2 bedroom units, and the retention and use of three ground floor units for flexible commercial use (Use Classes A1, A2, B1(a)).'

2.2 The footprint of the existing building will remain unchanged, with the extensions forming an additional fourth storey and the infill of an existing undercroft in the ground floor, alongside the addition of balconies and terraces, and fenestration changes. The total height increase of the building would be 2.9 metres, with the existing height being 8.6 metres and the proposed height 11.5 metres.

3.0 **Application Site**

3.1 The application site is located to the west of Windsor Road and comprises a three storey building which is now largely vacant but which previously had a mixture of business uses within. To the south of the site is a public footpath which extends between Windsor Road and Beechwood Gardens. The application site is bordered by Slough Baptist Church to the north, Charter

Court (an office block) to the south, and residential properties and gardens to the west. To the east of the application site, across Windsor Road, are further office blocks.

4.0 **Relevant Site History**

- 4.1 F/00669/014 Prior approval for a change of use from office to residential (29no. studio units & 4no. 1 bedroom units).
Withdrawn (Treated As) 28-Sep-2017
- 4.2 P/00669/013 INSTALLATION OF ILLUMINATED SIGN (AMENDED PLANS RECEIVED 26.09.97)
Approved with Conditions 08-Oct-1997
- 4.3 P/00669/012 ERECTION OF FASCIA SIGN
Withdrawn (Treated As) 27-Sep-1994
- 4.4 P/00669/011 INSTALLATION OF AN ILLUMINATED FASCIA SIGN
Approved with Conditions 05-Sep-1983
- 4.5 P/00669/010 INSTALLATION OF NEW SHOP FRONT
Approved with Conditions 05-Sep-1983

5.0 **Neighbour Notification**

- 5.1 Bus Shelter Opposite Observato, Windsor Road, Bus Shelter Opposite Observato, Advertising Right, Windsor Road, Charter Court, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Part Ground Floor, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Fourth Floor, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Second And Third Floor, 50, Windsor Road, Slough, SL1 2EE, Charter Court, Ground Floor Rear, 50, Windsor Road, Slough, SL1 2EE, 25, Windsor Road, Slough, SL1 2EL, Slough Baptist Church, Windsor Road, Slough, SL1 2EJ, Slough Baptist Church, Telecommunnications Mast, Windsor Road, 24, Beechwood Gardens, Slough, SL1 2HR, 22, Beechwood Gardens, Slough, SL1 2HR, 18, Beechwood Gardens, Slough, SL1 2HR, 20, Beechwood Gardens, Slough, SL1 2HR, 14, Beechwood Gardens, Slough, SL1 2HR, 16, Beechwood Gardens, Slough, SL1 2HR, Second Floor, 44, Windsor Road, Slough, SL1 2EJ, Second Floor, Room 4, Windsor Road, Slough, SL1 2EJ, Second Floor, Rooms, 2, Windsor Road, Slough, SL1 2EJ, 44, Windsor Road, Slough, SL1 2EJ, Second Floor Front, 44, Windsor Road, Slough, SL1 2EJ, 46, Windsor Road, Slough, SL1 2EJ, Rooms 6 To 8 - First Floor, 46, Windsor Road, Slough, SL1 2EJ, Rooms 1 To 5 - First Floor, 46, Windsor Road, Slough, SL1 2EJ, Ground Floor, 46, Windsor Road, Slough, SL1 2EJ, Rooms 12 To 15 First Floor, 46, Windsor Road, Slough, SL1 2EJ, Ground Floor Rear, 44, Windsor Road, Slough, SL1 2EJ, First Floor Rear, 44,

Windsor Road, Slough, SL1 2EJ

- 5.2 Three letters of objection have been received from two addresses. The concerns raised within these letters can be summarised as follows:
- Overshadowing of 22 and 24 Beechwood Gardens dwellings and gardens from fourth floor.
 - Overshadowing of 24 Beechwood Gardens from infill of stepped rear (*Officer Note: The submitted plans do not include alterations to the existing footprint on the western elevation – no alterations are proposed to the stepped rear*).
 - Overbearing to neighbouring properties.
 - Overlooking of 24 Beechwood Gardens – whilst existing windows, these are used by offices and not 'after hours'.
 - Noise resultant from residential use.
 - Conversion would increase congestion on Beechwood Gardens – more vehicles parking on street.

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

6.0 **Consultations**

6.1 **Transport and Highways Development, Resources, Housing and Regeneration**

Verbal comments received that waste and bike storage are acceptable. All waste should be collected via Beechwood Gardens, and a waste management strategy is required.

6.2 **Public Rights of Way Officer**

We would require the developer to enter into a Section 25 creation agreement to enable the footpath to be upgraded to a bridleway which would allow the cycling use to be legalised. The initial fee for this would be payable by the developer and is £1500 and requires the landowner to sign. The new surfacing needs to be agreed as the HA (Highway Authority) normally takes on future maintenance of the part which is PRoW (Public Right of Way) unless it is written into the agreement that the entire width of block paved surface is privately maintained. Two new TSRGD (Traffic Signs Regulations and General Directions) cycling route signs and posts need to be erected at either end of the route (diag.956) and /or sign at Item 8, Part2 (pg240 TSRGD 2016). We would also require a contribution to the Slough Cycle Hire scheme in the form of 10 new cycle hire bikes @£1200 each.

If the footpath will need to be closed during construction the developer will need to apply for a Temporary TRO under S14 RTRA at a fee of £1250 if over 5 days closure period.

6.3 **Police Crime Prevention Design Advisor**

In principle I support the application however, there are some aspects of the

design that cause concern. Therefore opportunities to design out crime and/or the fear of crime and to promote community safety are present within the proposed layout (see my observations below).

I make the following observations:

The residential lobby provides access to the private dwellings above and refuse /bin storage room. Aside from the unpleasant smell that could permeate into the residential core as the door is open/closed – or indeed left open. I also have significant concerns as to how the area described by the lobby and shared refuse facilities function and how this will negatively impact on the safety and security of residents.

Residential access lobby / Bin Store, From the plans provided it appears that the refuse facilities have two access points and can be accessed from either the residential core or by staff of the commercial units. Therefore staff of the commercial premises could easily gain unauthorised access the private residential corridors, (where they have no right to be).. The site constraints are appreciated however this is a significant concern. This access opportunity via the bin store effectively overrides any security offered by the external communal entrance door; creating an unacceptable level of permeability and provides multiple escape routes. In addition: in this location , given the crime risk all Bin stores doors must be robust and secure!, Double leaf door can be problematic in terms of reliability, sustainable operation and security. Secure operation of double doors is achieved when the active leaf is secure against the passive, this locking configuration can easily be overcome and it is not unusual to find insecure bin stores being used for other activities by the homeless seeking temporary shelter. Given proposed direct access from the bin store into the residential units I (again) have significant concerns regarding this proposal

This is a significant concern and I ask that the residential lobby/ bin/ refuse area be redesigned to separate their use and activities' . This could be achieved via the following ; a) creating a secure residential lobby (achieved via the inclusion of a secondary internal secure line) within with inner access controlled communal entrance b). Re-locate the residential bin store access door from the bottom of the stairs into the secure lobby. c). Careful consideration must be given type and style of external bins store door, single leaf doors capable of allowing the passage of large wheelie bins, which meet the minimum physical security standards required are available. d). Given the proposed mixed use of the bin store , the interconnection door between bin store and residential area must also be regarded as a communal entrance and in compliance with building regulation Approved Document Q must meet the minimum physical security standards of PAS24.

I ask that detailed plans be submitted and approved prior to planning permission being granted

Apartment Mail delivery/residential security – From the submitted documentation, I am concerned that the layout plans do not identify the location of the residential letterboxes. I therefore cannot identify how the postal deliveries will be managed or how the safety and security of private residential areas will be maintained. Letterboxes for apartments are a contentious issue and can lead to the security of the apartments being undermined. Unrestricted postal delivery access also provides a legitimate excuse for unauthorised individuals to be in private areas where they have no

right to be, this in turn raises the fear of crime and provides opportunity for ASB and criminal activity). This issue can be resolved via the inclusion of one of the following solutions; (1) creating an airlock system with secure boxes within the airlock area as detailed above ; (2) external secure letterboxes. I ask that a details relating to postal deliveries be submitted, and approved prior to planning approval being considered.

Bollards: I note that vehicle mitigation barrier in the form of bollards has been included, is it the applicants intention that these will be demountable bollards? How will these function with regards to refuse collections? I ask that additional details be provided prior to planning approval is granted.

Physical Security: I ask that a condition is imposed on this application to ensure that, any subsequent approved development is required to achieve robust access control throughout the whole development. Such a condition will help to ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents. This would not only ensure that crime prevention design is incorporated within the development but also assist the authority in satisfying the requirements of NPPF - creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'.

Condition:

To ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents. I would ask the authority attach the following (or a similarly worded) condition upon any approval for this application; No development shall commence until details of the measures to be incorporated into the development to demonstrate how Full and robust access control strategy (best practice guidance Secured by Design Homes 2016) will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved strategy details, and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. .

To aid the applicant I have provided the following as an aid to achieving this condition.

External Communal entrance: All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 tested to BS EN 1627 resistance class 3 access controlled via the include of electronic remote release locking systems with audio intercom link to each apartment.. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat.

Include secure communal lobbies ; the secondary internal secure doorset shall include an access controlled

Bin store doors must be robust and secure, double leaf door can be problematic sustainable operation and security, as the active leaf is required to secure against the passive. Additional details as to the type, style and minimum physical security standards of the doors will be required -

alternatively a large single leaf door may well be more appropriate and cost effective.

Residential door Sets: Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.

I feel that attachment of this condition would help the development to meet the requirements of:

- The National Planning Policy Framework 2012 (Part 7, Sect 58; Requiring good Design and Part 8, Sect 69; Promoting Healthy Communities) where it is stated that development should create 'Safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion'.
- DCLG's Planning Practice Guidance in relation to design, where it states 'Although design is only part of the planning process it can affect a range of economic, social and environmental objectives... Planning policies and decisions should seek to ensure the physical environment supports these objectives. The following issues should be considered: ...safe, connected and efficient streets, ... crime prevention, ...security measures, ...access and inclusion, ...cohesive & vibrant neighbourhoods.' It also states that 'Planning should promote appropriate security measures. Taking proportionate security measures should be a central consideration to the planning and delivery of new developments...'
- Slough Core Policy 12 section, 7.204 and 7.206)

The comments above are made on behalf of Thames Valley Police and relate to CPTED only. You may receive additional comments from TVP with regard to the impact of the development upon policing and a request for the provision of infrastructure to mitigate against this impact.

I hope that you find my comments of assistance in determining the application and if you or the applicants have any queries relating to CPTED in the meantime, please do not hesitate to contact me.

Officer Note – Following the receipt of these comments the scheme has been amended to take into account the concerns raised.

6.4

Lead Local Flood Authority

We have reviewed the following information in relation to the planning application:

- Weetwood Drainage Assessment Final Report V1.4 July 2018

The submitted information addresses our requirements and we have no further comments.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

6.5

Tree Officer

As the application provides insufficient amenity space for future occupiers a

contribution of £4200 is required. This money would be put towards the improvement of the closed churchyard at St Mary's and/or at Herschel Park to enhance the sites' functionality for informal passive recreation through provision of new horticultural features that will benefit residents of the development.

6.6 **Contaminated Land Officer**

I have reviewed the "Phase 1 Contaminated Land Report" (Ref. 4026R1), dated July 2017, and prepared by Ground First Ltd.

Given the proposal is for the existing offices to be converted into residential, without any groundwork, the report is considered acceptable. However, should the development propose further groundworks, additional ground investigation and risk assessment will be required.

For the purpose of these two applications it is recommended that a Watching Brief is maintained for the duration of the works. Once the works are completed, a confirmation letter should be submitted explaining whether any issues were encountered, and how they were dealt with.

Based on the above, I recommend that the following Watching Brief is placed on the Decision Notice:

Watching Brief

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

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

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

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

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

6.7

Environmental Protection

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

6.8

Environmental Quality

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

7.0

PART B: PLANNING APPRAISAL

7.1

Policy Background

Revised National Planning Policy Framework and National Planning Policy Guidance:

Chapter 2: Achieving Sustainable Development
Chapter 5: Building a sufficient supply of homes
Chapter 6: Building a strong, competitive economy
Chapter 7: Ensuring the vitality of town centre
Chapter 9: Promoting sustainable transport
Chapter 12: Achieving well-designed places

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 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004 (Saved policies)

H9 – Comprehensive Planning
H11 – Change of use to residential
H14 – Amenity Space
EMP2 – Criteria for business development
S15 – Diversification of use
EN1 – Standard of Design
EN3 – Landscaping
EN5 – Design and Crime Prevention
T2 – Parking
T8 – Cycle Network and Facilities

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013

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 revised version of the National planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character of the area
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Crime Prevention
- Highways, Parking and Public Right of Way

8.0 **Principle of development**

8.1 At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 68 of the NPPF identifies that 'small and medium sized sites can make an important contribution to meeting the housing requirements of an area.'

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

8.3 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area.

8.4 The application proposes to extend and convert the majority of the building

into 14 residential units. Three commercial units would be retained at ground floor with a flexible use of A1, A2, B1(a).

- 8.5 The application site falls within Slough town centre, and as such the provision of residential flats is welcomed in terms of land use and the principle of this is supported.
- 8.6 The application also proposes to retain three commercial units at ground floor. These would be for a flexible use falling within A1, A2 or B1(a) uses, allowing some flexibility in the use of the units to try and ensure their future occupation. With the existing building having a mixture of commercial units, it is considered acceptable to retain three units for a flexible use.

9.0 **Impact on Visual Amenity**

- 9.1 The National Planning Policy Framework outlines that ‘the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’

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

- 9.4 The existing building at 44-46 Windsor Road comprises a three storey building which gives the appearance of a two storey building with a third floor within a mansard roof. This third floor is set back from the eastern (front) elevation and western (rear) elevation. The existing building footprint almost completely fills the application site, being approximately 44 metres deep and 10 metres wide. At ground floor there is an existing undercroft which allows vehicles to park under the first floor overhang on the southern elevation.

- 9.5 The application proposes the erection of an additional floor to the existing property, increasing the building from three stories to four. This is facilitated in design terms through altering the existing mansard roof to brick walls, and building a new mansard roof above. The appearance is of the existing mansard roof being moved up to allow the insertion of an additional floor under this. The additional fourth floor would have the same footprint as the existing mansard roof, and as such would be set in from the eastern and western boundaries. The total increase in height would be 2.9 metres.
- 9.6 The application site is positioned between Slough Baptist Church and Charter Court on Windsor Road. Both of these buildings have ridge heights greater than the existing building at 44-46 Windsor Road, and the application building appears squat in comparison. The proposed additional floor assists in elevating the property to provide a ridge height between that of Slough Baptist Church and Charter Court. Through increasing the ridge height to be positioned between the two neighbouring properties, it is considered that the resultant mass would compliment that street scene of Windsor Road and would appear acceptable in design terms.
- 9.7 It is also proposed to infill the existing under croft on the southern elevation of the existing building to remove the parking spaces and add additional residential accommodation. The infilling of this section of the building would not greatly alter the appearance of the property and is considered acceptable in design terms.
- 9.8 Alongside the above, a large level of fenestration changes are proposed through alterations to the existing window openings, the insertion of balconies on the western elevation, and the creation of a terrace to the front (east) at second floor. It is considered that these fenestration changes would assist in improving the existing appearance of the building which is run-down, through refreshing the appearance of the building. It is considered that the fenestration changes proposed are acceptable in design terms.
- 9.9 It is noted that the existing building is not of a design that contributes to the appearance of Windsor Road. The proposed alterations would not significantly alter the appearance of the existing building other than adding an additional floor and through improvements to the fenestration through the insertion of replacement and new windows. Whilst the resultant building would not appear greatly different from that existing, the building is existing and it would not be reasonable to refuse an application due to the existing poor appearance.
- 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 Concern was raised within neighbour letters that the proposal would result in overshadowing, loss of light and overlooking of neighbouring properties, and would appear overbearing to neighbouring properties. The application site as existing comprises a three storey building with window openings on all elevations. The application proposes the addition and alteration of existing windows, and the insertion of an additional floor.
- 10.5 The eastern elevation of the property faces Windsor Road and across towards business units, and the southern elevation faces business units within Charter Court, across the public right of way, and as such the additional bulk, windows, and terrace on the eastern and southern elevations would not result in overshadowing or overlooking concerns in regards to neighbouring residential properties.
- 10.6 The majority of the northern elevation is bordered by Slough Baptist Church, and as such the additional bulk and windows on the northern elevation would not result in overshadowing or overlooking concerns in regards to neighbouring residential properties to the north in the section covered by this Church. Whilst Slough Baptist Church covers most of the northern elevation, the western most part of the northern elevation is bordered by a residential garden for Beechwood Gardens. The western elevation of the building is also bordered by residential properties and gardens of properties on Beechwood Gardens. As such an assessment of the additional floor, and alterations to the fenestration, on these elevations will be considered in full below.
- 10.7 The existing building is positioned on the garden boundary with 18 and 20 Beechwood Gardens to the west, and borders the garden for one of the maisonettes within 22 and 24 Beechwood Gardens to the north. The application proposes the addition of a fourth floor to the existing building, through removing the existing mansard roof and inserting an additional floor with mansard roof above (creating two floors). These two floors would be positioned to match the existing mansard roof footprint, being set in from the eastern and western boundaries of the existing building at ground and first floor.
- 10.8 It is considered that there would be an impact upon the outlook from neighbouring windows on Beechwood Gardens with the additional floor appearing more prominent and with the extension likely resulting in a reduction in light such as early morning winter sun, being positioned to the east. However, the application site is located nestled between larger buildings within the town centre of Slough, and the additional built form would be relatively narrow at 8.6 metres wide reducing to 7.8 metres wide. As such whilst there would likely be an impact upon the bottom floor of the residential property to the west, this is not to a level that is considered unacceptable due to the surrounding characteristic of large properties within the town centre of

Slough. There would only be a negligible impact upon the top floor windows.

- 10.9 In line with the above, it is also not considered that the proposed additional floor would appear overbearing to neighbouring properties, being set back from the main bulk of the building, and being set down from neighbouring buildings on Windsor Road.
- 10.10 In regards to privacy, the western elevation as existing has one window at ground floor, two windows at first floor, and three rooflights within the mansard roof. All of these windows offer a clear view into the rear gardens of residential properties on Beechwood Gardens and towards the rear windows of these properties. The application proposes to remove the existing windows on this elevation and insert one high level window at ground floor, one high level window at first floor, and two windows at second floor. The ground and first floor window are shown to be obscure glazed and a condition would be attached requiring these to be obscure glazed and non-opening in perpetuity. The second floor windows are shown to be clear glazed. To overcome any potential overlooking, a 1.8 metre high screen is proposed along the western and northern elevation of the existing flat roof. This allows unobscured light to enter the residential unit at second floor through clear glazed windows, whilst still ensuring that there is no overlooking concern as without this obscure screen on the flat roof any occupiers could look directly into neighbouring residential gardens and rear windows. The flat roof to the west is not to form a terrace, with no access possible from the proposed flats. The use of this flat roof as a terrace is not deemed acceptable due to the potential impact upon existing neighbouring residential amenity immediately to the north and west of this terrace, through the intensified use of this roof and the associated noise from this.
- 10.11 Part of the northern elevation immediately backs onto the garden of residential properties on Beechwood Gardens. As existing two large windows at ground floor and three large windows at first floor look directly into this garden. It is proposed to remove these windows and insert one small high level window at ground floor which would be obscure glazed and fixed shut, and two windows at first floor. The windows at first floor would be obscure glazed and fixed shut up to 1.7 metres above floor level, and clear glazed and inward opening above this. Subject to a condition requiring this, it is considered that there would be an improvement to neighbouring amenity as a result of these changes.
- 10.12 Concern was also raised within a neighbour letter that the proposed residential use would result in additional noise. The use of the existing building as residential units would provide a level of noise and disturbance which would be compatible with the residential character of Beechwood Gardens. It is not considered that there would be an unacceptable impact upon neighbouring amenity in terms of noise, disturbance and air quality.
- 10.13 In line with the above, it is not considered that there would be an unacceptable impact upon neighbouring amenity as a result of this proposal.
- 11.0 **Living Conditions and Amenity Space for residents**
- 11.1 The NPPF states that planning should ensure that developments provide a high standard of amenity for existing and future users (para 127).

- 11.2 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities. This policy is further backed up with the Councils Guidelines for the Provision of Amenity Space around Residential Dwellings.
- 11.3 The application building is located on a constrained site, and windows are existing and proposed on the northern elevation, which is positioned close to Slough Baptist Church, or overlook a neighbouring garden and as such are proposed to be obscure glazed windows up to 1.7 metres above floor level. Whilst the outlook from the windows on the northern elevation (serving bedrooms, bathrooms, halls and kitchens) is reduced, this outlook is not considered unacceptable, particularly as each flat is provided with good outlook from the southern elevation (serving living rooms and bedrooms). The proposed flats are also each provided with good room sizes. As such it is considered that good living conditions are provided for future occupiers.
- 11.4 In regards to amenity space, five flats are provided with balconies and one flat is provided with a terrace. This provides insufficient amenity space for the future occupiers of the development. The Developers Contributions and Affordable Housing (Section 106) Developer's Guide Part 2, updated 2017, outlines that residential schemes in the town centre that have inadequate private amenity space must provide a financial contribution of £300 per dwelling for the enhancement of existing nearby public open space, to be paid prior to the commencement of development. With 14 flats proposed, this equates to a total of £4200. The Council must advise what project this money would be put towards and this is advised by the Council's Tree Officer to be towards improvements of the closed churchyard at St Mary's and/or at Herschel Park to enhance the sites' functionality for informal passive recreation through provision of new horticultural features that will benefit residents of the development.
- 11.5 A S106 agreement will be required with the developer for the provision of this contribution towards the enhancement of nearby amenity space. The applicant has confirmed agreement to the above contributions.

12.0 **Crime Prevention**

- 12.1 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. The Police Crime Prevention Design Advisor was consulted on this application and advised that the principle of the application is supported but some changes could be made to improve the scheme.
- 12.2 Concern was raised with the proposed residential lobby, and the bin door linking from the outside into the main core. To overcome this the development has been re-designed to introduce a secure entrance lobby, with a second internal secure door to both cores. With this any person would need to enter through the secure front entrance and a secondary internal secure door prior to being able to enter the main staircase core. The internal access to the bin

store would be located within this secure space, alongside the letterboxes, ensuring that if a person accesses the secure space through the bin store or through delivery of letters, they cannot gain access through the second internal secure door into the main core.

12.3

Concern was also raised that the bin store appears to be a shared space for the commercial and residential units. The submitted plans have been clarified to outline that the commercial units will each have an internal bin store within each commercial unit. The refuse store identified on the plan is for residential waste only.

12.4

A condition was requested requiring the development to achieve robust access control, to ensure that the development achieves the highest standards of design in terms of safety and security, and safe guarding future residents. It is considered appropriate to attach such a condition.

13.0

Highways and Parking

13.1

The NPPF outlines that transport issues should be considered from the earliest stages of plan-making and development proposals so that the potential impacts and opportunities of development on transport networks can be addressed, opportunities to promote walking, cycling and public transport are identified, the environmental impacts of traffic can be identified, and movement patterns can be incorporated into designs (para 102). When assessing development it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access is achieved, and any significant impacts from the development on the transport network or highway safety can be cost effective (para 108).

13.2

Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

13.3

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.

13.4

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.

13.5

The Transport and Highway Guidance Developer's Guide Part 3 outlines that residential development of under 4 bedrooms have a nil parking requirement, but should be provided with 1 cycle space per unit. The guide also outlines that there is a nil parking requirement for A1 and A2 uses, and a maximum of 1 to 40m² parking requirement for B1(a) uses.

13.6 The application proposes a nil parking provision, with the existing vehicle access being removed through the installation of bollards at Beechwood Gardens and Windsor Road. Cycle parking racks for 14 bicycles would be provided within the residential core for the proposed flats. 5 Sheffield bike stands, providing parking for 10 bicycles, would be provided externally for use by visitors to the commercial units and residential units.

13.7 The Council's Highways Department have been consulted on the application and have advised that the provision of no on-site parking is appropriate for the town centre location. It is also advised that there is sufficient cycle parking provision for the proposed uses. Financial contributions towards cycle hire facilities and the upgrading of the public footpath to a bridleway have been requested. These are discussed further later within the report.

14.0 **Refuse**

14.1 The application provides a communal refuse store for the residential units, and individual internal refuse stores for each commercial unit. A refuse collection point is shown by Beechwood Gardens.

14.2 The Highways Authority have advised that the bin storage on site is acceptable, and that any bin collections must be from Beechwood Gardens. A bin management strategy is requested. The submitted Design and Access Statement dated 28/09/2018 advised at page 25 a bin management strategy. This outlines that the management company will be responsible for moving waste containers to the refuse holding point on bin collection day. A condition is proposed requiring compliance with this strategy.

15.0 **Public Right of Way**

15.1 The application site includes a public right of way footpath that joins Windsor Road to Beechwood Gardens. The Public Rights of Way officer has been consulted and has advised that the proposed development is acceptable and welcomes the removal of the vehicle access across this right of way which allows the upgrading of the footpath to a bridleway, which would allow the cycling use of this right of way to be legalised.

15.2 In line with this, it is considered that a condition should be attached to any approval requiring the implementation of the bollards to be inserted to remove vehicle access from both Windsor Road and Beechwood Gardens.

15.3 The Public Right of Way officer advises that the developer will be required to enter into a Section 25 creation agreement to enable the footpath to be upgraded to a bridleway, and a contribution to the Slough Cycle Hire scheme in the form of 10 new cycle hire bikes is required, which would form part of a legal agreement. Details of the materials to be used to re-surface the public right of way and two new TSRGD cycling route signs and posts need to be erected at either end of the route, which will be required through condition. It was also advised that consent will be required to close the right of way during construction works, which will be reminded through an informative.

16.0 **Affordable Housing**

16.1 The application adds 14 residential units and as such is not liable for the

provision of affordable housing.

17.0 **Financial Contributions**

17.1 As discussed within the report above, the developer is requested to provide the following:

- £4200 towards the enhancement of existing public open space;
- £12000 towards the provision of 10 new cycle hire bikes for the Slough Cycle Hire Scheme;
- £1500 for a Section 25 creation agreement to enable the footpath to be upgraded to a bridleway.

17.2 A contribution towards the enhancement of existing public open space is required to overcome the shortfall of amenity space provided on site, the contribution towards cycle hire provision is to overcome the loss of existing parking on site and to facilitate sustainable transport, and the contribution towards the footpath enhancement is due to the impact of the proposal upon the existing right of way.

17.3 The applicant has confirmed agreement to the above contributions.

18.0 **PART C: RECOMMENDATION**
Planning Conclusion

18.1 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 approved subject to conditions and the entering into of a legal agreement.

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

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) Site Location Plan PL_001, dated 28/09/2018;
- (b) Drawing No. PL_107, dated 28/09/2018, received 28/09/2018;
- (c) Drawing No. PL_108, dated 28/09/2018, received 28/09/2018;
- (d) Drawing No. PL_109, dated 28/09/2018, received 28/09/2018;

- (e) Drawing No. PL_110, dated 28/09/2018, received 28/09/2018;
- (f) Drawing No. PL_111, dated 28/09/2018, received 28/09/2018;
- (g) Drawing No. PL_112, dated 28/09/2018, received 28/09/2018;
- (h) Drawing No. PL_113, dated 28/09/2018, received 28/09/2018;

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

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

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

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

- 5. No part of the development shall be occupied 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, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs.

The approved scheme of soft landscaping shall be carried out no later than the first planting season following first occupation 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 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

6. No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:
 - (i) Construction access;
 - (ii) Vehicle parking for site operatives and visitors;
 - (iii) Loading/off-loading and turning areas;
 - (iv) Site compound;
 - (v) Storage of materials;
 - (vi) Precautions to prevent the deposit of mud and debris on the adjacent highway;
 - (vii) Details of any impact upon the public right of way.

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

REASON To minimise danger and inconvenience to highway users.

7. 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) site security arrangements including hoardings

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.

8. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order) and The Town & Country Planning Act 1990 (as amended), no window(s), other than those hereby approved, shall be formed in the northern or western elevations of the building 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.

9. The following windows as shown on existing plans PL_002, PL_003, and PL_006 shall be permanently removed prior to first occupation of the development:
 - a) 2x first floor windows on western elevation (rear facing Beechwood Gardens);
 - b) 2x ground floor windows on northern elevation within section to the west of existing western most internal staircase, as shown in plan PL_002;
 - c) 1x central first floor window on northern elevation within section to the west of existing western most internal staircase, as shown in plan PL_003.

REASON To minimise any loss of privacy to adjoining occupiers.

10. The following windows hereby approved shall be glazed with obscure glass and any opening shall be inward and at a high level (above 1.7m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority:
 - a) High level ground floor window on western elevation serving living/dining/kitchen of B.0.3 plan PL_107;
 - b) High level first floor window on western elevation serving hall of B.0.3 plan PL_108;
 - c) High level ground floor window on northern elevation serving kitchen of B.0.2, plan PL_107;
 - d) First floor window on northern elevation serving bathroom of B.0.3, plan PL_108.

REASON To minimise any loss of privacy to adjoining occupiers.

11. The following window hereby approved shall be glazed with obscure glass up to 1.7 metres above floor level, and shall be glazed with clear glass above 1.7 metres. Any openings shall be inward opening and shall be at a high level (above 1.7m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority:
 - a) First floor window on northern elevation serving bedroom of B.0.2, plan PL_108.

REASON To minimise any loss of privacy to adjoining occupiers and provide acceptable living conditions for the occupiers of this unit.

12. Prior to the first occupation of the development, details of the boundary screens to be erected along the northern and western elevations of the green roof at second floor (western end of the development), and around the northern, eastern and southern elevations of the terrace at second floor (eastern end of the development) shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary screening shall be

erected on site prior to first occupation of the development in full accordance with the details as approved and shall be retained as such thereafter, unless otherwise approved in writing by the Local Planning Authority..

REASON To minimise any loss of privacy to adjoining occupiers.

13. There shall be no access to the second floor green roof on the western end of the development other than for maintenance purposes. No access to this roof shall be provided from unit B.2.3.

REASON To minimise any loss of privacy to adjoining occupiers.

14. Prior to first occupation of the development the internal and external cycle parking, as shown in plan PL_107, shall be provided on site and shall be retained at all times in the future for this purpose.

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

15. Prior to first occupation of the development the residential refuse store, commercial refuse stores, and refuse collection point shall be provided on site in accordance with plan PL_107 and retained at all times in the future for this purpose.

REASON To ensure that there is adequate refuse storage at the site.

16. The waste management strategy outlined at page 25 of the Design and Access Statement, dated 28/09/2018, by RnH Architects shall be fully implemented on site and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

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

17. Prior to first occupation, the Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police, including a full and robust access control strategy. The measures incorporated shall be retained and maintained on site in perpetuity.

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

of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework.

18. Prior to first occupation of the development two new TSRGD cycling route signs and posts shall be erected at either end of the public right of way on site (one to the western end by Beechwood Gardens and one to the eastern end by Windsor Road) in consultation with the Council's Public Rights of Way Officer, unless otherwise agreed in writing by the Local Planning Authority.

REASON To ensure adequate notification of the public right of way.

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

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

20. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), the commercial units hereby permitted shall be used for Class A1, A2, or B1(a) purposes only and for no other purpose unless otherwise agreed in writing by the local planning authority.

REASON In order protect the amenities of the area.

21. Prior to first occupation of development details of the bollards to be installed at the Windsor Road and Beechwood Garden ends of the site, as shown on plan PL_107 shall be submitted to and approved in writing by the Local Planning Authority. The approved bollards shall be provided in full accordance with the approved details prior to first occupation of the development hereby approved, and retained thereafter.

REASON: To ensure that necessary works to minimise highway danger, obstruction and inconvenience as a result of this development are undertaken, in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

22. The development shall be undertaken in accordance with the findings

of the Weetwood Drainage Assessment Final Report V1.4 June 2018, received 27/06/2018, unless otherwise agreed in writing by the Local Planning Authority.

REASON To ensure adequate drainage is provided for the development.

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

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

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

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

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

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through discussing amendments to the scheme. 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. 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.

3. If the footpath will need to be closed during construction the developer will need to apply for a Temporary TRO under S14 RTRA at a fee of £1250 if over 5 days closure period.
4. This planning permission is granted following the receipt of a completed S106 agreement.
5. Thames Water:

The applicant is reminded that there are public sewers crossing or close to your development. If planning significant work near sewers it's important that you minimise the risk of damage. Thames Water will need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhabit the services provided in any other way. The applicant is advised to read the guide for working near or diverting pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

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Registration Date:	19-Jan-2018	Application No:	P/01276/003
Officer:	Christian Morrone	Ward:	Central
Applicant:	A Ogunsanya, Castlevue Commercial Services	Application Type:	Major
		13 Week Date:	20 April 2018
Agent:	Mr. Albert Ogunsanya 8, Arborfield Close, Slough, SL1 2JW		
Location:	279, High Street, Slough, Berkshire, SL1 1BN		
Proposal:	Outline Planning Permission (with Matters of Scale) for the demolition of the existing buildings on 277-279 High Street and redevelopment consisting three buildings, one of a single storey link building for cycle store and reception area, one part four/five storey, one six storey and a single storey link building to provide up to 57no. residential flats with ground floor retail/commercial units, cycle storage facility and car parking. (Layout, Appearance and Landscaping to be dealt with by reserved matters).		

Recommendation: Delegate to Planning Manager for approval



P/01276/003

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For **APPROVAL** subject to:-

- 1) the satisfactory completion of a Section 106 to secure the planning obligations set out in paragraph 20.0;
- 2) finalising conditions; and any other minor changes.

B) Refuse the application if the satisfactory completion of a Section 106 to secure the planning obligations set out in paragraph 20.0 is not finalised by 4th April 2019.

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 an outline planning application for the demolition of existing two storey buildings (277 & 279 High Street) and redevelopment consisting three buildings to create 57no. residential flats and 2no. ground floor commercial units including:

- five storey building fronting the High Street, comprising retail on the ground floor and up to 27no. residential flats above;
- six storey building to the rear of the High Street, comprising up to 30no. residential flats;
- single storey building to the rear of 271 – 275 High Street to link the proposed five and six storey buildings to comprise cycle store and communal area.

This application has been submitted to include Matters of Scale only. Matters of Access, Layout, Appearance and Landscaping are reserved for subsequent approval.

2.2 The application is accompanied by the following documents:

- Illustrative floor plans, elevations and sections.
- Design and Access Statement.
- Drainage Strategy

- Flood Risk Assessment
- Daylight and Sunlight Study

The illustrative plans are submitted as a means of presenting an option of how the development (as set out in paragraph 2.1) could be accommodated on the site.

3.0 **Application Site**

3.1 The application site is located towards the eastern end of Slough High Street, and positioned on the northern side of the highway. This is within the defined Secondary Shopping Frontage part of Town Centre Shopping Area. The application site accommodates a pair of two storey buildings within the existing terrace. No. 277 High Street comprises a restaurant (Haveli's) at ground and first floor, and a small residential unit. No. 279 High Street comprises a carpet shop at ground floor and offices at first floor.

3.2 Adjoining the site to the west is a terrace of two storey buildings with a ground floor hot food takeaway neighbouring the site. To the rear of these buildings is the Observatory multi storey car park. To the east is a four storey building comprising ground floor retail and upper floors currently undergoing conversion to residential flats.

3.3 Opposite the application site is the Grove Parade highway which junction onto the High Street. On the western side of the Grove Parade junction are a row of two storey town centre commercial units with part five/part six storey residential flats beyond. On the eastern side of the Grove Parade junction row is large five storey terrace comprising ground floor town centre commercial units with residential flats above.

3.4 The rear part of the site comprises a service yard which serves the existing High Street units with access taken from the north via A4 Wellington, which also serves the Observatory carpark and servicing area.

4.0 **Relevant Site History**

4.1 Application Site:

No relevant planning history in relation to the application site.

281 High Street:

P/00790/026 Retrospective application for two additional units at 3rd floor level, retention of existing fire escape, and various elevation changes
Currently under assessment

- P/00790/023 Variation to Condition 2 of approved planning application P/00790/020 (as amended by P/00790/022) to allow for changes to the windows and finishing materials to the front elevation.
Approved with Conditions; Informatives; 05-Sep-2016
- P/00790/022 Application to vary conditions 02 (approved drawings – internal layout & elevational treatment), 07 (window positions), 08 (obscure window positions) and 09 (solarshield windows) of planning permission reference P/00790/020, dated 4th may 2012.
Approved with Conditions; Informatives; 04-Oct-2013
- P/00790/021 Submission of details relating to the protection of flats from external noise pursuant to condition 04 of planning permission reference P/00790/020, dated 4th may 2012.
Conditions Not Complied; Inform (Refuse); 15-Oct-2013
- P/00790/020 Change of use of first floor and second floor from b1 office to c3 residential use together with construction of a third floor to provide a total of 14 no flats comprising, 2 no. X 2 bed and 2 no. X 1 bed flats at first floor level, 2 no. X 2 bed flats and 3 no. X 1 bed flat and 1 no. Bedsit flat at second floor level and 3 no. X 2 bed 1 no. X 1 no. Bed flats at third floor level. Changes to external appearance including existing fenestration in all elevations. The installation of oreil bay windows within the western flank wall at first and second floor levels and installation of balconies . Removal of existing external fire escape stair and replacement with new external escape stair. Installation of pedestrian access from high street. Constructions of an external refuse store.
Approved with Conditions; Informatives; 04-May-2012.

5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) the application as submitted was advertised as a major application in the 23/02/2018 edition of The Slough Express, three site notices were displayed outside the site on 06/04/2018 and neighbours were consulted on 29/01/2018

The proposal has since been revised to reduce its scale and therefore the application was re-advertised in the 05/10/2018 edition of The Slough Express three site notices were displayed outside the site on 05/10/2018 and neighbours were consulted on 01/10/2018.

Neighbour letters were sent out to the following addresses:

283a, High Street, Slough, SL1 1BD, A B D Carpets & Furniture, 279, High Street, Slough, SL1 1BN, 89, Stratfield Road, Slough, SL1 1UL, Spectacle Express, 1, The Observatory, High Street, Slough, SL1 1LE, Living Lights, 2, The Observatory, High Street, Slough, SL1 1LE, Perfect Pizza, 275, High Street, Slough, SL1 1BN, Amys Sandwich Factory, 271, High Street, Slough, SL1 1BN, 281, High Street, Slough, SL1 1BD, 265-267, High Street, Slough, SL1 1BN, 87, Stratfield Road, Slough, SL1 1UL, Easy Frames, 9a, The Observatory, High Street, Slough, SL1 1LE, Argos Distributors Ltd, 4, The Observatory, High Street, Slough, SL1 1LE, Julian Graves Ltd, 5, The Observatory, High Street, Slough, SL1 1LE, Dynamique Dry Cleaners, 7, The Observatory, High Street, Slough, SL1 1LE, Observatory News, 11, The Observatory, High Street, Slough, SL1 1LE, Supercuts, 3, The Observatory, High Street, Slough, SL1 1LE, Chets, 17, The Observatory, High Street, Slough, SL1 1LE, Suits You, 26, The Observatory, High Street, Slough, SL1 1LE, 85, Stratfield Road, Slough, SL1 1UL, 261, High Street, Slough, SL1 1BN, Primark, 8, The Observatory, High Street, Slough, SL1 1LE, 273a, High Street, Slough, SL1 1BN, So Asia, 277, High Street, Slough, SL1 1BN, Herbal Medics, 263, High Street, Slough, SL1 1BN, Verona Apartments, 1 – 132, Wellington Street, Slough, SL1 1UL, Centre Management Suite, The Observatory, High Street, Slough, SL1 1LE, Shoe Zone, 21, The Observatory, High Street, Slough, SL1 1LE, 7A, The Observatory, High Street, Slough, SL1 1LE, Mr Cod, 273, High Street, Slough, SL1 1BN, 283B, High Street, Slough, SL1 1BD, Oxfam, 283, High Street, Slough, SL1 1BD, Car Park, 100, Wellington Street, Slough, Flat 5, 281, High Street, Slough, SL1 1BD, Panache, 15, The Observatory, High Street, Slough, SL1 1LE, Flat 12, 281, High Street, Slough, SL1 1BD, First Floor Store, 9A, High Street, Slough, Half Price Jewellers, 22, The Observatory, High Street, Slough, SL1 1LE, 18, The Observatory, High Street, Slough, SL1 1LE, The Observatory, High Street, Slough, 9, The Observatory, High Street, Slough, SL1 1LE, Thames Valley Police Offices, The Observatory, High Street, Slough, SL1 1LE, First Floor Flat, 261, High Street, Slough, SL1 1BN, Rymans, 19, The Observatory, High Street, Slough, SL1 1LE, Cafe Giardina, 13, The Observatory, High Street, Slough, SL1 1LE, 20, The Observatory, High Street, Slough, SL1 1LE, 269, High Street, Slough, SL1 1BN, 263A, High Street, Slough, SL1 1BN, Residential Accomodation, 277, High Street, Slough, SL1 1BN, Kiosk adjacent to Activus, The Observatory, High Street, Slough, Flat 11, 281, High Street, Slough, SL1 1BD, Flat 8, 281, High Street, Slough, SL1 1BD, Flat 14, 281, High Street, Slough, SL1 1BD, Flat 6, 281, High Street, Slough, SL1 1BD, Flat 13, 281, High Street, Slough, SL1 1BD, Former Post Office, 23, The Observatory, High Street, Slough, SL1 1LE, 3A, The Observatory, High Street, Slough, SL1 1LE, Kiosk adjacent to Home Living, The Observatory, High Street, Slough, Easy Gym, The Observatory, High Street, Slough, SL1 1LN, Flat 2, 281, High Street, Slough, SL1 1BD, Flat 10, 281, High Street, Slough,

SL1 1BD, Home Living, 25-27, The Observatory, High Street, Slough, SL1 1LE, 110, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, Activus, Units 12-16, The Observatory, High Street, Slough, SL1 1LE, 265A, High Steet, Slough, SL1 1BN, Units 4-6, The Observatory, High Street, Slough, SL1 1LE, The Mall, The Observatory, High Street, Slough, Flat 4, 281, High Street, Slough, SL1 1BD, Star FM, The Observatory, High Street, Slough, SL1 1LE, Flat 1, 281, High Street, Slough, SL1 1BD, Ground Floor, 281, High Street, Slough, SL1 1BD, Flat 3, 281, High Street, Slough, SL1 1BD, Flat 9, 281, High Street, Slough, SL1 1BD, Flat 7, 281, High Street, Slough, SL1 1BD, 84, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL

5.2 At the time of writing, one letter of representation has been received raising concerns to the proposal with comments relating to the following;

- The application does not include a Planning Statement; a Design and Access Statement, a Daylight/Sunlight Report, and a Transport Assessment.

[Case Officer Response: A Design and Access has been included within the application. The remaining items are not required in validating the application. Impacts on daylight/sunlight and transport are assessed within the relevant sections within the 'Planning Assessment' section below].

- Proposed access arrangements.
- The provision of windows along the western
- Overall design quality

[Case Officer Note: The above concerns are addressed further in this report within the relevant sections within the 'Planning Assessment' section below].

6.0 **Consultations**

6.1 Local Highway Authority:

No objection to the principle of using the proposed access in this outline application. However, further details would be required at the Reserved Matters stage.

6.2 Environmental Quality:

No objection subject to securing at least 2no. elecaticr vchicle charging bays.

6.3 Contaminated Land Officer:

I have reviewed the information submitted for the above property, as well

as our records related to potential contaminative land uses at the property and within 250 m of the property.

Historical mapping indicates that the proposed development is partially located on a Potentially Contaminated Site, identified as part of the Council's Prioritisation Procedure. In addition, the site is located within 250m of other seven Potentially Contaminated Sites and four locations with Disused Tanks Registry entries.

Given that the proposed change of use from commercial to residential introduces a more sensitive receptor, it is recommended that additional investigation is carried out in order to prove there are no unacceptable risks to the human health receptors.

Based on the above I recommend the usual full conditions are placed on the Decision Notice.

6.4 Thames Water:

No objection subject to the following conditions:

- Details of a surface water drainage strategy to be submitted
- Details of any piling to be submitted
- Details wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

6.5 Thames Valley Police Crime Prevention Design Adviser:

No comments received. Any comments received will be reported in the Amendments Sheet.

6.6 Neighbourhood Protection:

No comments received. Any comments received will be reported in the Amendments Sheet.

6.7 Lead Local Flood Authority:

We are happy that there is now a suitable strategy in place and so have recommended to approve with a condition relating to a more detailed design phase.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework and National Planning Policy

Guidance:

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 6: Building a strong, competitive economy

Chapter 7: Ensuring the vitality of town centres

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

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 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design

EN3 – Landscaping Requirements

EN5 – Design and Crime Prevention

EN17 – Locally listed buildings

H9 – Comprehensive Planning

H14 – Amenity Space

T2 – Parking Restraint

T8 – Cycle Network and Facilities

S1 – Retail hierarchy

S8 – Primary and Secondary Frontages

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
- Low Emission Strategy 2018 – 2025

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013

The revised version of the National Planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Impact on vitality and viability of the town centre
- Crime prevention
- Highways/transport and parking
- Air quality
- Sustainable design and construction
- Surface water drainage
- Affordable housing and Infrastructure
- Planning Obligations

8.0 **Principle of development**

8.1 The National Planning Policy Framework 2018 seeks to support the role that town centres play at the heart of local communities. Planning should promote the long-term vitality and viability of town centre by taking a positive approach to their growth, management and adaptation which includes housing as part mixed use developments

8.2 Core Policies 1 & 4 of the Core Strategy seeks high density flatted development to be located within the town centre and urban areas. Local Plan Policies S1 and S15 resist changes of use that would have a detrimental impact vitality and viability of the Town Centre.

8.3 The site is located in the defined Shopping Centre Area of the Town Centre and includes a restaurant at ground and first floor, a carpet shop at ground floor, and offices at first floor. The application proposes the replacement of these units with Main Town Centre Uses (as defined by the NPPF 2018) together with flatted development on the upper floors and a six storey block to the rear. This is in accordance with town centres uses and types of housing sought by the development plan, and is acceptable in principle.

9.0 **Mix of housing**

9.1 One of the aims of national planning policy is to deliver a wide choice of high quality homes and to create sustainable, inclusive and mixed communities. This is largely reflected in local planning policy in Core Strategy Policy 4.

9.2 This application is for outline planning permission to included Matters of Scale only. However, the application has provided an indicative mix of units which would provide an appropriate choice of homes in line with national and local polices. Given the scale of the proposal has been developed around the proposed mix, this provides a basis for future consideration under a reserved matter application.

10.0 **Impact on the character and appearance of the area**

10.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1.

10.2 The application proposes demolition of the existing buildings and construction of a five storey building fronting the High Street and a six storey building at the rear of the site, adjacent to the Observatory multi storey carpark. These two building would be by attached by a single storey building to the rear of 271 – 275 High Street.

10.3 The proposed High Street element would result in a four storey elevation abutting the High Street, with the top fifth floor being set back from the frontage by approximately 1.6 metres. This brings the height up to a similar overall height as the neighbouring building at 281 High Street to the east. As the proposal would abut the High Street, it would be set forward of the upper floors at 281 High Street, however the roof and parapet heights would be at similar heights and provide appropriate visual alignment for the main part of the proposed frontage.

- 10.4 Neighbouring the site to the west on the High Street is a terrace of two storey buildings with roof slopes pitching away from the High Street. The existing relationship comprises a set back first floor with a flat roof stage above the ground floor units. This results in views of the neighbouring blank side elevation along with paraphernalia such as cabling, satellite dishes, flues, and wooden trellising. The proposal would replace such features with additional built form which, although would not replicate the form and style of the adjoining terrace, achieve a visual improvement if appropriately treated with good detailing and materials, which can be secured through the Reserved Matters application for Appearance.
- 10.5 When viewed from the High Street, the additional scale and height at four storeys with the fifth floor being set back from the frontage would be at an appropriate human scale and would unacceptably overbear or dominate the High Street. Due to the proposal abutting the High Street, the detailed design and appearance would need to be of a high quality, which can be secured in Reserved Matter for Appearance.
- 10.6 The proposed six storey block to the rear would be positioned adjacent to the eastern elevation of the neighbouring Observatory multi storey carpark, which at the north of the site returns eastwards to incorporate the circular ramped access to the upper floors. The proposed six storey block would back-on to the Observatory multi storey carpark, and would not exceed its overall height or extend beyond the limits of the projecting circular ramped access. This would amount to appropriate infilling in relation to the Observatory multi storey carpark.
- 10.7 To the south, the proposed rear block would be set away from the rear elevations of 269 – 275 High Street by approximately 17 metres and to east by approximately 26 metres (min.) from the neighbouring 281 High Street. These separation distances would retain appropriate visual openness to the south and east.
- 10.8 The proposed link building would be contained within the southwest corner of the site and abut the neighbouring rear boundaries at 269 – 275 High Street. Due to the single storey height, an appropriate level of visual openness would be retained in southwest corner of the site and in relation to the two storey buildings at 269 – 275 High Street.
- 10.9 Based on the above the proposed height, scale, and mass would have an acceptable impact on the character and visual amenity of the surrounding area. Furthermore, the proposal would be capable of achieving Reserved Matters of Appearance, Layout, and Landscaping that would comply with the policies set out in the local development plan. The proposal would therefore comply with Policy EN1 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 2018.

11.0 **Impact on amenity of neighbouring occupiers**

- 11.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high standard of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.
- 11.2 The adjoining neighbouring property the east at 281 High Street was recently granted planning permission for 14no.residential flats (ref. P/00790/020, /022, /023). Due to the forward positioning of the High Street frontage, this part of the proposed development would encroach within 45 degrees from the front facing neighbouring windows serving habitable rooms at 281 High Street. However, the affected windows from part of a wider frontage at 281 High Street, where the aspect on the eastern side of the windows would remain open in the future. Furthermore, given the southern orientation of the affected windows, it is considered the internal habitable areas would continue to be served with an acceptable amount of daylight, sunlight, and outlook within a town centre location.
- 11.3 To the rear of 281 High Street, two side facing windows would serve habitable areas (one at first floor and one second floor) and a further three side facing windows at the top third floor would also serve habitable areas. Concerns were raised regarding the positioning and height of the proposed development as originally submitted in relation to the two side facing windows at the first and second floor at 281 High Street The agent has since revised the scheme to remove the easternmost projecting rear bay. This has resolved the issue where the affected windows would now enable appropriate outlook, daylight, and sunlight for the neighbouring property. The revised plans will be presented to the Planning Committee.
- 11.4 The recently permitted three side facing windows in the top third floor at 281 High Street are positioned within a set back top floor elevation which is angled away from the application site to provide a northwest orientation. As a result, the top floor windows would be provided with views away from the High Street element and across the more open part of the application site which would be used for access and parking. Considering the proposed six storey rear element would be positioned over 25 metres to the west/northwest, the top floor windows at 281 High Street would have acceptable levels of outlook, daylight, and sunlight.
- 11.5 The western neighbouring properties at 271; 273; and 275 High Street are hot food takeaway units at ground floor. It is unclear if the first floors of these properties are in use for residential purposes as there is no planning record for such purposes and the properties do not appear to be registered for Council Tax. However after undertaking a site visit, it appeared one or more of the first floor units may be occupied for residential purposes. In any event, the units could come forward for residential flats either

potentially through permitted development or via planning permission.

- 11.6 The existing building currently encroaches within 45 degrees of these windows by two storeys and at depth of approximately 37.8 metres when measured from the first floor rear building line at 273 and 275 High Street. The proposed High Street element would also encroach within 45 degrees of the first floor rear facing windows at 273 and 275 High Street. Although the proposal in this location would be five storeys in height, (approximately 7.9 metres higher than existing), the proposed depth would be reduced by approximately 20 metres, to 17.7 metres when measured from the first floor neighbouring rear building line. As such, it is considered that although there would be an increase in height, the proposed reduction in depth would not result in significantly worse impacts on the affected windows compared to the existing situation.
- 11.7 The proposed six storey rear element would be positioned approximately 17.2 metres from the first floor rear facing windows at 273 and 275 High Street. This window-to-elevation separation distance would not result in unacceptable impacts in term of overbearing or outlook upon the first floor rear facing windows at 273 and 275 High Street given the town centre location.
- 11.8 To the northwest of the site is the Observatory multi storey carpark, which is allocated in the development plan for comprehensive redevelopment. Negotiations with the agent have been carried out to ensure the proposed rear block would not exceed the height of the Observatory multi storey carpark, and thereby reasonably prevent development that could potentially prejudice comprehensive redevelopment. Revised plans have been submitted to reflect this, and therefore no objections are raised in this instance.
- 11.9 To the northeast of the site is the five storey telephone exchange building. The proposed northern element would incorporate east facing windows serving habitable areas. These would be positioned approximately 24.5 metres (min.) from the eastern neighbouring boundary which is sufficient distance to protect the day-to-day use of the telephone exchange building or any future redevelopment of the site.
- 11.10 Based on the above, the proposal would have an acceptable impact on neighbouring buildings and land and 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, and the requirements of the National Planning Policy Framework 2018.

12.0 **Living conditions for future occupiers of the development**

- 12.1 The NPPF states that planning should always seek to secure a quality design and a high standard of amenity for all existing and future users.

12.2 Paragraph 7.68 of the Core Strategy states that where high density residential development is allowed in accordance with the overall strategy this is still dependent upon “achieving a high standard of design which creates attractive living conditions.” Core Policy 8 states that all development will “be of a high quality design that is practical, attractive, safe, accessible and adaptable.”

12.3 Habitable rooms should be served by windows that provide a good amount of daylight, sunlight, and outlook. In terms of internal spaces the following from the Slough Borough Council Guidelines for Flat Conversions apply:

Studio Flat	Minimum Area:
Living/Kitchen/Bed	31.67 sq m
1 Bed Flat	Minimum Area:
Living	14.86 sq m
Bedroom	11.14 sq m
Kitchen	5.57 sq m
2 Bed Flat (3 Persons)	Minimum Area:
Living	16.72 sq m
Bedroom 1	11.14 sq m
Bedroom 2	6.5 sq m
Kitchen	5.57 sq m
2 Bed Flat (4 Persons)	Minimum Area:
Living	18.58 sq m
Bedroom 1	11.14 sq m
Bedroom 2	10.02 sq m
Kitchen	5.57 sq m

12.4 As this is an outline planning application to include Matters of Scale only, Officers consider the proposed scale of the development would not prejudice acceptable living conditions should an appropriate layout be proposed at Reserved Matters. It is important to note that as illustrated, the layout causes concerns regarding the amount of daylight and outlook that would be provided to rooms served by windows between the projecting bays at the rear of the site. However, these issues can be addressed by the developer through the Reserved Matters relating to Layout.

12.5 Given the limited amount of onsite external amenity space, the proposal would likely put pressure on local parks such as Herschel Park, Lascelles Park, and Upton Park, this is considered acceptable. In line with the Developers Guide SPD a financial contribution of £300 per dwelling will be sought through a Section 106 Agreement.

12.6 Based on the above, it is considered that the proposed scale, mass and density of development can be designed in such a way as to provide acceptable living conditions for future occupiers. The proposal therefore

complies to the requirements of the NPPF, Core policy 8 of Council’s Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 **Impact on vitality and viability of the town centre**

13.1 The National Planning Policy Framework 2018 promotes the long-term vitality and viability of town centre by taking a positive approach to their growth, management and adaptation which includes housing as part mixed use developments.

13.2 Within the Town Centre, Policy S8 of the Local Plan distinguishes between primary frontages (where retail should be retained as the predominant use) and secondary frontages (where a mixture of uses should be encouraged). The application site is located within the secondary frontage area of the town centre and the existing building contains the following:

277 High Street:	
A1 Use Class - Retail	317sqm
B1a – Offices	205sqm
279 High Street:	
A3 - Restaurant	687sqm

13.3 The submitted plans indicate that the front parts of the ground floor units on the High Street frontage would be used as 2no. commercial units with floor areas of 60.99sqm and 71.89sqm. This would result in a reduction of Main Town Centre Uses of approximately 871 square metres. Although there would be a loss in floor area of Main Town Centre Uses (as defined by the NPPF 2018), it would be to facilitate a mixed use scheme comprising unspecified commercial units at ground floor and high density residential flats above and to the rear. The site is located within the secondary frontages part of town centres where a mixture of uses should be encouraged. Furthermore the National Planning Policy Framework encourages housing as part mixed use developments within town centres. As such, some loss of Main Town Centre Uses within the application site would be acceptable in this instance. However some concerns are raised regarding the size of the replacement units proposed, which at approximately 70 square metres each, are relatively small. This may not be unacceptable; however no marketing information has been submitted to demonstrate that units of such a size would likely be occupied by an appropriate Main Town Centre Use. However, as this is an outline planning application to include Matters of Scale only, the matters regarding the size of the ground floor units and the support of marketing information can be addressed by the developer through the Reserved Matters stage relating to Layout.

13.4 Based on the above, the proposal would not have a detrimental impact on the vitality and viability of town centre, and would accord with the requirements of the National Planning Policy Framework 2018

14.0 **Crime Prevention**

14.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. This is also supported by Core Policy 12 Community Safety.

14.2 Pedestrian access from the street would be gained from the High Street through secure double doors where there would be a good level of natural surveillance from the adjoining street and also from the proposed windows in the upper floors

14.3 The single storey link building would provide access from the High Street entrance into the six storey rear element, while also providing secure cycle storage and an indoor communal area. Access is also proposed from within the carpark at the rear of the site. At the time of writing no comments have been provided by the Crime Prevention Officer.

14.5 While no comments have been received from Thames Valley Police it is highly likely that a scheme could be designed which could minimise potential for crime and anti-social behaviour during the Reserved Matters stage relating to Layout.

14.6 Based on the above, no objections at this outline stage are raised regarding Policy EN5 of the adopted Local Plan.

15.0 **Highways and Parking**

15.1 The National Planning Policy Framework states that planning should seek to ensure development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

15.2 The main pedestrian access into the flats would be taken from the High Street which would provide a safe and suitable access point.

15.3 65no. cycle racks are proposed within the single storey link building which exceeds the 1:1 provision required by the development plan. As the link building also provides access and a communal amenity area that would not be well surveyed, a reduction in cycle parking provision to include

individual secure lockers would be sought through the Reserved Matters stage for Access and Layout.

15.4 The site is located within the defined Town Centre where the development plan sets a nil parking requirement for residential uses. The submitted plans indicate there would be 19 no. car parking spaces within the rear of the site that would be accessed using the existing vehicular access from Wellington Street. This access is also used to gain access to the Observatory multi storey carpark, car parking to the side of the Telephone Exchange building, and egress from Verona Court. There are no objections raised to the principle of using the proposed access in this outline application. Details to demonstrate how this access and parking area would have an acceptable impact on the safety and function of the highway network can be sought through the Reserved Matters stage for Access and Layout.

15.5 An additional 57 residential units would result in an extra demand for travel in the area. Although the site is located close to good public transport links and some key facilities many residents will, at times, need access to a car for trips that cannot be made by other modes. As only a nominal number of parking spaces are proposed on site, alternative arrangements for access to a car are needed for a development of this size. As such, the local highway authority has recommended the implementation of a car club in the local area. This provision will minimise land take for car travel by making use of existing parking spaces and sharing a vehicle. In accordance with Core Policy 7, this would widen the travel choices available to the residents and therefore it would be reasonable and appropriate to require a financial contribution of £30,000 towards this car club. The exact location is yet to be confirmed, but will be in the local area and be specified within the Section 106 Agreement.

15.6 The application site falls within a road widening area where local plan policy T14 seeks to widen and extend Grove Parade, an existing rear service road such that eventually it links Wexham Road with the A4. The applicant has agreed to dedicate the area marked on the submitted plans to the Local Highway Authority free of charge. This will be secured through the relevant legal agreement.

15.7 Based on the above, the proposal for outline planning permission is considered to accord with Core Strategy Policies 7 and 8, Local Plan Policy T2, and the requirements of the National Planning Policy Framework 2018.

16.0 Air Quality

16.1 The National Planning Policy Framework 2018 requires planning decisions to ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan. Core

Policy 8 of the Core Strategy requires development to result in acceptable levels of air pollution.

16.2 Wellington Street and the northern part of the access road into the site fall within an Air Quality Management Area (AQMA). The application has been assessed by the Air Quality Officer who has recommended a minimum of 10 percent of the car parking spaces are Electric Vehicle charging bays.

16.3 Based on the above, the proposal for outline planning permission is considered to accord with Core Strategy Policies 7 and 8, Local Plan Policy T2, and the requirements of the National Planning Policy Framework 2018.

17.0 **Surface water drainage**

17.1 A Ministerial Statement from December 2014 confirms the Government's commitment to protecting people from flood risk. This Statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of 'flash flooding'. Such flooding occurs when rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back-up of water to the surface. Both Core Strategy Policy 8 and paragraph 103 of the NPPF requires developments to not increase flood risk

17.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

17.3 The site is located within flood zone 1 and therefore flood risk is minimal. In relation to surface water run off a drainage strategy has been submitted which is currently being assessed by the Lead Local Flood Authority. It is accepted that there would be enough space within the site and away from buildings to site to provide any necessary soakaways and/or attenuation tanks. As such, this could be dealt with by condition. .

18.0 **Sustainable Design and Construction**

18.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires developments of 50 or more dwellings to achieve better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically design to achieve 15% lower than the Target Emission Rate (TER) of Building Regs in terms of carbon emissions.

18.2 In addition energy generation from low or zero carbon sources on site or nearby to generate the equivalent approximately 10% of the development's carbon emissions. This defined by the carbon emissions figure of 15% lower than TER as described above. This energy generation

requirement can be applied flexibly for brownfield sites under 1 hectare if it is not practical to achieve 10%.

18.3 As the proposal is for outline planning permission for up to 57 units, it would be appropriate to require this by condition.

19.0 **Affordable Housing and Infrastructure**

19.1 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

19.2 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.

19.3 Affordable Housing:

As the proposal is for more than 24 units, a 30% on-site provision of affordable housing would be sought (Rent 25%; Intermediate 5%). In accordance with the updated Developer Guide Part 2, (September 2017), the developer asserts that due to the brownfield nature of the site, a 30% provision of affordable housing would render the proposed development unviable. However, a 25% affordable housing would be a viable proposal. Nothing has been received in writing to demonstrate this and therefore, the 30% will be applied. On this basis 17no. on site units would be required, and should be secured through a Section 106 before planning permission is granted.

19.4 Education:

As the proposal is for over 15 units, in accordance with Core Policy 10 and Part 2 of the Developer's Guide, the Education Authority has confirmed that Slough is still expanding all sectors so contributions are required. A one bedroom flat requires a contribution of £900 and a two bedroom flat would require a contribution of £4,828. Based on the number of units and mix indicated on the submitted plans The total contribution amounts to the following:

38no. 2 bed = £183,464

19no. 1 Bed = £17,157

Total: = **£200,621**

The above contribution should be secured through a Section 106 before planning permission is granted.

19.5 Open Space:

The site is less than 2 hectares and under 70 dwellings and in accordance with Core Policy 10, Local Plan Policy OSC5, and Part 2 of the Developer's Guide, the level of financial contributions towards public open space and play will be dependent upon the location of the site, type of residential accommodation, proximity to and type of existing public open space/play areas and the Council's open space and recreation facility studies.

19.6 As the proposal is for 57 flats units, and would only potentially include private balconies with no other amenity space, this would likely result in pressure on existing nearby public open space. Therefore in accordance with Part 2 of the Developer's Guide a financial contribution of £300 per dwelling for the enhancement of existing nearby public open space. This amounts to £17,100 and should be secured through a Section 106 before planning permission is granted.

20.0 **Planning Obligations**

As set out above, the proposed development would attract the following planning obligations:

Financial

Education:	£200,621
Car Club contribution:	£30,000
Open Space:	£17,100

Non- financial

- i) 17no. on-site affordable units. (Rent 25%; Intermediate 5%)
- ii) 2 metre wide footway to connect with Wellington Street (under negotiation).
- iii) Dedication of land required for extending Grove Parade

20.1 The above planning obligations should be secured through a Section 106 Agreement before this outline planning permission is granted.

21.0 **PART C: RECOMMENDATION**

21.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 to secure the planning obligations set out in paragraph 20.0;
- 2) finalising conditions; and any other minor changes.

B) Refuse the application if the satisfactory completion of a Section 106 to secure the planning obligations set out in paragraph 21.0 agreed by 4th April 2019.

22.0 CONDITIONS:

1. Reserved Matters

Details of the following reserved matters for the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development shall include:

- a) The layout of development;
- b) The appearance of the development;
- c) Landscaping; and
- d) Access

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

2. Timing for Reserved Matters

Application for approval of all reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of three years from the date of this permission.

The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:

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

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.

3. Parameters for development

The development/application relates to the following site:

- a) Site Location Plan shown on Drawing No. 47-15-19 Rev C, Dated Oct 17; Rec'd 16/10/18

The following maximum parameters for development in terms of siting and height are set below and the detailed proposed development shall be in accordance with these:

The siting and heights of the proposed new buildings as indicated on the following plans shall not be exceeded:

- a) Drawing No. 47-15-19 Rev C; Dated Oct 17; Rec'd 16/10/18
- b) Drawing No. 47-15-20 Rev D; Dated Oct 17; Rec'd 16/10/18
- c) Drawing No. 47-15-21 Rev D; Dated Oct 17; Rec'd 16/10/18
- d) Drawing No. 47-15-22 Rev D; Dated Oct 17; Rec'd 16/10/18
- e) Drawing No. 47-15-23 Rev D; Dated Oct 17; Rec'd 16/10/18
- f) Drawing No. 47-15-24 Rev D; Dated Oct 17; Rec'd 16/10/18
- g) Drawing No. 47-15-25 Rev D; Dated Oct 17; Rec'd 16/10/18
- h) Drawing No. 47-15-26 Rev D; Dated Oct 17; Rec'd 16/10/18
- i) Drawing No. 47-15-30 Rev C, Dated Oct 17; Rec'd 16/10/18
- j) Drawing No. 47-15-31 Rev C, Dated Oct 17; Rec'd 16/10/18

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

4. Phase 1 Desk Study and Preliminary Risk 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.

5. 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.

6. 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.

7. 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.

8. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to

highway users and in the interests of air quality in accordance with policies 7 and 8 of the Core Strategy 2008.

9. Levels

No development shall commence until plans showing details of: existing and finished ground levels; finished floor levels; and, the position and height of retaining walls has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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.

10. Surface Water Drainage

No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). The drainage system should be designed to accommodate surface water runoff according to the following criteria:

- a) Evidence that the applicant understands the sensitivity of discharge points relating to the receiving water body. Where this is main river or discharging through contaminated land the LPA may have to consult the Environment Agency (EA)
- b) Evidence of and information on the existing surface water flow paths of undeveloped (greenfield) sites
- c) Evidence of and information on the existing drainage network for previously developed (brownfield) sites
- d) Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753
- e) Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the whole site; within different geologies and to a similar depth to the proposed infiltration devices. Tests must be completed according to the BRE 365 method or another

recognised method including British Standard BS 5930: 2015

- f) If not using infiltration for drainage - Existing and proposed run-off rate calculations completed according to a suitable method such as IH124 or FEH. Information is available from UK Sustainable Drainage: Guidance and Tools. Calculations must show that the proposed run off rates do not exceed the existing run-off rates. This must be shown for a one in one year event plus climate change and a one in one hundred year event plus climate change.
- g) If not using infiltration for drainage - Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonably practical, runoff volume should not exceed the greenfield runoff volume for the same event. This must be shown for a 1 in 100 year, 6 hour rainfall event
- h) Maintenance regimes of entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- i) Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event
- j) Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

The development shall be carried out in accordance with approved details and retained as approved thereafter. The drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

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, and the requirements of NPPF 2012.

11. Sound insulation and ventilation scheme

Prior to commencement of development a sound insulation and ventilation scheme from the residential development shall be submitted and approved by the Local Planning Authority. The Applicant shall ensure a competent acoustic consultant/engineer ('competent person') undertakes a noise impact assessment for the site to determine the daytime and night-time noise levels. The competent person shall design a sound insulation and ventilation scheme to meet the requirements of BS8233:2014 Table 4 Indoor Ambient noise levels for dwellings for both daytime and night-time noise exposure. The insulation measures shall assume windows are closed and there is suitable alternative means of acoustic ventilation. In addition, any regular noise events (occurring during the night) shall not exceed an internal noise level 45dB(A)L_{Amax} within the bedroom.

REASON To ensure satisfactory living conditions for the future occupiers of the development and protection from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2018.

12. Submission of details of cycle parking

Construction of the building above damp proof course level shall not commence on site until details individual cycle lockers (including location, housing and cycle stand details) at a ratio of one locker per residential unit have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T8 of The Adopted Local Plan for Slough 2004, and the National Planning Policy Framework, 2018.

13. Servicing, delivery and waste strategy

Construction of the building above damp proof course level shall not commence on site until a servicing, delivery and waste strategy stating hours of deliveries and how the loading, waste collection and maneuvering would be carried out without conflicting with the safety and function of the highway, footway, access to/from neighbouring sites, and to protect the residential amenity of the existing neighbouring resident and future residential occupiers of the development hereby

approved.

Once approved, the servicing, delivery and waste strategy of the approved development shall be carried out in accordance with approved strategy at all times in the future.

REASON To provide an appropriate use to protect local existing neighboring residents and future occupiers of the development from likely noise and disturbance and the safety and function of the highway in accordance with Core Policies 7 & 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

14. Sustainable Development

Construction of the building above damp proof course level shall not commence on site until a low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority.

The scheme shall show how the design and construction of dwellings will achieve carbon emissions (all dwellings combined) that will be lower than all of the dwellings combined total Target Emission Rate as calculated in accordance with the Building Regulations 2013 Part L and associated Approved Documents.

The scheme shall include (a) an energy statement listing the Target Emission Rate and dwelling emission rate for each Dwelling and calculations to show the combined figures for both; (b) descriptions of building fabric enhancements, building services enhancements or low or zero carbon energy generating equipment proposed to achieve a better than Building Regulation 2013 Part L carbon emissions requirement. Energy generation on site shall not be from biomass.

The scheme shall be implemented as approved and no dwelling shall be occupied until its associated low or zero carbon energy scheme measures have been installed and are operational and the approved measures shall be retained thereafter

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008.

15. Designing out crime

Construction of the building above damp proof course level shall not commence on site until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design Gold Award'

accreditation will be achieved has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026

16. Waste Water

No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

17. No Piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water 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 water utility infrastructure. Piling has the potential to impact on local underground water 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.

18. Removal of changes of use permitted development

Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended), the development shall only be used for purposes falling within Class A1 and/or A2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON To provide an appropriate use to protect local existing neighboring residents and future occupiers of the development from likely noise and disturbance and the safety and function of the highway in accordance with Core Policies 7 & 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

19. Hours of Use

The ground floor commercial unit/s shall not open to customers between 20:00 hours and 07:30 hours at any time.

REASON To protect local existing and future occupiers of the development from noise and disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

20. Shop Front

The windows in the front elevations for the ground floor commercial uses fronting shall be constructed in clear glass and there shall be no obstruction behind the glass that would prevent that restricts views into the ground floor unit.

REASON In the interests of protecting the visual amenity and vitality and viability of Slough town centre in accordance with the provisions of Policies S1 and EN1 of The Adopted Local Plan for Slough 2004 and Policy 12 of the adopted Core Strategy 2006-2026.

INFORMATIVE(S):

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street

naming and/or numbering of the unit/s.

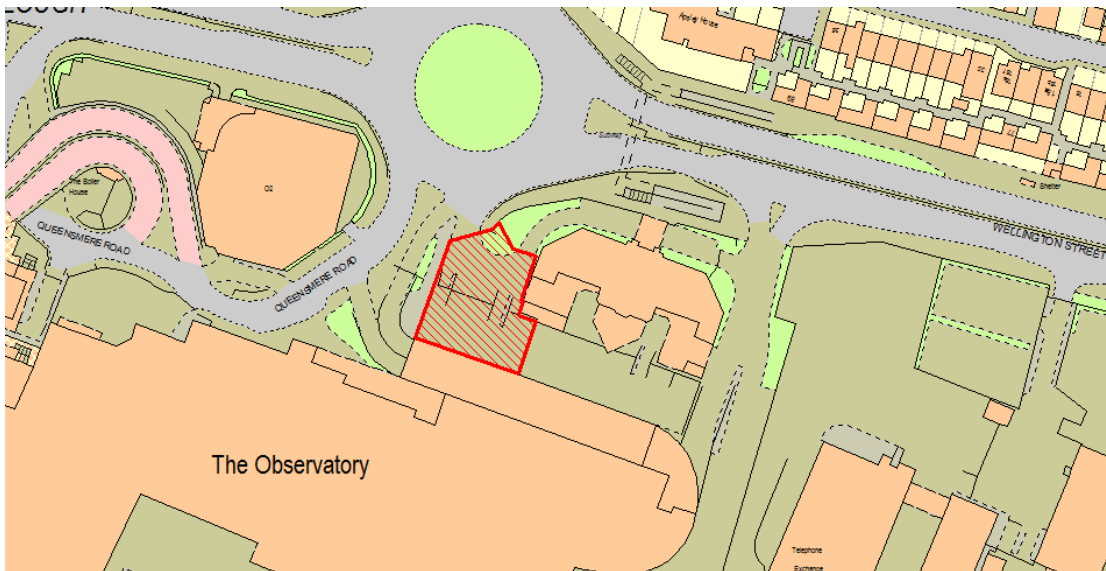
3. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
5. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
7. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
8. The applicant is advised that under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Colne and Country Ditch, both designated as 'main rivers'.
9. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
10. The applicant is advised that a Section 278 Agreement would be required to be entered with the Local Highways Authority. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway and the works will be at the expense of the applicant.
11. 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. 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."

12. 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.
13. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Registration Date:	28-Aug-2018	Application No:	P/03596/070
Officer:	Michael Scott	Ward:	Central
Applicant:	CG (Slough) Ltd.	Application Type:	Major
		13 Week Date:	23 Nov 2018
Agent:	Vail Williams LLP, 550, Thames Valley Park, Reading, RG6 1PT		
Location:	Verona 2, 50, Wellington Street, Slough, SL1 1YL		
Proposal:	Redevelopment of existing car park to provide a new part 8 part 10 storey detached building comprising 39 dwellings (14no. 2-bed units and 25no. 1-bed units). Associated parking and landscaping.		

Recommendation: Refusal



1.0 SUMMARY OF RECOMMENDATION

1.1 Under the constitution this application is being brought to Committee for decision, because it is a major application.

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 be **REFUSED** for the following reasons:-

- 1 The proposed block of flats by reason of its scale, height, bulk and massing would fail to respect or respond to the established character and appearance of the area, and would constitute the overdevelopment of the site. As a result, the proposed development would significantly harm the character and appearance of the area and the wider street scene. The proposal is considered to be contrary to the provisions of The National Planning Policy Framework (2018); Core Policies 7, 8 and 9 of Slough Core Strategy (2006-2026) and Policies EN1 and EN3 of Slough Local Plan.
- 2 The proposed development, by reason of its siting, scale, height and massing would result in loss of outlook, an increased sense of enclosure and light intrusion, and by reason of the close proximity of the proposed new building there would result in increased noise and disturbance that would be detrimental to the residential amenity of the occupiers of the adjacent residential occupiers located at Verona Apartments (Verona 1). Such impacts upon the residential amenity of the neighbouring occupiers are considered to be unacceptable and harmful contrary to the aims of the NPPF, Core Policy 8 of Slough Local Plan and Policy EN1 of Slough Local Plan.
- 3 The proposed development, by reason of its proximity to the adjacent buildings at Verona Apartments and the Observatory Shopping Centre would result in a very poor outlook, a very strong sense of enclosure and the likelihood of noise and disturbance, as well as light intrusion, arising from the occupation of the Verona Apartments and the vehicular activity within the Observatory Shopping Centre, that would be detrimental to the residential amenity of the future occupiers of the proposed residential building. Such a failure is considered to be unacceptable and harmful contrary to the aims of the NPPF, Core Policy 8 of Slough Local Plan and Policy EN1 of Slough Local Plan.
- 4 The proposed development has failed to demonstrate, to the satisfaction of the Local Planning Authority that the development should not provide: (1) affordable housing as required by Core Policy 4 of Slough Core Strategy 2006-2026, and, (2) a financial contribution to open space enhancements as required by Core Policy 10 of Slough Core Strategy 2006-2026.

PART A: BACKGROUND

2.0 Application Site

- 2.1 The application relates to a plot to be formed by the adaption of the western end of the two-tier deck parking structure serving the Verona Apartments (Verona 1) building. The existing decks at lower ground and ground floor level are not demarked as car parking spaces but are accessible to any vehicle; though the private parking controls prohibit use of the area. There is a ramp up from the street level access off the HTC roundabout to the open “ground” floor level and a separate ramp alongside to the covered lower ground floor level. For the avoidance of doubt, none of the plot is deemed to be parking (or provide any other facilities or functions) for Verona 1. The existing deck structure would be demolished and the site made ready for the foundation of a new building rising to ten storeys.
- 2.2 The Verona 1 building is a former office block now converted and occupied as residential flats. This is “horse-shoe” shaped with a long axis fronting Wellington Street and two return “wings” at the western and eastern ends. A south facing aspect is formed by the siting of the block around a deck level amenity area. It comprises five storeys with a sixth floor at roof level. There are some 130 private residential units at Verona 1.
- 2.3 Immediately adjacent to the south of the application site is the circa three-storey open colonnade sheer north face of the Observatory Car Park serving the integral Shopping Centre. The ramp within the car park lies within the open colonnade. By contrast, Verona 1 lies some 20 metres away to the north of the north façade of the Observatory Centre.
- 2.4 The site lies in the defined Town Centre and an Air Quality Management Area (AQMA).

3.0 Proposal

- 3.1 This is a full planning application for:
- Demolition of the existing car park structure
 - Construction of a part8/part 10-storey building to provide 39 no. residential apartments (25 x 1 bed and 14 x 2 bed).
 - Off-street parking for 16 cars
 - Secure storage for 40no. cycles within an integral store at ground level
 - Integral bin store at ground level
 - Access/egress would be incorporated with Verona 1
- 3.2 The proposed footprint of the building would have an overall width of 22.5 metres and depth of 19 metres.
- 3.3 The new building would be sited: immediately on the western boundary; some two metres off the southern boundary; some 2500mm. of the closest part of

Verona 1 beyond the eastern boundary of the plot; and, project 5.0 metres further forward than the northern face of the existing car park decks that it would replace.

- 3.4 The façade of the new building would rise the full height of the proposals on its western, southern and northern sides. The eastern façade the building would be set back at eight floor level to form a communal roof terrace, with the floor plate of the accommodation reducing by some 5300mm. at this level and the ninth floor above. At roof level there would be a parapet and the lift overrun set in a flat roof.
- 3.5 The eight storey northern and eastern facades would comprise Charcoal Grey brickwork vertical elements, as well as horizontally at the top and plinth levels. This would be off-set and contrast with the ten-storey façade which would comprise a grey metal cladding to the vertical elements and again on the horizontal parts at plinth and top levels. At all intermediate levels the horizontal element comprises the edge of the balcony, which would have a white metal cladding finish. Fenestration and balcony safety screens would be glazed, the former in a metal frame.
- 3.6 The main entrance to the new building would be to the west of the centre of its northern frontage with a dedicated entrance to the western side for access to the bike store and to the east of the main entrance there would be access to the bin/recycling store, the emergency escape and an integral electricity substation in that order towards the eastern corner at ground floor level.
- 3.7 The entrance to the site from the HTC roundabout would be remodelled as a shared surface, where there would be “pedestrian priority”. Vehicular access to the site would be shared with Verona 1 with the direction of travel requiring all vehicles to pass from west to east through the shared surface area. From there, there would be alternative routes via the service road on the northern side of Verona 1, or on the service road on the south side of Verona 1, which uses the undercroft of the “wings”, or through the car parking decks.
- 3.8 Access to the two levels of parking would be formed by a ramp up immediately on the north-eastern corner of the new building with the down ramp to the lower ground level immediately to the east adjacent to the Verona 1. Of the 16 off-street car parking spaces, there would be 9 spaces at lower ground floor level and 7 spaces at ground floor level – one of which would be dedicated as a wider accessible bay. Space for motorcycles would be provided on the ground floor level.
- 3.9 Scope for landscaping would be very limited. The remodelled shared entrance area would be re-landscaped. The only ground level area not being part of the footprint of the proposed building would be the two metres wide gap between the southern façade and the sheer northern face of the Observatory shopping car park.

4.0 Relevant Site History

- 4.1 There is no formal planning history on the site that has relevance to the current considerations. However, there have been two pre-application responses by officers to earlier versions of the current scheme. In short, these involved a 20-storey building for pre-application advice in May 2017 (ref: pre-app/00824) and a follow-up scheme entailing a 12-storey building in December 2017 (ref: pre-app/00946).
- 4.2 The officers' concluding remarks in a letter dated 3 January 2018 regarding pre-app/00946 were, as follows:

As proposed [the 12-storey scheme], the building would be of an excessive height which would be out of keeping with the context of the area and result in potential conflict with prospective proposals for the comprehensive redevelopment of Slough High Street. The proposed height and siting of the building would also result in harmful impact upon neighbouring residential living conditions resulting in significant loss of light and increased sense of enclosure and overbearing appearance in outlook. As such, the proposal cannot be supported in any form which would result in this kind of impact.

It is commendable that the proposal has been amended from previous schemes to reduce its height and scale and which addresses concerns regarding overlooking, however insufficient evidence has been provided at this stage to justify the proposed height in terms of context, density and scale.

The proposal has also failed to take into account the context of the site regarding its impact on the existing townscape and although the proposed height has taken into consideration the emerging proposals for the Queensmere redevelopment, no regard has been taken of the proposed accessing arrangements required for the redevelopment to take place. If it were possible to overcome concerns relating to scale and impact on the adjoining buildings, you would be encouraged to review the proposals under application P/06684/015 and to develop a comprehensive approach to any potential development on this site. You are also encouraged to take into account emerging proposals for extensions at Verona 1 and the potential impact of the proposals upon this residential neighbour.

- 4.3 These remarks are not binding on the determination of a formal planning application.

5.0 Neighbour Notification

- 5.1 Cafe Giardino, 13, The Observatory, High Street, Slough, SL1 1LE, 2a, Wellesley Road, Slough, SL1 1UP, Street Record, Wellesley Path, Slough, Verona Apartments, 50, Wellington Street, Slough, SL1 1UL, 16, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 18, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 12, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 14, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 118, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 119, Verona Apartments, 50, Wellington Street, Slough,

50, Wellington Street, Slough, SL1 1YL, 46, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 42, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 41, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 47, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 44, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 4, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 40, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 48, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 43, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 45, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 49, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 51, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 5, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 50, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 57, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 52, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 59, Verona Apartments, 50, Wellington Street, Slough, SL1 1YL, 4, Wellesley Road, Slough, SL1 1UP, 207, Wellesley Path, Slough, SL1 1UH, 209, Wellesley Path, Slough, SL1 1UH, 2, Wellesley Road, Slough, SL1 1UP, Verona Apartments, 50, Wellington Street, Slough, SL1 1UL, 215, Wellesley Path, Slough, SL1 1UH, 211, Wellesley Path, Slough, SL1 1UH, 213, Wellesley Path, Slough, SL1 1UH, 205, Wellesley Path, Slough, SL1 1UH, 203, Wellesley Path, Slough, SL1 1UH, 201, Wellesley Path, Slough, SL1 1UH, Activus, The Observatory, Units 12 To 16, High Street, Slough, SL1 1LE, The Observatory, 18, High Street, Slough, SL1 1LE, The Observatory, 20, High Street, Slough, SL1 1LE, Half Price Jewellers, The Observatory, 22, High Street, Slough, SL1 1LE, Suits You, The Observatory, 24, High Street, Slough, SL1 1LE, Bloomingdor, The Observatory, 28, High Street, Slough, SL1 1LE, The Observatory, Kiosk Adjacent To Home Living, High Street, The Observatory, Kiosk Adjacent To Activus, High Street, The Observatory, Centre Management Suite, High Street, Slough, SL1 1LE, Primark, The Observatory, 6, High Street, Slough, SL1 1LE, The Observatory, Photo Booth, High Street, The Observatory, Kiosk Adjacent To T K Max, High Street, T K Max, The Observatory, 30, High Street, Slough, SL1 1LE, Mirage Jewellers, The Observatory, 33, High Street, Slough, SL1 1LE, Cafe Giardino, The Observatory, 13, High Street, Slough, SL1 1LE, Htc Europe Ltd, Salamanca House, Wellington Street, Slough, SL1 1YP, Salamanca House, Second Floor, Wellington Street, Slough, SL1 1YP, Salamanca House, Fourth Floor, Wellington Street, Slough, SL1 1YP, Salamanca House, First Floor, Wellington Street, Slough, SL1 1YP, Salamanca House, Third Floor, Wellington Street, Slough, SL1 1YP, Salamanca House, Part Third Floor, Wellington Street, Slough, SL1 1YP, Salamanca House, Ground Floor, Wellington Street, Slough, SL1 1YP

- 5.2 Site notices were displayed at the site on 02 October 2018 and the application was advertised in The Slough Express on 28 September 2018.
- 5.3 Six letters of objections and a petition with objections signed by 47 neighbouring residents have been received in respect of the application. The

main issues raised within these responses are summarised below and responses are provided in the relevant sections of the report as indicated:

- Overdevelopment, inadequate landscaping and close proximity to Verona 1 is claustrophobic
See assessment below under 'Impact on the character and appearance of the area'.
- The design – size, depth, width, height and massing of the proposals would have an unacceptable adverse impact on amenities by reason of overlooking, loss of privacy, light and visually overbearing impact
See assessment below under 'Impact on Neighbours' Amenity'.
- Noise, disturbance and loss of amenities
See assessment below under 'Impact on Neighbours' Amenity'.
- Inadequate open space for residents and room sizes too small
See assessment below under impact on 'Future occupiers' amenities'.
- Loss of parking/Insufficient provision of parking on site
See assessment below under impact on 'Highways and Transport'.
- Traffic generation and highway safety would be impaired
See assessment below under impact on 'Highways and Transport'.

6.0 Consultations

6.1 Transport and Highways

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.2 Policy

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.3 Land Contamination

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.4 Crime Prevention Design Advisor

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.6 Environmental Protection

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.7 Environmental Quality

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.8 Town Centre Manager

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.9 Thames Water

Standard Waste/Water/Supplementary Comments received.

6.10 Lead Local Flood Agency

The submitted information addresses our requirements and we have no further comments.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework

- Section 2: Achieving sustainable development
- Section 5: Delivering a sufficient supply of homes
- Section 7: Ensuring the vitality of town centres
- Section 8: Promoting healthy communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 16: Conserving and enhancing the historic environment

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

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social cohesiveness)

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- 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 revised version of the National planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

It should be noted that the Council published a self assessment of the Consistency of the Slough Local Development Plan with the 2012 National Planning Policy Framework using the PAS NPPF Checklist and found that it was generally in conformity. The Council will need to assess whether the changes of the revised NPPF mean that the Local Plan is still generally in conformity.

7.2 The planning considerations for this proposal are:

- **Principle of Development**
- **Impact on the Character and Appearance of the Area**
- **Impact on Neighbours' Amenity**
- **Living Conditions and Amenity Space for future residents**
- **Highways and Parking**
- **Sustainable Drainage**

8.0 Principle of Development

8.1 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high quality homes which should be considered in the context of the presumption in favour of sustainable development.

8.2 Core Policies 1 and 4 of the Core Strategy seek to guide high density development within the defined town centre. Whilst Core Policy 4 requires development in urban areas outside the Town Centre to be of predominately family housing at a density related to the character of the area.

- 8.3 As the site lies in the Town Centre there is a presumption in favour of “high density” development which would imply smaller units. The proposals entail a mix of one-bedroom and two-bedroom units. Of the 25no. one-bedroom units, 13no. would be provided with a “studio” room. Eight of these rooms would have some 14.8 sq.m. of floorspace. Such a room would equate to a habitable room and satisfy the Council’s standards to be used as a double bedroom or living room. Furthermore, the two-bedroom units range in size from 74 sq.m to 80 sq.m. and would satisfy the Council’s standards for use as “family accommodation”.
- 8.4 The proposed accommodation has a bias towards larger rather than smaller units. In this form, it is considered that the scheme does not address the thrust of Core Policies 1 and 4. However, in terms of the acceptability of the proposed mix in the Town Centre, there is a need to consider the levels of amenity that would be provided for such accommodation.

9.0 Impact on the Character and Appearance of the Area

- 9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.
- 9.2 The proposed form of the development would introduce a significant built form on the site where there has been none of significance. The proposals are described as “part 8/part 10” storeys in the application which would be out of scale with the adjacent existing forms of Verona 1 and the Observatory Shopping Centre.
- 9.3 The proposed development would be sited immediately at the back edge of the footway alongside the pedestrian route on the east side of the access from the HTC roundabout to the Shopping Centre. It would rise ten storeys on that façade.
- 9.4 The rear of the ten-storey structure would be some 2.5 to 3.0 metres from the northern façade of the Shopping Centre car park.
- 9.5 The building would be some 2.5 to 3.5 metres from the Verona 1 apartments. At this point the proposed building would be eight-storeys high.
- 9.6 The close proximity of a building that is also taller than the neighbouring structures would appear somewhat cramped and oppressive. Given its siting is also immediately adjacent to the footway between Wellington Street and the Shopping Centre, there is a concern that it would be somewhat overbearing for pedestrians at this point.
- 9.7 Therefore, for the reasons above, it is considered that the scale and height would appear out-of-keeping on the site within the context of its place in the street scene.

9.6 Based on the above factors and taking into account the objections raised in this regard, the proposals are considered to be harmful to the character and appearance of the area and therefore they do not comply with Policy EN1 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012.

10.0 Impact on Neighbours' Amenity

- 10.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 10.2 As set out above, the proposed new building would be sited close to Verona 1. The application submission has been accompanied by a Design & Access Statement that seeks to demonstrate that the detailed design incorporates means to avoid overlooking and loss of privacy. The treatment of window openings, reveals and angles of faces on the elevation would prevent direct overlooking. It has to be recognised that these are remedies which reduce or avoid the issue but there is the residual element of the proximity that would lead to a feeling of overbearing form which would be harmful to the amenities of the existing occupants at Verona 1.
- 10.3 Given the outlook from the residents' flats that face the direction of the proposed new building would be impeded by the scale, breadth and depth of the new form, it is considered that the proposals are unacceptable.
- 10.4 Given the close proximity of the proposed new building, there would be a significant level of light spillage that would be detrimental to the amenities of the existing occupiers at Verona 1.
- 10.5 The submission seeks to demonstrate that the new building would have no adverse impact on the sunlight and daylight of the occupiers at Verona 1. However, the close proximity of the scheme to the southwest of Verona 1 would be affect the amenity of the closest residents in particular on the western end of Verona 1, as the height of the proposal in conjunction with its proximity would lead to overshadowing.
- 10.6 Given the close proximity of the proposed new building, there would be a likelihood of noise and disturbance from the future occupants of the amenities of the existing occupiers' flats opposite.
- 10.7 The proposals include the formation of a communal open terrace area for future occupiers at eighth floor level. Given the relative heights and orientation of the respective buildings, it is considered that, were the scheme acceptable in other regards, there could be conditions to ensure no loss of amenity for existing occupiers.

10.8 Based on the above and taking into account the representations received on amenity grounds, objections are raised in terms of the impact upon neighbouring property at Verona 1 and the proposal is considered not to be consistent with the NPPF 2018, 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 future 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.

11.4 As set out above in paragraph 8.3, the scheme includes a "studio" room of 14.8 sq.m. in 8 units. These are located at 1st/2nd/3rd/4th levels. It is noted that at 5th and 6th floor levels the equivalent floor space is annotated as a double bedroom. As the "studio" space on the first to fourth floor would face the sheer northern wall of the Observatory Shopping Centre car park, it is considered that these rooms would not benefit from a satisfactory level of amenity in terms of daylighting/sunlighting or outlook.

11.5 Of the remaining flats, it is considered that these would have acceptably sized internal spaces that would comply with the Council's guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook.

11.6 It is noted that the plans show a good arrangement of "stacking" bedrooms over bedrooms, bathrooms over bathrooms, living rooms over living rooms, and kitchens over kitchens.

11.7 The Local Plan outlines that all proposals including residential flats should provide appropriate amenity spaces, which can take the form of roof gardens, balconies, or more traditional forms of amenity space such as ground level gardens. Appropriate amenity space is considered to be a minimum of 40m² for a 1-bed flat, and 50m² for a 2-bed flat. The amenity space can be communal for 1-bed flats, but any 2-bed flats would require separate gardens.

- 11.8 Each of the nine flats on the north-west and south-west corners, together with the seven flats on the south-east corner, that is 25 flats in total, would have their own private recessed “balcony” space of some 4.5 sq.m.
- 11.9 There would be a communal outdoor roof terrace at the 8th floor level of some 67 sq.m. Were the scheme to be acceptable in all other regards, the details of the design and management of the facility would be subject to a condition.
- 11.10 None of the 9no. flats on the north-east corner adjacent to Verona 1 or the 5no. flats on the north side of the lower five floors would have its own “amenity” space. The applicants’ documentation sets out that these 13no. flats would have a slightly more generous internal floorspace to reflect that lack of private amenity space.
- 11.11 The proposals do not satisfy the Council’s standards for the provision of amenity space. However, as flats in the Town Centre, were the scheme acceptable in all others respects, the applicant would be asked for a financial contribution under the Council’s scheme for the enhancement of open space locally.
- 11.12 Based on the above, the living conditions and amenity space for future occupiers is considered to not accord with the requirements of the NPPF, Core policy 4 of Council’s Core Strategy, and Policy H14 of the Adopted Local Plan.

12.0 Highways and Parking

- 12.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that ‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’.
- 12.2 The Local Plan requirement for communal parking provision for the proposed 39 flats is:
- | | |
|----------------------|--|
| 25no. 1 bed flats: | 25no. Assigned parking spaces |
| 14no. 2 bed flats: | 14no. Assigned parking spaces |
| Total (39no. flats): | 39no. parking spaces of which one would be identified as an “accessible” bay |

Of the 39 parking spaces 16 “will have the appropriate infrastructure installed from the outside to enable residents to commission the installation of their preferred type of charge point”.

- 12.3 The Local Plan requirement for cycle parking is one space per unit and further space for visitors. The proposal includes 20 two-tier cycle parking racks providing 40 spaces, which satisfies the need for at least space for each unit. These would be located in a dedicated room at ground floor level with both external access from the street and internally from the stair/lift core foyer. A further two Sheffield-style stands would be provided at the entrance to the building thus providing for up to four visitors. This satisfies the Council's requirements.
- 12.4 The proposals entail the use of the existing vehicular access from the HTC roundabout that serves Verona 1. Egress would likewise follow the one-way service access-roads used by Verona 1 to emerge to the east of the building on the south side of the westbound carriageway of the A4 Wellington Street.
- 12.5 Based on the above it is considered that there would be no severe impacts and accordingly, in highways terms, the development proposals are considered to comply with Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policies T2 and T8 of the Slough Local Plan 2004.

13.0 Sustainable Drainage

- 13.1 As this is a major planning application, the surface water drainage from the site needs to be drained in accordance with the sustainable drainage system (SuDS) Technical Standards and the SuDS Manual. In accordance with the Ministerial Statement (HCWS161), the Local Planning Authority need to be satisfied the site will be satisfactorily drained in accordance with SuDS requirements and if draining into the main sewer, an agreed discharge rate with Thames Water.
- 13.2 The application includes a drainage strategy. The Lead Local Flood Authority has commented that the relationship between the proposals and the adequacy of the system to cope with the scale of the scheme meets their requirements.

14.0 S.106 matters

- 14.1 As a scheme comprise 39 new residential units, the scheme would require a portion of affordable housing units depending on viability. Were the scheme to be acceptable in all other respects, the applicant would have been asked to satisfy the Council's requirements. In the circumstances that prevail, this is set out as a technical reason for refusal.
- 14.2 As set out in paragraph 11.11 above, the scheme does not provide adequate private amenity space for future occupiers. Were the scheme to be acceptable in all other respects, the applicant would have been asked to satisfy the Council's requirements. In the circumstances that prevail, this is set out as a technical reason for refusal.

PART C: RECOMMENDATION

16.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the application be REFUSED, as set out below:

- 1 The proposed block of flats by reason of its scale, height, bulk and massing would fail to respect or respond to the established character and appearance of the area, and would constitute the overdevelopment of the site. As a result, the proposed development would significantly harm the character and appearance of the area and the wider street scene. The proposal is considered to be contrary to the provisions of The National Planning Policy Framework (2018); Core Policies 7, 8 and 9 of Slough Core Strategy (2006-2026) and Policies EN1 and EN3 of Slough Local Plan.
- 2 The proposed development, by reason of its siting, scale, height and massing would result in loss of outlook, an increased sense of enclosure and light intrusion, and by reason of the close proximity of the proposed new building there would result in increased noise and disturbance that would be detrimental to the residential amenity of the occupiers of the adjacent residential occupiers located at Verona Apartments (Verona 1). Such impacts upon the residential amenity of the neighbouring occupiers are considered to be unacceptable and harmful contrary to the aims of the NPPF (2018), Core Policy 8 of Slough Local Plan and Policy EN1 of Slough Local Plan.
- 3 The proposed development, by reason of its proximity to the adjacent buildings at Verona Apartments and the Observatory Shopping Centre would result in a very poor outlook, a very strong sense of enclosure and the likelihood of noise and disturbance, as well as light intrusion, arising from the occupation of the Verona Apartments and the vehicular activity within the Observatory Shopping Centre, that would be detrimental to the residential amenity of the future occupiers of the proposed residential building. Such a failure is considered to be unacceptable and harmful contrary to the aims of the NPPF (2018), Core Policy 8 of Slough Local Plan and Policy EN1 of Slough Local Plan.
- 4 The proposed development has failed to demonstrate, to the satisfaction of the Local Planning Authority that the development should not provide: (1) affordable housing as required by Core Policy 4 of Slough Core Strategy 2006-2026, and, (2) a financial contribution to open space enhancements as required by Core Policy 10 of Slough Core Strategy 2006-2026.

17.0 PART D: INFORMATIVES

INFORMATIVES:

1. It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is not in accordance with the National Planning Policy Framework.

- 2 The development hereby refused was submitted with the following plans and drawings:
 - (a) Drawing No. PL101, Dated July 2018, Recd On 20/08/2018
 - (b) Drawing No. PL102, Dated July 2018, Recd On 20/08/2018
 - (c) Drawing No. PL103, Dated July 2018, Recd On 20/08/2018
 - (d) Drawing No. PL104 Rev B, Dated 08/08/18, Recd On 20/08/2018

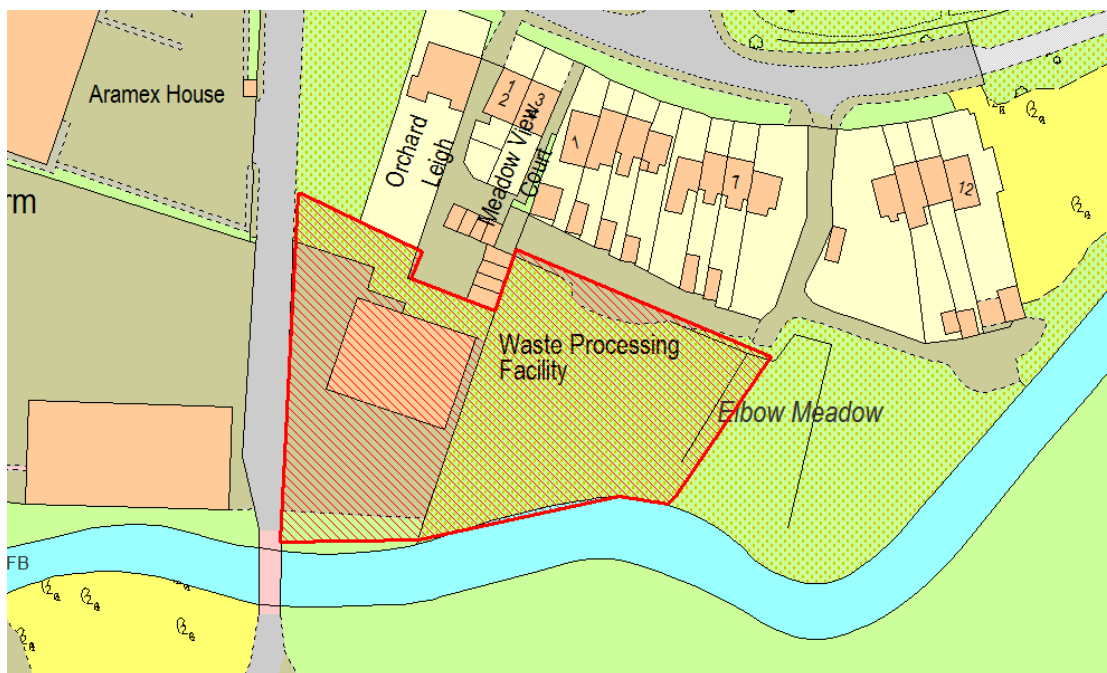
 - (e) Drawing No. PL105 Rev B, Dated 08/08/18, Recd On 20/08/2018
 - (f) Drawing No. PL106 Rev A, Dated 08/08/18, Recd On 20/08/2018
 - (g) Drawing No. PL107 Rev A, Dated 08/08/18, Recd On 20/08/2018
 - (h) Drawing No. PL108 Rev A, Dated 08/08/18, Recd On 20/08/2018
 - (i) Drawing No. PL109 Rev B, Dated 15/08/18, Recd On 20/08/2018
 - (j) Drawing No. PL110 Rev B, Dated 08/08/18, Recd On 20/08/2018
 - (k) Drawing No. PL111 Rev A, Dated 08/08/18, Recd On 20/08/2018
 - (l) Drawing No. PL112 Rev B, Dated 08/08/18, Recd On 20/08/2018
 - (m) Drawing No. PL113 Rev A, Dated 27/07/18, Recd On 20/08/2018
 - (n) Drawing No. PL114, Dated 27/07/18, Recd On 20/08/2018
 - (o) Drawing No. PL115, Dated July 2018, Recd On 20/08/2018
 - (p) Drawing No. PL116, Dated July 2018, Recd On 20/08/2018
 - (q) Drawing No. PL117 Rev A, Dated 15/08/18, Recd On 20/08/2018
 - (r) Drawing No. PL118, Dated July 2018, Recd On 20/08/2018
 - (s) Drawing No. PL119 Rev A, Dated 15/08/18, Recd On 20/08/2018
 - (t) Drawing No. PL120, Dated August 2018, Recd On 20/08/2018
 - (u) Car Park Management Plan by BWB ref: SBS-BWB-GEN-XX-RP-TR-0002_CPMP, Dated August 2018, Recd On 20/08/2018
 - (v) Daylight & Sunlight Report by Lumina, Dated 9th August 2018, Recd On 20/08/2018
 - (w) Sustainable Drainage Statement by BWB ref: VER-BWB-00-XX-RP-C-0001, Dated 10.08.18, Recd On 20/08/2018
 - (x) Townscape and Visual Impact Appraisal by ARC Landscape Design and Planning Ltd ref:A208-RE-01V2, Dated August 2018, Recd On 20/08/2018
 - (y) Transport Statement by BWB ref: SBS-BWB-GEN-XX-RP-TR-0001_TS, Dated August 2018, Recd On 20/08/2018
 - (z) Air Quality Assessment by BWB ref: LNS2219, Dated August 2018, Recd On 20/08/2018
 - (aa) Energy Strategy by BWB ref: VER-BWB-00-XX-RP-YS-0001, Dated July 2018, Recd On 20/08/2018
 - (bb) Construction Environmental Management Plan by BWB ref: VER-BWB-XX-XX-HW-EAS-0001-S0-P1, Dated 15/08/18, Recd On 20/08/2018

(cc) Noise Impact Assessment by BWB ref: LNS2219, Dated August 2018, Recd On 20/08/2018
(dd) Design & Access Statement (Rev. A) by Whittam Cox Architects, Dated August 2018, Recd On 20/08/2018
(ee) Phase 1 Geotechnical Report by BWB ref: VER-BWB-ZZ-XX-RP-YE-0001-Ph1, Dated July 2018, Recd On 24/08/2018

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Registration Date:	21 st June 2018	Application No:	P/10697/011
Officer:	Caroline Longman	Ward:	Colnbrook with Poyle
Applicant:	Mirenpass Limited	Application Type:	Major
		13 Week Date:	28.09.18
			EOT agreed to 09.11.18
Agent:	Philip Taylor, Egon Environmental Ltd, 320, Chartridge Lane, Chartridge, Buckinghamshire, HP5 2SQ		
Location:	Galleymead House, Old Bath Road, Colnbrook, Slough, SL3 0NS		
Proposal:	Construction of a welfare and maintenance building		

Recommendation: Refusal



P/01571/012

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be refused.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the construction of a welfare and maintenance building and associated parking. The building is to be used in association with the existing recycling centre to the west.
- 2.2 The proposed building measures approximately 24.5 metres in width and 18.5 metres in depth. It measures approximately 5.6 metres to the eaves and 9 metres to the ridge. There are 8 car parking spaces positioned to the east of the proposed building and separate area for truck parking in the south east corner of the site.
- 2.3 The proposed building contains shower/changing/toilet facilities, a staff kitchen and offices along with three workshop bays for the servicing of vehicles.
- 2.4 The application is accompanied by the following documents:
- Location plan, block plan, floor plans and elevations
 - Planning Statement

3.0 Application Site

- 3.1 The site consists of a piece of land roughly rectangular in shape positioned to the south of the Bath Road. To the west of the site is the existing Lanz Head Office and Maintenance Building and to the south of the site is the River Poyle. To the north of the site are residential properties and to the east of the site is woodland. The site is located in the Green Belt.

4.0 Relevant Site History

- 4.1 No planning history on the proposed site. However, the following planning history relates to the adjacent recycling site of which the proposal would form a part.

P/10697/000 - PERMANENT RETENTION OF WASTE RECYCLING CENTRE – Approved 02.02.99

P/10697/001 - RELOCATION OF SORTING HALL AT WASTE RECYCLING CENTRE, ASSOCIATED LANDSCAPING AND DEMOLITION OF EXISTING SORTING HALL – Approved 02.03.00

P/10697/002 - ERECTION OF A TWO STOREY BUILDING WITH A PITCHED ROOF FOR USE AS TRANSPORT MAINTENANCE OPERATION AND OFFICES, ERECTION OF SECURITY FENCING AND PROVISION OF PARKING, BUNDING AND LANDSCAPING (AMENDED PLANS 27/04/01 & 09/07/01) – Approved 26.07.01

P/10697/003 - RELOCATION OF SORTING HALL AT WASTE RECYCLING CENTRE. REALIGNMENT OF THE POYLE CHANNEL AND ASSOCIATED LANDSCAPE – Approved 03.10.02

P/10697/004 - CONSTRUCTION OF TRILOCULAR STORE – Approved 28.04.03

P/10697/005 - VARIATION OF CONDITION 7 OF P/10697/3 (GRANTED 3RD OCTOBER 2002) TO ALTER THE TIMING OF THE DIVERSION OF POYLE CHANNEL FROM PRIOR TO OCCUPATION OF THE SORTING HALL TO BY 31ST OCTOBER 2003 – Approved 07.05.03

P/10697/006 - PROVISION OF PORTACABIN AS WEIGHBRIDGE CONTROL OFFICE AND REPLACEMENT ENTRANCE GATES – Approved 02.02.04

P/10697/007 - CONSTRUCTION OF A CONCRETE PUSHWALL IN SORTING HALL – Approved 18.08.06

P/10697/008 - VARIATION OF CONDITION NO.6 OF PLANNING PERMISSION P/10697/000 DATED 2ND FEBRUARY 1999 AND RELATED PERMISSIONS KNOWN AS P/10697/001 DATED 2ND MARCH 2000 AND P/10697/003 DATED 3RD OCTOBER 2002 TO INCLUDE TWO ADDITIONAL WASTE CATEGORIES – Approved 15.10.13

P/10697/009 - ERECTION OF NEW BUILDING TO HOUSE NEW RECYCLING FACILITY WITH REVISED ACCESS AND INTERNAL LAYOUT – Approved 22.04.14

P/10697/010 - DEMOLITION OF EXISTING BUILDING AND INSTALLATION OF NEW LIGHT AND HEAVING RECYCLING FACILITY INCLUDING ASSOCIATED WORKS – Approved 03.07.18

5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) five site notices were displayed outside the site on 28/06/18. The application was advertised as a major application in the 06/07/18

edition of The Slough Express. Neighbour letters were sent out on 26/06/18 to the following addresses:

3 Meadow View Court, Old Bath Road, Colnbrook, Slough, SL3 0NX, 4
Meadow View Court, Old Bath Road, Colnbrook, Slough, SL3 0NX, 1
Meadow View Court, Old Bath Road, Colnbrook, Slough, SL3 0NX, 2
Meadow View Court, Old Bath Road, Colnbrook, Slough, SL3 0NX,
Galleymead House, Bath Road, Slough, Colnbrook, Slough, SL3 0NT, 9,
Elbow Meadow, Poyle, Slough, SL3 0NY, 8, Elbow Meadow, Poyle, Slough,
SL3 0NY, 7, Elbow Meadow, Poyle, Slough, SL3 0NY, 6, Elbow Meadow,
Poyle, Slough, SL3 0NY, 4, Elbow Meadow, Poyle, Slough, SL3 0NY, 5,
Elbow Meadow, Poyle, Slough, SL3 0NY, 3, Elbow Meadow, Poyle, Slough,
SL3 0NY, 2, Elbow Meadow, Poyle, Slough, SL3 0NY, 1, Elbow Meadow,
Poyle, Slough, SL3 0NY, Meadow View Court, 3, Elbow Meadow, Poyle,
Slough, SL3 0NX, Meadow View Court, 4, Elbow Meadow, Poyle, Slough,
SL3 0NX, Meadow View Court, Elbow Meadow, Poyle, Slough, SL3 0NX,
Meadow View Court, 2, Elbow Meadow, Poyle, Slough, SL3 0NX, Meadow
View Court, 1, Elbow Meadow, Poyle, Slough, SL3 0NX, Orchard Leigh,
Elbow Meadow, Poyle, Slough, SL3 0NS, Rosary Farm, Bath Road,
Colnbrook, Slough, SL3 0NS

5.2 At the time of writing no letters of representation have been received.

6.0 **Consultations**

6.1 Thames Water
Maple Lodge
Denham Way
Rickmansworth
Hertfordshire
WD3 9SQ

No objections

6.2 Sustainable Places, Environment Agency South East
Red Kite House
Howbery Park
Crowmarsh Gifford
Wallingford
Oxfordshire
OX10 8BD

Environment Agency position

We have **two objections** to this proposed development. One objection is about flood risk and one objection is about biodiversity.

Objection 1 – Flood Risk

In the absence of a flood risk assessment (FRA), we **object** to this application and recommend refusal of planning permission until a satisfactory FRA has been submitted.

Reason

The application site lies within Flood Zone 2 and 3 defined by the Environment Agency Flood Map as having a medium and high probability of flooding. Paragraph 163 of the National Planning Policy Framework (NPPF) requires applicants for planning permission to submit an FRA when development is proposed in such locations.

An FRA is vital if the local planning authority is to make informed planning decisions. In the absence of an FRA, the flood risk resulting from the proposed development are unknown. The absence of an FRA is therefore sufficient reason in itself for a refusal of planning permission.

Overcoming our objection

The applicant can overcome our objection by undertaking an FRA which demonstrates that the development is safe without increasing risk elsewhere and where possible reduces flood risk overall. If this cannot be achieved we are likely to maintain our objection to the application. Production of an FRA will not in itself result in the removal of an objection.

Objection 2 - Biodiversity

We **object** to the proposed development because there is no ecological buffer zone to the Poyle Channel. We recommend that planning permission should be refused on this basis.

Reason

The National Planning Policy Framework (NPPF), paragraph 170 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity. River corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate change.'

In this instance the proposed development, with the current level of detail provided is likely to have an adverse impact on:

- The integrity and quality of the riparian corridor – including adequate safeguarding from disturbance, due to inadequate protection and management;
- The positioning of the truck parking and associated trackway could lead to bank load stress on this area, that may undermine bank stability, which in conjunction with the outward bend of a meander, may lead to exacerbated bank failure and/or sediment input.

Overcoming our objection

It may be possible to overcome this objection if the development is moved back to provide an 8 metre-wide buffer zone measured from the bank top (defined as the point at which the bank meets the level of the surrounding

land) alongside the Poyle Channel. The buffer zone will help to maintain a more sustainable outcome, by safeguarding bank stability from loading pressure and mitigating natural erosion.

Furthermore, the buffer zone will help to reduce shading, and should be free from all built development including lighting and hardstanding. To reduce light spill into the river corridor outside the buffer zone, all artificial lighting should be directional and focused with cowlings (for more information see Institute of Lighting Professionals (formerly the Institute of Lighting Engineers) "Guidance Notes For The Reduction of Obtrusive Light".

Formal landscaping should not be incorporated into the buffer zone. The buffer zone should be only be planted with locally native species of UK genetic provenance and appropriately managed under an agreed scheme.

Any scheme to provide a buffer zone will need to include a working methods statement detailing how the buffer zone will be protected during construction. The schemes shall include:

- Details of any access routes, e.g. placement, width and surfacing materials. If vehicle access and parking is required within the buffer zone, demonstration of no-compromise to bank stability will be required.
- Plans showing the extent and layout of the buffer zone.
- Details of any proposed planting – all planting should be with native species of local provenance that are sourced from within the UK.
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- Details of any proposed fencing, lighting etc.
- Details of any enhancements to the buffer zone – opportunities should be sought for re-naturalising modified river banks and enhancing the value of the existing river corridor by supplementary planting. This should consider treatment of any invasive non-native species found on site.

Advice to Applicant

Land affected by contamination

The current and proposed land uses at this site mean there could be a risk of pollution from land contamination at this site. The proposed site is located within the Lower Thames Gravels which are a principal aquifer and a drinking water protected area. Therefore these proposals need to be dealt with in a way which protects the underlying groundwater.

Where land contamination may be an issue for a prospective development we will encourage developers to employ specialist consultants/contractors working under the National Quality Mark Scheme (NQMS). Our Groundwater, Hydrology and Contaminated Land Team in Hertfordshire and North London Area are not providing specific advice on the risks to controlled waters for this

site at present.

We recommend that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

We only consider issues relating to controlled waters (groundwater and watercourses). Evaluation of any risks to human health arising from the site should be discussed with the relevant local authority Environmental Health Department.

Invasive non-native species

There are records of invasive non-native species such as Japanese knotweed and Himalayan balsam, both upstream and downstream of the site. It is advised that these invasive non-native species are surveyed for, and if found, that a management and biosecurity plan is drawn up and submitted. To cause these species to spread would be a contravention of Schedule 9 of the Wildlife and Countryside Act 1981. This detail may also be requested when issuing Flood Risk Activity Permits.

Environmental Permit

This development will require an Environmental Permit from the Environment Agency under the terms of the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016 for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of designated 'main rivers'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. An environmental permit is in addition to and a separate process from obtaining planning permission. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

Advice to Planning Authority - Flood Risk Sequential Test

In accordance with the National Planning Policy Framework paragraph 101, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for the local planning authority to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk as required by the Sequential Test in the National Planning Policy Framework. Our flood risk standing advice reminds you of this and provides advice on how to do this.

Final comments

Once again, thank you for contacting us. Our comments are based on our available records and the information as submitted to us.

We ask to be re-consulted with the results of the FRA. We will provide you with bespoke comments within 21 days of receiving formal re-consultation. Our objection will be maintained until an adequate FRA has been submitted.

6.3 Environmental Protection
St. Martins Place
51, Bath Road
Slough
Berkshire
SL1 3UF

No comments received.

6.4 Environmental Quality Team Leader
St. Martins Place
51, Bath Road
Slough
Berkshire
SL1 3UF

Noise impact assessment required in relation to vehicle repairs. No issues relate to air quality. Lighting condition required to prevent nuisance lighting/spillage in relation to neighbouring properties.

6.5 Contaminated Land Officer
St. Martins Place
51, Bath Road
Slough
Berkshire
SL1 3UF

No objections

6.6 Tree Officer
Slough Borough Council
St. Martins Place
51, Bath Road
Slough
SL1 3UF

The site is a visually discreet site located south of residential properties in Bath Road, Poyle, it occupies green belt and abuts the Poyle river channel. Its character is to a large degree determined by its current use as an industrial yard associated with waste disposal businesses. There is extensive former landfill to the immediate south which is elevated and potentially will provide views to an into the site. There is no public access to this former landfill land.

The Poyle Channel is an important local environmental asset. Current

views to and into the site are restricted by existing buildings (residential houses north, the LANZ office building to the west, and by a high screen of semi-natural vegetation comprising mixed native trees and shrubs. The core of the site is flat featureless hardcore surface.

I note that there is a stated commitment within the application to retain all perimeter vegetation. The application provides details of a proposed building with car parking spaces but does not provide adequate details about wider surface and landscape treatments.

The proposed location of the building close to the northern site boundary would potentially have an adverse impact on existing vegetation and screening between the site and residential gardens.

The trees on the site provide essential screening for what would be industrial/business development. Currently there is no evidence of active management of these trees.

The site has an important relationship with the Poyle channel. Rivers can be sensitive to development. The proposal would benefit from proposals for the treatment of the river corridor to demonstrated how it would be protected and enhanced, and how potentially adverse impacts, whether environmental or visual, would be addressed.

Whilst the trees have an important role in obstructing potentially adverse impacts on visual amenity of the current and possible future use, they do not individually merit protection. There is however a need to understand how they will be protected in the context of the commitment made in the application to retain them.

More detailed information with proposals for the landscape treatment is required with a detailed tree management proposal to be considered with the application and form part of any consent should the authority be minded to approve.

6.7 Transport and Highways Development, Resources, Housing and Regeneration
St. Martins Place
51, Bath Road
Slough
Berkshire
SL1 3UF

Trip Generation

- The documentation provided in support of the planning application states that Lanz Group currently employ a total of 54 staff on the adjacent Head Office and Maintenance Building and Waste Transfer Station sites. Paragraph 4.15 states that “*no new staff are proposed to be employed as a result of this application*”. In addition, the applicant states that there will be “*...no increase in vehicle movements from the overall site*” (paragraph 4.10). If this information is correct, then the development should not result in any additional impact on the wider

highway network in terms of congestion, delays and accidents.

Vehicle Access

- Vehicular access is proposed through Lanz's existing site to the west via Poyle New Cottages and Bath Road, which is the existing route used by Lanz's vehicles accessing their Waste Transfer Station, Head Office and Vehicle Maintenance facility, as well as vehicles accessing the Aramex facility to the north. Poyle New Cottages is a well-established route and is appropriate for use by HGVs and other vehicles.
- However, no detail has been provided regarding how vehicles will route through the existing Head Office and Vehicle Maintenance site without conflicting with pedestrian and other vehicle movements, therefore further information is requested in this respect.

Pedestrian Access

- Section 6.21 of the accompanying report states *"pedestrian access to the site would be via a new path from the existing Head Office site. This would ensure all pedestrians are separated from any vehicle movements."*
- However, a safe, marked pedestrian path has not been shown on the submitted plans (drawing 654/3/002). A pedestrian access route for staff from the existing Lanz Group Main Head Office and Maintenance Yard to the proposed site would be required, ensuring that it does not conflict with any vehicle movements on the existing and proposed sites.

Vehicle Parking

- The submitted plans (drawing 654/3/002) show a provision of 8no. car parking spaces for employees.
- The car parking standards for 'B2 – Industrial' within the SBC Developer's Guide Part 3 document state a minimum standard of 1 space per 50sqm for 'Existing Business' areas, which equates to a minimum of 9 spaces to serve the proposed building GFA of 453sqm. This represents a shortfall of 1 parking space.
- Although actual dimensions of the car parking bays shown in drawing 654/3/002 are unclear, they appear to be approximately 2.3m wide. Standard car parking bays should have dimensions of 2.4m x 4.8m as a minimum, therefore the bays as shown are substandard.
- 2no. HGV parking bays are shown on drawing 654/3/002, and Section 4.9 of the accompanying report states *"suitable space has been allocated to allow for the manoeuvrability of HGVs within the site."* As HGV turning and reversing manoeuvres will be required to facilitate access and egress, this comment should be supported by swept path analysis demonstrating that the largest HGV expected to access the site can safely enter the site, park and exit in forward gear without encroaching on designated pedestrian routes and car parking spaces.

Cycle Parking

- Cycle parking has not been provided on the plans. This is deemed unacceptable.
- As per the Slough Developer's Guide Part 3: Transport and Highway Guidance (see: <https://www.slough.gov.uk/downloads/developers-guide-part-3.pdf>), B2 units are required to provide 1 cycle parking

space per 500m². As the site is 453m², a minimum of one space should be provided.

Refuse and Servicing

- Although it is noted that the proposed site is an extension of an existing permanent waste management facility that will enable waste operations to continue at the associated Rosary Farm site, provision for refuse storage for the Maintenance and Welfare unit has not been provided on-site.
- Commercial waste should be stored in a secure, accessible and covered storage facility. If it is the intention of the applicant to transfer waste from the proposed site to the nearby waste management facility, further details should be provided to Slough Borough Council about how this is to be managed.

Recommendation

The proposal for Galleymead House fails to meet highway and transport requirements on multiple grounds. In general the proposed layout does not demonstrate that the site can operate safely by providing sufficient turning space for HGVs and vehicles parking in the north-east corner of the site. This point is compounded by the fact that a safe, designated pedestrian path to the entrance of the proposed building has not been shown on the plans. Other points of concern surround the lack of cycle parking and refuse storage facilities for the development. This is deemed unacceptable and contributes to our assessment that the proposal should be refused on highways and transport grounds.

Reasons for Refusal

The layout as submitted is unacceptable and as such would result in a potentially dangerous and unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

The applicant has not provided suitable pedestrian routes within the application site, and in the absence of such links there is a danger to pedestrians walking to or from the proposed development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

The development fails to provide cycle parking in accordance with adopted Slough Borough Council standards and therefore does not comply with the Council's Integrated Transport Strategy and is therefore contrary to Slough Borough Council Local Plan Policy T8.

The development fails to provide adequate provision for waste storage in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to informal storage of waste which poses an environmental and health hazard to a Green Belt area. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to vehicles obstructing the access point or the Welfare and Maintenance yard to the detriment of the safety and convenience of vehicle drivers and pedestrians. The development is

therefore contrary to Slough Borough Council Local Plan Policy T2.

- 6.8 Airports Policy Division (Zone 2/29), Dept. of Environment, Transport & Region
Great Minster House
Marsham Street
London
SW1P 4DR

No comments at the time of writing

- 6.9 Mr. Stewart Pomeroy, Colne Valley Park Team Leader
COLNE VALLEY PARK CENTRE
DENHAM COURT DRIVE
UXBRIDGE
MIDDLESEX
UB9 5PG

No comments at the time of writing.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework (2018) and National Planning Policy Guidance:

Chapter 2 Achieving sustainable development
Chapter 6 Building a strong, competitive economy
Chapter 8 Promoting healthy and safe communities
Chapter 9 Promoting sustainable transport
Chapter 12 Achieving well-designed places
Chapter 13 Protecting Green Belt land
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15 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 2 – Green Belt and Open Spaces
Core Policy 5 - Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Policy CG10 - Heathrow Airport Safeguarding Area

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design
EN3 – Landscaping Requirements
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Waste Local Plan for Berkshire 1998 (Saved Policies 2007)

WLP 1 Sustainable Development

WLP 16 Waste management facilities-non landfill

WLP 23 Sites for Inert Waste

WLP 29 Sites for Waste Management

WLP 30 Assessing Impacts of development proposals

National Planning Policy for Waste October 2014

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

The revised version of the National planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

It should be noted that the Council published a self assessment of the Consistency of the Slough Local Development Plan with the 2012 National Planning Policy Framework using the PAS NPPF Checklist and found that it was generally in conformity. The Council will need to assess whether the changes of the revised NPPF mean that the Local Plan is still generally in conformity.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact upon the Green Belt
- Impact on the Strategic Gap
- Impact on the Colne Valley Park
- Scale, massing, bulk and layout
- Impact to neighbouring residential properties and environmental issues
- Traffic and Highways
- Floodrisk
- Impact on the Public Safety Zone

8.0 **Principle of development**

8.1 The National Planning Policy Framework states that unless material

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

- 8.2 The National Planning Policy for Waste, October 2014, states that when determining waste planning application Local Authorities should consider market need if the proposals are not in line with the local plan and to ensure the proposals do not undermine the local plan. It further states that Green Belts have special protection regarding development and waste management facilities within the Green Belt would amount to inappropriate development.
- 8.3 The Berkshire Waste Local Plan acknowledges the difficulties in identifying suitable sites for waste management facilities and the need to secure sufficient suitable sites. It therefore identified a number of sites to retain and safeguard, known as “Preferred Areas”. The existing recycling facility to the west of the site is included in the preferred areas list in the 1998 Berkshire Waste Local Plan (WLP Preferred Area 26).
- 8.4 Policy WLP11 of the Berkshire Waste Local Plan states that, subject to various detailed matters, applications for waste management development will normally be permitted in Preferred Areas. The proposed building is not within the boundary of Preferred Area 26 in the Berkshire Waste Local Plan.
- 8.5 Policy WLP16 states that outside of Preferred Areas proposals for waste management other than landfill will normally be permitted on sites within existing permanent waste management facilities or within existing or proposed industrial areas. The proposed site is not within the existing waste management facility and is therefore not supported by WLP16.
- 8.6 The existing use of the land is not that of a recycling facility. The applicant states that the site is derelict wasteland. The following aerial image shows that the site was originally covered in woodland although this has now been cleared by the applicant.



8.7 Development of the site identified on the location plan is not in existing waste/recycling use and is not supported by policy WLP11 or WLP16 of the Berkshire Waste Local Plan. The erection of the proposed building and creation of associated parking in this location is therefore not acceptable in principle.

9.0 **Impact upon the Green Belt**

9.1 Chapter 13 of the NPPF 2018 relates to the protection of Green Belt land. Paragraph 143 states that:

'Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.'

9.2 Paragraph 144 of the NPPF 2018 states that

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

9.3 Local Planning Authorities should regard the construction of new buildings as inappropriate in the Green Belt. Paragraph 145 of the NPPF 2018 sets out the exceptions to this:

- a) buildings for agriculture and forestry
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites)
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt

than the existing development; or

- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

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

9.5 The National Planning Policy for Waste, October 2014 states that Green Belts have special protection regarding development. Waste management facilities within the Green Belt would amount to inappropriate development.

9.6 Policy WLP29 of the Berkshire Waste Local Plan states that there will be a strong presumption against allowing waste management development, either within or adversely affecting the Green Belt.

9.7 Strategic Objective G of the Core Strategy is

'To preserve and enhance Slough's open spaces and to protect the Green Belt from inappropriate development and seek, wherever practically possible, to increase the size and quality of the Green Belt land in the Borough.'

9.8 Core Policy 1 of the Core Strategy states that:

'All development will take place within the built up area, predominantly on previously developed land, unless there are very special circumstances that would justify the use of Green Belt land.'

9.9 Core Policy 2 relates to the Green Belt and Open Spaces and aims to maintain the existing Green Belt areas.

9.10 The proposed building is entirely within the Green Belt. The applicant states that there are 'very special circumstances' which mean that planning permission should be granted. The 'very special circumstances' put forward by the applicant are that the proposed building would:

- a) facilitate the recycling of waste at Rosary Farm
- b) provide maintenance and servicing facilities for the LG fleet of vehicles.
- c) Provide adequate welfare facilities for all employees.

9.11 The proposed building measures approximately 24.5 metres in width and 18.5 metres in depth. It measures approximately 5.6 metres to the eaves and 9 metres to the ridge. There are 8 car parking spaces positioned to the east of the proposed building and separate area for truck parking in the south east corner of the site.

9.12 The applicants argument that the building is required to provide improved welfare facilities for employees and maintenance and servicing facilities for

the vehicles does not outweigh the harm that will be caused by the proposal.

- 9.13 The proposed building and associated car parking would establish development on open land within the Green Belt. The 'Very Special Circumstances' quoted by the applicant do not outweigh the potential harm on the openness of the Green Belt. None of the exceptions listed in paragraph 145 of the NPPF 2018 apply to the proposed scheme.
- 9.14 As a result the proposal is unacceptable and contrary to the NPPF 2018, the National Planning Policy for Waste 2014, policy WLP29 of the Berkshire Waste Local Plan, Strategic Objective G and Core Policies 1 and 2 of the Slough Borough Council Core Strategy.
- 10.0 **Impact upon the Strategic Gap**
- 10.1 Local Plan policy CG9 states that any development within the Strategic Gap will not be approved where it threatens the clear separation or the role of open land between Slough and Greater London.
- 10.2 Core Policy 2 of the Core Strategy states that development will only be permitted in the Strategic Gap between Slough and Greater London and the open areas of the Colne Valley Park if it is essential to be in that location.
- 10.3 The proposed development would extend onto open land between Slough and Greater London. It is not considered by officers that the development is essential in this specific location. The applicants have not demonstrated within their application that it is essential to place the proposed building in this specific location. Therefore the scheme would be contrary to policy CG9 of the Local Plan and Core Policy 2 of the Core Strategy.
- 11.0 **Impact upon the Colne Valley Park**
- 11.1 Local Plan policy CG1 seeks to control development in the Colne Valley Park. It states that:
- Proposals for development within the countryside or other open areas in the Colne Valley Park will not be permitted unless they:
- a) maintain and enhance the landscape and waterscape of the park in terms of its scenic and conservation value and its overall amenity;
 - b) resist urbanisation of existing areas of countryside;
 - c) conserve the nature conservation resources of the park; and
 - d) provide opportunities for countryside recreation which do not compromise the above.
- 11.2 The proposed building and associated parking would be positioned on open space within the Colne Valley Park. The introduction of a building and the associated hardstanding would not maintain or enhance the scenic or conservation value of the Park. The proposed industrial use is an incongruous addition within its setting and would have a harmful impact on the landscape. The scheme would result in the urbanisation of existing

countryside. It would not protect the nature conservation resources of the park or provide opportunities for countryside recreation. For these reasons the proposal is contrary to policy CG1 of the Local Plan.

12.0 **Scale, massing, bulk and layout**

12.1 That National Planning Policy for Waste states that waste development facilities should be well designed and contribute positively to the character and quality of the area. The National Planning Policy Framework similarly seeks to ensure that proposal have a good standard of design.

12.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that: "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."

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

12.4 The proposed materials for the elevations of the building are brick and metal cladding. The proposed roof materials are grey steel panels. The building would be similar in appearance to the existing Lanz building immediately adjacent to the site to the west.

12.5 The building is large and although it is not out of character with the industrial buildings to the west, it is considered to be out of character with the residential properties to the north and the countryside to the east and south. No landscaping has been submitted as part of the proposal. In this context the building would be over bearing and dominant.

12.6 For these reasons the proposal would not be compliant with Core Policy 8 of the Core Strategy, policy EN1 of the Local Plan, the National Planning Policy for Waste and the NPPF 2018.

13.0 **Impact to neighbouring residential properties and environmental issues**

13.1 The National Planning Policy for Waste states that waste developments should consider the likely impact on the environment and amenity.

13.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that the design of all development within existing residential areas should respect its location and surroundings and shall not give rise to unacceptable levels of air, dust, odour, lighting or noise pollution and reduce the risk of flooding, including surface water flooding.

13.3 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.

13.4 The nearest residential properties to the site are those to the North on Elbow

Meadow. The southern boundaries of these properties are located approximately 10 metres from the northern elevation of the proposed building. These properties are screened from the site with existing mature trees and shrubs.

- 13.5 However, the retention of this boundary treatment cannot be guaranteed. Due to the distances between the rear windows of the neighbouring residential properties and the proposed building it is not considered to result in a loss of light to the neighbouring properties themselves.
- 13.6 However, at a width of approximately 24.5 metres and a height of 9 metres the proposed building would have an overbearing impact on the rear gardens of the properties on Elbow Meadow. In particular there is the potential for harmful impact on the residential amenities of numbers 1-5 Elbow Meadow.
- 13.7 Bringing an industrial use onto this site also has the potential to impact the neighbouring residential properties in terms of noise disturbance relating to vehicle repairs. Had the principle of the development been acceptable a noise impact assessment would have been requested from the applicant. A condition preventing nuisance light spillage would also have been necessary.
- 13.8 As a result of the issues discussed the proposal would be contrary to Core Policy 8 of the Core Strategy, policy EN1 of the Local Plan, the National Planning Policy for Waste and the NPPF 2018.

14.0 **Floodrisk and drainage**

- 14.1 The application site lies within Flood Zone 2 and 3 defined by the Environment Agency Flood Map as having a medium and high probability of flooding. Chapter 14 of the NPPF 2018 relates to meeting the challenge of climate change, flooding and coastal change.
- 14.2 Paragraphs 155 to 165 of the NPPF 2018 refer to the issues relating to planning and flood risk. Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.
- 14.3 Paragraph 163 of the NPPF 2018 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment⁵⁰. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:
- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location
 - b) the development is appropriately flood resistant and resilient
 - c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate

d) any residual risk can be safely managed; and

e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

14.4 Objective J of the Core Strategy is:

To reduce areas subject to risk of flooding and pollution and control the location of development in order to protect people and their property from the effects of pollution and flooding.

14.5 Core Policy 8 of the Core Strategy relates to sustainability and the environment. In relation to flooding development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain. Development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

14.6 No Flood Risk Assessment has been submitted by the applicant. The EA has objected to the proposed scheme on this basis and has recommended that the application is refused.

14.7 The National Planning Policy Framework (NPPF), paragraph 170 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

14.8 Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity. River corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate change.'

14.9 In this instance the EA has stated that the proposed development, with the current level of detail provided is likely to have an adverse impact on:

- The integrity and quality of the riparian corridor – including adequate safeguarding from disturbance, due to inadequate protection and management;
- The positioning of the truck parking and associated trackway could lead to bank load stress on this area, that may undermine bank stability, which in conjunction with the outward bend of a meander, may lead to exacerbated bank failure and/or sediment input.

14.10 For the reasons given above the proposal would be contrary to the NPPF and objective J and Core Policy 8 of the Core Strategy.

15.0 **Highways**

- 15.1 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.
- 15.2 Local Plan Policy T2 requires development to provide a level of parking appropriate to its location and overcome road safety problems. Policy T8 requires developments to include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development.
- 15.3 The Highways team has objected to the proposed development. The conclusion to their comments is shown below:
- 'The proposal for Galleymead House fails to meet highway and transport requirements on multiple grounds. In general the proposed layout does not demonstrate that the site can operate safely by providing sufficient turning space for HGVs and vehicles parking in the north-east corner of the site. This point is compounded by the fact that a safe, designated pedestrian path to the entrance of the proposed building has not been shown on the plans. Other points of concern surround the lack of cycle parking and refuse storage facilities for the development. This is deemed unacceptable and contributes to our assessment that the proposal should be refused on highways and transport grounds.'*
- 15.4 For these reasons the proposal would be contrary to Core Policy 7 of the Core Strategy and policies T2 and T8 of the Local Plan.
- 16.0 **Impact on Public Safety Zone**
- 16.1 The site is located within Public Safety Zone (PSZ). Public Safety Zones are areas of land at the ends of the runways at the busiest airports, within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on takeoff or landing. The basic policy objective governing the restriction on development near civil airports is that there should be no increase in the number of people living, working or congregating in Public Safety Zones and that, over time, the number should be reduced as circumstances allow.
- 16.2 Policy CG10 of the Local Plan relates to the Heathrow Airport Safeguarded Area. This policy states that in the interests of public safety, planning permission will not be granted if the proposal would result in a significant increase in the number of people working, living, or congregating within the Public Safety Zone or would result in a development that would prejudice other safeguarding aims around Heathrow.
- 16.3 The applicant has stated that the proposed use will not result in an increase in staff numbers at the site and therefore complies with the requirement of development within the airport safeguarding zone which seeks to ensure there is no increase in the numbers of people working within such an area.
- 16.4 No objections are raised to the development in relation to its position within the Public Safety Zone. The proposal would comply with policies within the

Slough the Development Plan and the NPPF 2018.

17.0 **PART C: RECOMMENDATION**

17.1 Having considered the relevant policies set out in this report, comments that have been received from consultees and all other relevant material considerations it is recommended the application be refused for the following reasons:

1. The proposed building and associated car parking would establish development on open land within the Green Belt and the 'Very Special Circumstances' put forward do not outweigh the harm on the openness of the Green Belt. The proposed scheme would be contrary to the purposes of including the land within the Green Belt. The proposal would therefore amount to inappropriate development within the green belt which by definition would be harmful to the Green Belt. The proposal is therefore contrary to the NPPF 2018, the National Planning Policy for Waste 2014, policy WLP29 of the Berkshire Waste Local Plan and Core Policies 1 and 2 of the Slough Borough Council Core Strategy 2008.
2. The proposed development would extend onto open land between Slough and Greater London. The development is not essential in this specific location and would be contrary to policy CG9 of the Local Plan 2004 and Core Policy 2 of the Core Strategy 2008.
3. The proposed building and associated parking would be positioned on open space within the Colne Valley Park. In this respect It would not maintain or enhance the scenic or conservation value of the Park, would not protect the nature conservation resources of the park or provide opportunities for countryside recreation, and would result in the urbanisation of existing countryside. The proposal is therefore contrary to policy CG1 of the Local Plan 2004 (saved policies).
4. The proposed building by virtue of its scale and design would be out of character with the neighbouring residential properties and the Colne Valley Park. The proposal would not be compliant with Core Policy 8 of the Core Strategy 2008 and policy EN1 of the Local Plan 2004 (saved policies).
5. The proposed building by virtue of its scale, design and position adjacent to the northern boundary of the site would have an overbearing impact on the rear gardens of numbers 1-5 Elbow Meadow. Furthermore, It has not been demonstrated satisfactorily that there would not be a harmful impact on the neighbouring residential properties as a result of noise disturbance. In this respect the proposal would be detrimental to the amenities of adjoining and nearby properties and would therefore be contrary to Core Policy 8 of

the Core Strategy 2008 and policy EN1 of the Local Plan 2004.

6. The proposed site is located within flood zones 2 and 3. It has not been satisfactorily demonstrated by way of a Flood Risk Assessment that there would be a minimal risk of flooding, that the development would not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain. In addition, it has not been demonstrated that the proposed truck parking and associated trackway would not result in bank instability, bank failure or sediment input. As a consequence the proposed development would have a harmful impact on the integrity and quality of the riparian corridor associated with the River Poyle and in this respect would be contrary to the NPPF 2018 and Core Policy CP8 of the Core Strategy 2008.
7. The proposal fails to provide suitable pedestrian routes within the application site, and in the absence of such links there is a danger to pedestrians walking to or from the proposed development. In this respect the layout as submitted is unacceptable as it would result in a potentially dangerous and unsatisfactory form of development. The development is therefore contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
8. The development fails to provide cycle parking in accordance with adopted Slough Borough Council standards and therefore does not comply with the Council's Integrated Transport Strategy and as such is contrary to Slough Borough Council Local Plan Policy T8.
9. The development fails to provide adequate provision for waste storage in accordance with adopted Slough Borough Council standards and if permitted would be likely to lead to informal storage of waste which poses an environmental and health hazard to a Green Belt area. The development is therefore contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
10. The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted would be likely to lead to vehicles obstructing the access point or the Welfare and Maintenance yard to the detriment of the safety and convenience of vehicle drivers and pedestrians. The development is therefore contrary to Slough Borough Council Local Plan Policy T2.

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Registration Date:	06-Apr-2018	Application No:	P/11071/008
Officer:	Christian Morrone	Ward:	Central
Applicant:	Oury Clark Chartered Accountants	Application Type:	Major
		13 Week Date:	6 July 2018
Agent:	Mr. Malcolm Cook, Danks Badnell Architects Ltd KINGS STABLES, 3-4 OSBORNE MEWS, WINDSOR, SLOUGH, BERKSHIRE, SL4 3DE		
Location:	Herschel House, 58, Herschel Street, Slough, SL1 1PG		
Proposal:	Five storey extension to the front and rear elevations of the existing detached office building to provide additional office space.		

Recommendation: Approve.



P/11071/008

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be **Approved**.
- 1.2 This application is to be determined at Planning Committee as the proposal would create over 1,000 square metres of floor area.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is full planning application for the construction of a five storey front extension and a five storey rear extension to create an additional 1,029 square metres of office space.

3.0 Application Site

- 3.1 The application site is located within the defined Town Centre, towards the western end of Herschel Street, and on the southern side of the highway. The site comprises a detached five storey office building with an additional basement level. The basement and ground floor levels provide car parking while the first to fourth floors are used as offices, occupied by the accountant and solicitor firm Oury Clark.
- 3.2 The site's carpark is accessed on eastern side of the building from Buckingham Gardens which also provides vehicular access to the Herschel Street multi storey carpark. Pedestrian access is gained from the western end of the north facing frontage on Herschel Street, and from within the basement and ground level carpark.
- 3.3 Neighbouring the site to the west is a detached six storey office building known as Observatory House which is positioned on a corner plot with the Herschel Street and Windsor Road Junction and fronts Windsor Road. To the north of the application site and on the opposite side of the highway is the eight storey Travelodge hotel which is sited on a corner plot with the Herschel Street and Buckingham Gardens junction. Neighbouring the Travelodge hotel to west is a three storey office and financial services building recently granted a prior approval change of use residential flats. To the northwest of the application site and on the opposite corner plot with the Herschel Street and Buckingham Gardens junction is a seven storey building used as residential flats known as Nova House. Opposite Nova House and to the east of the application site, is a surface level public

carpark which is on the opposite side of Buckingham Gardens. To the rear of the application site is a five storey Herschel Street multi storey car park with access taken from Buckingham Garden. Further to the southeast is the grade II* listed St Mary's Church.

3.4 The surrounding area is urban in character and comprises large scale building varying in form style and appearance.

4.0 **Relevant Site History**

4.1 Application Site:

P/11071/007 Five storey rear extension to existing five storey detached office building to occupy additional office space.
Approved with Conditions; Informatives; 17-Jul-2017

P/11071/006 Removal of condition 6 (car parking) of prior approval application F/11071/005 (change of use from B1 (offices) to C3 residential comprising of 28no. residential apartments) dated 13/04/2017
Approved with Conditions; Informatives; 04-Jul-2017

F/11071/005 Prior approval for change of use from B1 (offices) to C3 residential comprising of 28no. residential apartments (20 x 1 bed and 8x 2 bed flats)
Prior Approval Not Required/Informatives; 13-Apr-2017

P/11071/004 Installation of 9no. air condensing units to the rear of the building on the roof of the existing plant room.
Approved with Conditions; Informatives; 08-Nov-2016

P/00654/018 Variation of condition 2 – Approved Plans of P/00654/016 (as amended 25/06/99) Approved with Conditions; 27-Jul-1999

P/00654/017 Variation of condition 2 of planning permission P/00654/016 comprising alterations to elevations and siting (as amended 09.11.98)
Approved Unconditional; 23-Nov-1998

P/00654/016 Erection of office development
Approved with Conditions; Informatives; 18-Aug-1998

Neighbour Site East (Aspire Site):

P/01508/042 Construction of a part eight and part nine storey building (Class C3 Use) to accommodate 238 flats together with 43 car parking spaces with landscaping and ancillary works.

Neighbour Site West (Observatory House):

P/00218/027 Reclading and refenestration of existing building and infilling and conversion of plant room to office space increasing office space by 1948sqm.

Approved with Conditions; Informatives; 15-Dec-2015

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) the application as submitted was advertised as a major application in the 20/04/2018 edition of The Slough Express, a site notice were displayed outside the site on 06/04/2018 and neighbours were consulted on 12/04/2018. The consultation period has expired.

The grade II* listed St Mary's Church is located towards the southeast beyond Herschel Street Multi Storey Car Park and the Aspire 2 site. Due to its infilling nature and proposed heights not exceeding the existing height of the application building, the proposal is not considered to affect the setting of the grade II* listed St Mary's Church. The proposal was therefore was not advertised as 'effecting the setting of a listed building'.

Neighbour letters were sent out to the following addresses:

I C L, Observatory House, Windsor Road, Slough, SL1 2EY, Travel Lodge, Herschel Street, Slough, SL1 1PG, Apartment 1 – 68, Nova House, 1 Buckingham Gardens, Slough, SL1 1AY, Car Park, Church Street, Slough, Berkshire, Apartment 6, Nova House, 1 Buckingham Gardens, Slough, Berkshire, SL1 1AY, 7, Windsor Road, Slough, SL1 2DX, 25, Windsor Road, Slough, SL1 2EL, Multi Storey Car Park, Herschel Street, Slough

5.2 [Case Officer Note: No letters of representation have been received].

6.0 **Consultations**

6.1 Local Highway Authority:

No comments received.

6.2 Contaminated Land Officer:

I have reviewed the submitted with above application, together with our database of Potentially Contaminated Sites.

Historical mapping indicates that the proposed development was adjacent

to/partially part of a former garage site with two entries in the Disused Tank Registry for multiple tanks. There are records of leakages and spills at the garage site, together with subsequent groundwater pollution with hydrocarbon product, and migration off-site. Some remediation was carried out and at the time the site was probably deemed suitable for commercial use. However, given that the proposed development will require groundworks, I recommend additional investigation and risk assessment is carried out.

Based on the above I recommend the usual full conditions are placed on the Decision Notice.

6.3 Thames Water:

No objection. However, apply condition for details of any piling and method statement to be submitted and informative relating to 'working near our assets procedure'.

6.4 Lead Local Flood Authority:

No Objection subject to conditions to secure the submitted drainage strategy.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework 2018:

Chapter 2: Achieving sustainable development
Chapter 4: Decision-making
Chapter 6: Building a strong, competitive economy
Chapter 7: Ensuring the vitality of town centres
Chapter 9: Promoting sustainable transport
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design

EN2 – Extensions
EN3 – Landscaping
EN5 – Crime Prevention
EMP2 – Criteria for Business Developments
T2 – Parking
T8 - Cycling Network and Facilities

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map
- Nation Planning Practice Guidance

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013

The revised version of the National Planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers/uses
- Heritage
- Highways/transport and parking
- Surface water drainage

8.0 **Principle of development**

8.1 Core Policies 1 and 5 of the Core Strategy which require intensive employment uses such as offices to be located within the town centre. The site is an existing office building located within the Town Centre where the principle of extending an office building complies with Core Policies 1 and 5 of the Core Strategy.

9.0 **Impact on the character and appearance of the area**

9.1 The National Planning Policy Framework encourages new buildings to be

of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1.

- 9.2 The proposed rear extension would infill the rear and side elevations of the existing building. The proposed front extension would extend the main façade of the building forward, (but not including the eastern glazed stairwell) up to and abutting the pedestrian footway in Herschel Street. The size of the proposed extensions would be relatively shallow and would not exceed the heights of the existing building. The key architectural elements of the building such as, the set back and shallow pitch roof form, pattern of fenestration, and types of materials would appropriately replicated. The proposal would therefore relate well the scale, form and style of the existing building. Given the front extension would form the principal elevation within a prominent position in the town centre; conditions to secure high quality materials and detailing should be included.
- 9.3 The proposed rear extension would bring the building within approximately 0.4 metres (min.) from the north elevation of the Herschel Street multi storey car park at the rear. This distance would not provide any meaningful visual openness, however, views of both the existing and proposed relationship are very limited, and infilling this area in such a way would not significantly impact on the character or appearance of the surrounding area.
- 9.4 In abutting the pedestrian footway, the proposed front extension would result in a similar relationship to the streetscene as a number of other buildings in the area, for example, Travelodge and 7 Windsor Road opposite the application site. This would result in a separation distance between the proposal and the buildings on the opposite side of the Herschel Street of approximately 17 metres, which is a suitable distance to retain an appropriate level of openness within the streetscene in this instance.
- 9.5 Subject to conditions to ensure the proposed materials would match those on the existing building, the proposal would relate well with the existing and neighbouring buildings and would have an acceptable impact on the character and visual amenity of the surrounding area
- 9.6 Based on the above, the proposal would comply with Policy EN1, EN2, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2018
- 10.0 **Impact on amenity of neighbouring buildings and land**
- 10.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high standard of

amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

- 10.2 The Core Strategy's Spatial Strategy seeks to build upon major town centre regeneration schemes to promote comprehensively planned high-quality places. Local Plan Policy H9 states that commercial schemes which sterilise residential land or prejudice the ability of potential residential units being provided or brought into use will not be permitted .
- 10.3 The proposed rear extension would result in additional built form with clear glazed windows being positioned within close proximity of the Herschel Street multi storey carpark to the south (approx. 0.4 metres), and Observatory House to the west (approx. 7 metres). As these buildings are used as a carpark and office building respectively, this relationship would not have an unacceptable impact on their day-to-day use.
- 10.4 Policy H9 seeks for a comprehensive approach to be taken in any residential development to ensure that adjoining land which is capable of development is not sterilised or prejudiced in terms of any such development in the future. In terms of sterilisation of potential future sites, the multi storey carpark is already bound by high level development and therefore would not lend itself particularly well to residential redevelopment. Observatory House to the west has recently been redeveloped as an office building and therefore would unlikely come forward for redevelopment in the foreseeable future. Therefore, in accordance with Local Plan Policy H9 the proposed extensions with clear glazed windows would unlikely prejudice any major town centre regeneration schemes sought by the Core Strategy.
- 10.5 To the east on the opposite side of Buckingham Gardens is an existing surface level carpark which has recently been granted planning permission for a part eight and part nine storey building to accommodate 238 residential flats known as Aspire 2. This has not been plotted on the submitted plans, however when taking dimensions from the approved plans (ref. P/01508/042), it appears the eastern side elevation of Aspire 2 would be positioned approximately 16 metres from the proposed eastern side elevation windows. As the approved Aspire 2 scheme contains west facing windows serving habitable areas, given the separation distance, it would be appropriate to require the proposed east facing windows to be obscurely glazed to protect the privacy of the future occupiers at Aspire 2.
- 10.6 Due to the high level of site coverage, close proximity to neighbouring properties, and the town centre location, a working method statement should be secured by condition to ensure acceptable impacts during the construction phase.
- 10.7 Based on the above, and subject to conditions to ensure the proposed windows would be obscurely glazed, the proposal would have an

acceptable impact on neighbouring buildings and land. The proposal would therefore comply with Policy EN1, EN2, H9, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2018.

11.0 **Heritage**

11.1 The grade II* listed St Mary's Church is located towards the southeast beyond Herschel Street Multi Storey Car Park and the Aspire 2 site. Due to its infilling nature and proposed heights not exceeding the existing height of the application building, the proposal is not considered to affect the setting of the grade II* listed St Mary's Church.

12.0 **Crime Prevention**

12.1 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. This is also supported by Core Policy 12 Community Safety.

12.2 The access arrangement would remain similar whereby pedestrians would access the building via the main frontage in Herschel Street and from within the parking areas at ground and basement levels, and therefore is acceptable.

12.3 The proposed rear extension would create a narrow and dark ally between the Herschel House and the multi storey car park. This area is out of the control of the applicant, however it is noted that the existing space is fenced to restrict public access, and therefore is no reason to assume this would change.

12.4 Based on the above, the proposal would reduce the potential for criminal activity and anti-social behaviour and therefore comply Policy, and EN5 of the Local Plan for Slough March 2004, Core Policy 12 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2018.

13.0 **Highways and Parking**

13.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local

Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

- 13.2 Core Policy 7 and Local Plan Policy T2 seek no overall increase in the number of parking spaces for commercial redevelopment. Local Plan Policy T8 requires 1 cycle space per 125 square metres.
- 13.3 The existing site contains 1,877 square metres of office space and 49no. parking spaces at ground and basement levels. The proposed extensions would result in an additional 1,029 square metres of office space. No additional parking spaces are proposed which is in accordance with Core Policy 7 and Local Plan Policy T2.
- 13.4 The proposed additional 1,029 square metres of office space would require 8no. cycle spaces. Although no cycle parking spaces are proposed, it is considered they could be placed within the ground level or basement parking area. This may result in the loss of small number of parking spaces, however, given the office is located in the town centre where the development plan requirement is set as a maximum (47 requirement for this site, meaning the site contains 2 spaces over the requirement), a loss of some spaces for cycle parking would not have a significant impact on the highway network and therefore would be acceptable
- 13.4 The submitted drainage strategy proposes a 6.71 cubic metre surface water storage tank in an unspecified position within the basement. This could result in the loss of one or perhaps more car parking spaces, however as described above, the loss of a small number of parking spaces would not be unacceptable. In order to retain safe access within the site and to address the condition to retain the parking layout that was placed on the original application for the office building (ref. P/00654/016), details of the storage tank should be secured by condition.
- 13.5 Due to the high level of site coverage, close proximity to footpath/highway and the town centre location, Construction Traffic Management Plan should be secured by condition to ensure acceptable impacts during the construction phase.
- 13.6 Based on the above, the proposal would comply with Policies T2; T8; EN1; and EMP2 of the Local Plan for Slough 2004, the Core Strategy 2008, and the requirements of the NPPF 2018.
- 14.0 **Surface water drainage**
- 14.1 A Ministerial Statement from December 2014 confirms the Government's commitment to protecting people from flood risk. This Statement was as a

result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of 'flash flooding'. Such flooding occurs when rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back-up of water to the surface. Both Core Strategy Policy 8 and paragraph 103 of the NPPF requires developments to not increase flood risk

14.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

14.3 The application includes a drainage strategy which proposed to attenuate the water runoff from the proposed extensions on the roof and by a storage tank within the basement. This would keep the discharge rate into the Thames Water sewer at same as existing. This has been assessed by the Lead Local Flood Authority and found to be acceptable. Subject to securing the strategy by condition, no objections are raised.

15.0 **PART C: RECOMMENDATION**

15.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be **Approved**.

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

1. Commence within three years

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

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

- a) Drawing No. 15/45/01 Rev A; Dated Nov 2015; Rec'd 04/04/2018
- b) Drawing No. 15/45/10; Dated Nov 2015; Rec'd 04/04/2018
- c) Drawing No. 15/45/11; Dated Nov 2015; Rec'd 04/04/2018
- d) Drawing No. 15/45/12; Dated June 2016; Rec'd 04/04/2018
- e) Drawing No. 15/45/40 Rev A; Dated Sept 2017; Rec'd 04/04/2018

- f) Drawing No. 15/45/41 Rev A; Dated Sept 2017; Rec'd 04/04/2018
- g) Drawing No. 15/45/42 Rev A; Dated Sept 2017; Rec'd 04/04/2018

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 Risk 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.

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 (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.

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

No development shall commence until samples of external materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

8. Architectural details

No development shall commence until full architectural detailed drawings of the front extension at a scale of not less than 1:20 (elevations, plans and sections) of windows (including surroundings and reveals), any down pipes/gutters, edging details to flat roofs/parapets, and eaves/soft/fascia/ridge details have all been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

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 (saved polices), and the requirements of the National Planning Policy Framework 2018.

9. No piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water 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 water utility infrastructure. Piling has the potential to impact on local underground water 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.

10. Construction Traffic Management Plan

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

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

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

REASON To minimise danger and inconvenience to highway users.

11. Working Method Statement

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

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

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

REASON In the interests of the amenities of the area.

12. Surface Water Drainage – SUDS

No development shall be occupied until details of the surface water attenuation tanks have been submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved details and in accordance with the following details:

- a) Danks Badnell Architects Ltd Design & Access Statement; Dated April 2018; Rec'd 04/04/2018.
- b) Surface Water Drainage Strategy by Michael Aubrey Partnership (ref. C3296) Issue 1; Dated 13/07/2018; Rec'd 06/08/2018.

The drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of the adopted Core Strategy 2006 – 2026, and the requirements of the National Planning Policy Framework 2018.

13. Cycle Parking

No part of the development shall be occupied until provision for 8no. cycle parking spaces has been submitted to and approved in writing by the Local Planning Authority. The approved cycle parking spaces shall be provided 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

14. Obscure non-opening glazing

The window(s) to be created in the upper floors on the eastern side elevation on the rear extension hereby approved shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The window(s) shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

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

15. No additional windows

No window(s), other than those hereby approved, shall be formed in the 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 Policy EN1 of The Adopted Local Plan for Slough 2004.

Informatives:

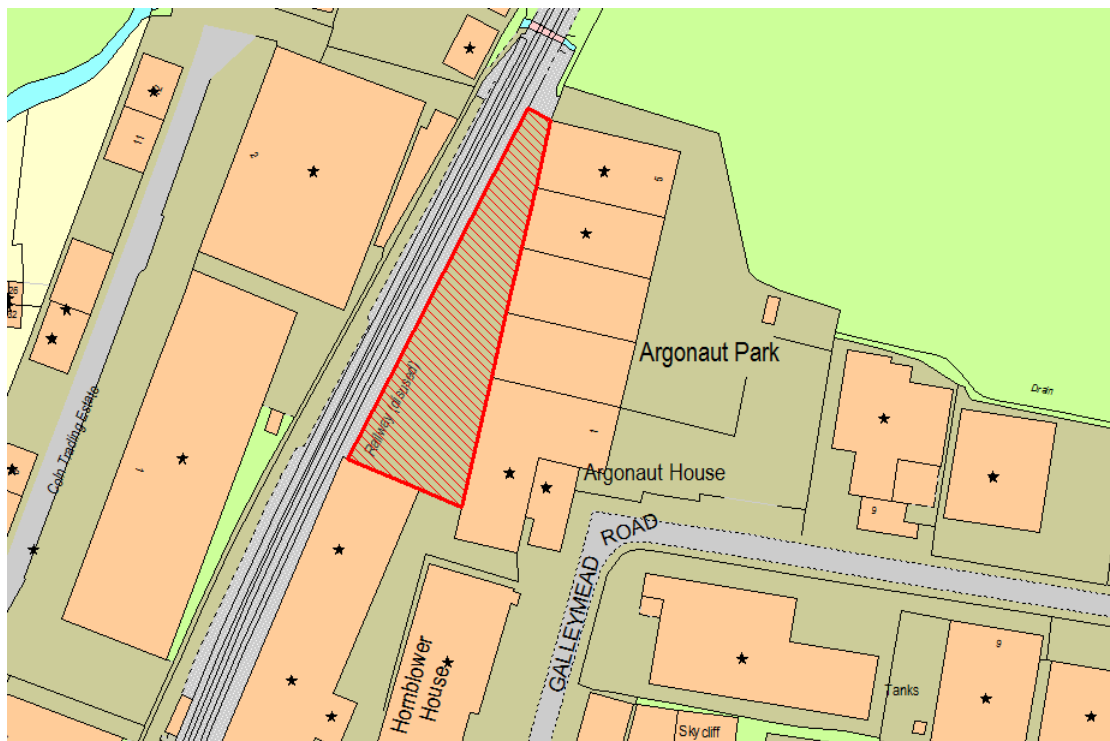
1. This notice grants planning permission for enlargements to increase the floor space of the existing office. The extended building cannot benefit from the prior approval granted under application F/11071/005. That permission is specific to the building approved under those drawings. Furthermore, the extended building did not exist at the 29th May 2013 and therefore would not qualify as a permitted development change of use to residential (C3) under the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Moreover, should the extensions be constructed, it is unlikely that planning permission would be granted for a residential use of the building due to the close positioning of the proposed windows on the boundary which would be likely to result in unsatisfactory living conditions for future occupiers.
2. 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.
3. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>
4. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the

necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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. 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.
7. 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.
8. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
9. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.

Registration Date:	28-Aug-2018	Application No:	P/17466/000
Officer:	Hannah Weston	Ward:	Colnbrook-and-Poyle
Applicant:	Sam Kumar, UCH Logistics	Application Type:	Major
		13 Week Date:	27 November 2018
Agent:	Ross Vinter, ARV Design Ltd Flat 1/1, 46 Darnley Road, Glasgow, G41 4NE		
Location:	UCH House, Bath Road, Slough, Colnbrook, Slough, SL3 0NW		
Proposal:	New aluminium frame loading canopy		

Recommendation: Approve



P/17466/000

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 **APPROVED** subject to conditions.

1.2 Under the current constitution this application is being brought to Committee for decision because this is classified as a 'major' development.

2.0 **PART A: BACKGROUND**

Proposal

2.1 The application is a full planning permission for the 'New aluminium frame loading canopy.' The loading canopy would be located to the rear (north) of the site, over an existing open loading area located between existing buildings on the site and the railway line.

2.2 The proposed canopy is 68.26 metres in length on the western elevation, 66.11 metres in length on the eastern elevation, 14 metres in length on the northern elevation, and 31 metres in length on the southern elevation. The proposed canopy would have a maximum height of 9.745 metres.

3.0 **Application Site**

3.1 The application site is located on the northern side of Bath Road, and comprises business and warehouse units alongside existing areas of open hardstanding used for the loading and unloading of lorries. The surrounding characteristic is largely of business units with residential properties located to the south-west of the application site.

4.0 **Relevant Site History**

4.1 None relevant.

5.0 **Neighbour Notification**

5.1 Argonaut Park, Unit 7, Galleymead Road, Poyle, Slough, SL3 0EN, Argonaut Park, Galleymead Road, Poyle, Coln Industrial Estate, Unit 2, Bath Road, Colnbrook, Slough, SL3 0NJ, Coln Industrial Estate, George Lines Merchants Limited, Bath Road, Colnbrook, Slough, SL3 0NJ, Uch House, Bath Road, Slough, Colnbrook, Slough, SL3 0NW, Argonaut House, Galleymead Road, Poyle, Slough, SL3 0EN, Argonaut House, Part Ground Floor, Galleymead Road, Poyle, Slough, SL3 0EN, Argonaut House, First Floor North, Galleymead Road, Poyle, Slough, SL3 0EN, Argonaut House, First Floor South, Galleymead Road, Poyle, Slough, SL3 0EN, Gac Logistics Uk Limited,

Argonaut Park, Unit 1, Galleymead Road, Poyle, Slough, SL3 0EN, Torque, Unit 3, Galleymead Road, Poyle, Slough, SL3 0EN, Kuehne And Nagel Limited, Bath Road, Colnbrook, Slough, SL3 0NW, Ramset House, Galleymead Road, Poyle, Slough, SL3 0EN, Hornblower House, Galleymead Road, Poyle, Slough, SL3 0EN, Hornblower House, Ground Floor, Galleymead Road, Poyle, Slough, SL3 0EN, Roy Bowles, Hornblower House, Part Ground And Part First Floor, Galleymead Road, Poyle, Slough, SL3 0EN, Hornblower House, Part First Floor, Galleymead Road, Poyle, Slough, SL3 0EN, Hornblower House, Part Ground Floor, Galleymead Road, Poyle, Slough, SL3 0EN, Hornblower House, First Floor, Galleymead Road, Poyle, Slough, SL3 0EN, Heathrow Service Centre, 3, Galleymead Road, Poyle, Slough, SL3 0EN, Airport House, Galleymead Road, Poyle, Slough, SL3 0EN, Unit 9, Galleymead Road, Poyle, Slough, SL3 0EN, Coln Industrial Estate, Unit, 1, Bath Road, Colnbrook, Slough, SL3 0NJ, Coln Industrial Estate, Unit, 1, Bath Road, Colnbrook, Slough, SL3 0NJ, Spanish Courier, Coln Industrial Estate, Unit 3, Bath Road, Colnbrook, Slough, SL3 0NJ, Coln Industrial Estate, Unit 4 To 6, Bath Road, Colnbrook, Slough, SL3 0NJ, 2, Galleymead Road, Poyle, Slough, SL3 0EN, Viva Express Logistics (uk) Ltd, World Express Centre, Galleymead Road, Poyle, Slough, SL3 0EN, Unit 1, Galleymead Road, Poyle, Slough, SL3 0EN, Unit 2, Galleymead Road, Poyle, Slough, SL3 0EN, Station House, Bath Road, Colnbrook, Slough, SL3 0NJ, Station Cottage, Bath Road, Colnbrook, Slough, SL3 0NJ, Aramex International, Aramex House, Bath Road, Colnbrook, Slough, SL3 0NS, Easy Parking Heathrow Ltd, Colnbrook Car Centre, Bath Road, Colnbrook, Slough, SL3 0FG

5.2 No responses received.

6.0 **Consultations**

6.1 **Network Rail**

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application. The applicant should be made aware that the railway line adjacent to the site is not disused, as stated within the application, but is used for the transfer of highly flammable aviation fuel.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and

maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure.

Proper provision must be made to accept and continue drainage discharging from Network Rail's property. (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Full details of the drainage plans are to be submitted for acceptance to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the acceptance of the Network Rail Asset Protection Engineers: Network Rail has various drainage standards that can be provided Free of Charge should the applicant/developer engage with Network Rail's Asset Protection Engineers.

SAFETY

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start.

assetprotectionwestern@networkrail.co.uk

FENCING

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

EXCAVATIONS/EARTHWORKS

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

SIGNALLING

The proposal must not interfere with or obscure any signals that may be in the area.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or

fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

6.2 **Lead Local Flood Authority**

Surface Water Drainage

We have reviewed the following information in relation to the planning application:

- *Planning Statement document dated July 2018*
- *Drainage Plan – 30175/DRG04*

The submitted information addresses our requirements and we have no further comments.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

We are happy that the impermeable area, and run off is not changing and that connecting into the gullies is not altering anything other than the route of the rainfall.

6.3 **Transport and Highways Development, Resources, Housing and Regeneration**

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

6.4 **Contaminated Land Officer**

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

7.0 **PART B: PLANNING APPRAISAL**

7.1 **Policy Background**

Revised National Planning Policy Framework 2018

Chapter 2: Achieving Sustainable Development

Chapter 6: Building a strong, competitive economy

Chapter 9: Promoting sustainable transport

Chapter 12: Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

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

Core Policy 1 – Spatial Strategy

Core Policy 5 - Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004 (Saved policies)

EMP12 – Remaining Existing Business Areas

EN1 – Standard of Design

EN3 – Landscaping

EN5 – Design and Crime Prevention

T2 – Parking

T8 – Cycle Network and Facilities

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist
February 2013

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission are determined in accordance with development plan unless material considerations indicate otherwise. Annex 1 to 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 revised version of the National Planning Policy Framework (NPPF) published upon 24th July 2018.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with development plan, unless material considerations indicate otherwise.

It should be noted that the Council published a self assessment of the Consistency of the Slough Local Development Plan with the 2012 National Planning Policy Framework using the PAS NPPF Checklist and found that it was generally in conformity. The Council will need to assess whether the changes of the revised NPPF mean that the Local Plan is still generally in conformity.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character of the area
- Impact on residential amenity
- Flood risk
- Network rail

8.0 **Principle of development**

8.1 At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 80 outlines that planning decisions should help create the conditions in which businesses can invest, expand and adapt, and significant weight should be placed on the need to support economic growth

and productivity.

8.2 The application site is located within an existing business area. Policy EMP12 of the Local Plan relates to development in business areas and advises that a range of business developments will be permitted in the existing business areas, other than the creation of B1(a) independent offices which will only be permitted in accordance with the sequential test.

8.3 The application proposes to erect a canopy over the existing lorry loading/unloading area. It is understood that this is to allow the loading/unloading of goods which is required for a new contract. The canopy is not intended to reduce the level of lorry unloading space available or to change the use of the land in any way – it is only intended to allow dry lorry loading/unloading to occur. The application does not create independent B1(a) office floorspace. In consequence the development is in accordance with the NPPF and policy EMP12 of the Local Plan and the principle of the canopy is accepted.

9.0 **Impact on Visual Amenity**

9.1 The National Planning Policy Framework outlines that ‘the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’

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 to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees.

9.4 The application proposes the erection of a steel canopy. The proposed canopy is 68.26 metres in length on the western elevation, 66.11 metres in length on the eastern elevation, 14 metres in length on the northern elevation, and 31 metres in length on the southern elevation. The proposed canopy

would be open sided with a maximum height of 9.745 metres.

9.5 The proposal would be of a substantial construction, comprising metal supports and metal roof, and would be of an industrial appearance that is in character with the buildings within this business area. As such the proposal would be acceptable in design terms.

9.6 It is considered important that the material used for the canopy is not overly reflective, and as such a condition is proposed requiring details of the materials and their reflectiveness.

10.0 **Impact to neighbouring residential properties**

10.1 The impact on any 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 canopy would not be located near any neighbouring residential properties and as such there would not be an impact upon neighbouring amenity.

11.0 **Flood Risk**

11.1 The location for the proposed canopy is within Flood Zone 3 within an area benefitting from flood defences. The entire site is already completely concreted and the proposal is for an open sided canopy.

11.2 The application includes a drainage plan DRG04 which outlines that all downpipes are to drain onto the existing concrete and into the existing gully systems.

11.3 The Lead Local Flood Authority have been consulted on the application and have advised that the impermeable area on the site, and the run off will not be changing as a result of the application, and that connecting into the gullies is only altering the route of rainfall from that as existing.

11.4 As there would be no increase in hardstanding and the building is a canopy, it is considered that there would not be a harmful impact upon flood risk.

12.0 **Network Rail**

12.1 The application site is located adjacent to a railway line. Network Rail advise that this is used for the transfer of highly flammable aviation fuel. In line with

this Network Rail request conditions. It is not considered reasonable to attached the requested conditions to any approval, as the proposal gives no indication that it would harm the railway and Network Rail request information that is not necessary for the consideration of this application but instead fall under powers that Network Rail can execute independently of the planning system. It is, however, considered reasonable to attach informatives advising of Network Rails comments.

12.2 Drainage – Network Rail request details of drainage. The application does not propose any new drainage system. Drainage details were submitted as part of the application and the Lead Local Flood Authority advise that the information is acceptable. The application site as current is completely covered in hardstanding and the proposal would only alter where rainfall falls (into existing drainage channels). As such it is not considered reasonable to attach a condition requiring further information on drainage, as no changes are proposed. An informative will be attached advising of Network Rail’s advice.

12.3 Network Rail also provide guidance on safety, fencing, site layout, excavations, signalling and plant, and informatives are proposed advising the developer of these.

13.0 **PART C: RECOMMENDATION**
Planning Conclusion

13.1 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 approved subject to conditions.

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

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. 30175/DRG01 received 20/08/2018;
- (b) Drawing No. 30175/DRG02 received 27/07/2018;
- (c) Drawing No. 30175/DRG03 received 27/07/2018;
- (d) Drawing No. 30175/DRG04 received 27/07/2018;
- (e) Drawing No. 30175/DRG05 received 27/07/2018;
- (f) Drawing No. 30175/DRG06 received 27/07/2018;
- (g) Drawing No. 30175/DRG07 received 27/07/2018;
- (h) Drawing No. 30175/DRG08 received 27/07/2018;

(i) Drawing No. 30175/DRG09 received 28/08/2018.

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

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

INFORMATIVE(S):

1. Network Rail advise:

Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Proper provision must be made to accept and continue drainage discharging from Network Rail's property (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. assetprotectionwestern@networkrail.co.uk

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

All excavations / earthworks carried out in the vicinity of Network Rail's

property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted to Network Rail for approval. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

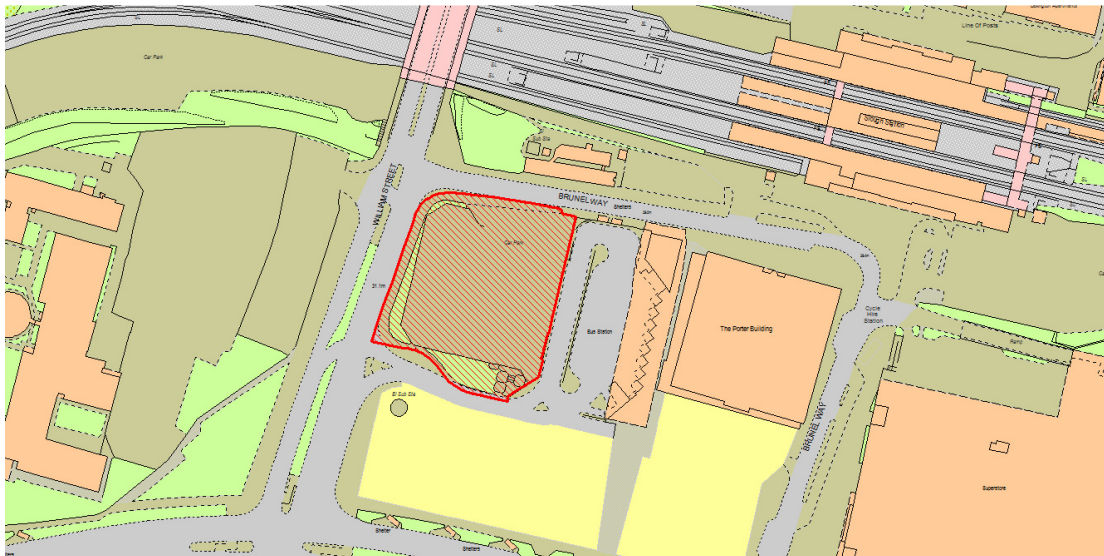
The proposal must not interfere with or obscure any signals that may be in the area.

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

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Registration Date:	14-Sep-2017	Application No:	P/04888/019
Officer:	Jenny Seaman	Ward:	Central
Applicant:	Mr. Oliver Lord, Maizelands Ltd and Aringford LTd c/o Ab	Application Type:	Major
		13 Week Date:	14 December 2017
Agent:	Mr. Mike Ibbott, TP Bennett LLP One America Street, London, SE1 0NE		
Location:	Former Octagon, Brunel Way, Slough, SL1 1QY		
Proposal:	Mixed use regeneration scheme comprising: new area of public realm/pedestrian link, build to rent (BTR) residential accommodation (343 units), a hotel (170 beds) with ancillary leisure and business facilities, retail uses (use class A1-A3), and associated basement parking.		

Recommendation: Delegate To Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager

A) For approval subject to:-

- 1) the satisfactory completion of the Section 106 Agreement to secure financial contributions towards affordable housing, highways, education and air quality and viability review mechanism
- 2) finalising conditions; and any other minor changes.

B) refuse the application if resolution of the outstanding matters is not agreed by 31st March 2019.

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 a mixed use regeneration scheme comprising three buildings surrounding a proposed central public space.

2.2 Build to rent (BTR) residential accommodation (343 units) is proposed which will be located in two buildings of 18 and 26 storeys (The west tower rises to 94.5m and the east tower to 120.85m), with shared amenity facilities and centrally actively managed.

2.3 A high-quality hotel (170 beds) in one building approximately 8 storeys in height (57.8m) is proposed with ancillary leisure and business facilities which will provide additional leisure facilities for local people as well as hotel guests.

2.4 A new public square of 1,240m² is proposed to improve pedestrian connectivity between the rail and bus stations and areas to the west, notably the forthcoming redevelopment of the former Thames Valley University site which forms part of the Heart of Slough regeneration proposals. The central space allows for flexible use for events, as well as informal seating and planting areas.

2.5 Ancillary retail spaces (use class A1-A3) are proposed at ground floor level to activate the new public square. Three retail units are proposed at ground floor level in the two residential blocks.

- 2.6 Car and cycle parking is proposed. The car parking spaces will comprise 34 for the BTR dwellings and the remaining 78 for the hotel. This will be augmented by a car club.
- 2.7 Cycle parking is provided as follows:-
- 331 for the BTR dwellings
 - 10 for visitors to the BTR dwellings
 - 2 for the retail units
 - 32 for hotel staff
 - 4 for hotel visitors
- 2.8 The application is accompanied by the following documents:
- Planning Statement
 - Design and Access Statement
 - Design and Access Statement – Landscape
 - Design and Access Statement Addendum
 - Heritage, Townscape and Visual Impact Assessment
 - Archaeological Desk Based Assessment
 - Pedestrian Level Wind Microclimate Assessment
 - Report on Daylight and Sunlight
 - Air Quality Assessment
 - Noise and Vibration Assessment
 - Transport Assessment
 - Delivery and Servicing Plan
 - Draft Hotel Travel Plan
 - Draft Residential Travel Plan
 - Flood Risk Assessment
 - Surface Water Management Plan
 - Preliminary Ecological Appraisal
 - Summary Fire Strategy
 - Land Quality Statement
 - Energy Statement
 - Utilities Statement
 - Statement of Community Involvement
- 3.0 **Application Site**
- 3.1 The site is a 0.41 hectare site currently used as a temporary surface-level car park. It was formerly occupied by an office building known as The Octagon (arising from its rather unusual octagonal design) which was demolished several years ago. The site is within the Town Centre Boundary, but is not allocated within the Councils Site Allocations DPD. The site adjoins, but does not formally form part of, Slough Borough Council's Heart of Slough regeneration proposals.
- 3.2 The site is bounded to the north by Brunel Way, Slough railway station and the railway lines.
- 3.3 To the south of the site is Brunel Place which comprises two office buildings of approximately 12,000m² and 22,000m² that are currently under construction. To the south, William Street joins the Wellington Street

(A4) at a new a-grade interchange that has been delivered as part of the Heart of Slough masterplan.

- 3.4 Slough bus station is located to the east of the site. Beyond the bus station is the Porter Building, a new five-storey office development.
- 3.5 To the west is Stoke Road and beyond that the former Thames Valley University site which is part of the Heart of Slough proposals and is earmarked for mixed-use development including housing and offices.
- 3.6 The site is not within a Conservation Area, nor does it contain any listed buildings, but it is close to and visible from several Grade 2 listed buildings – the rail station (three separate list entries) and St Ethelbert's Church and Presbytery (two list entries). Windsor Castle is a Grade 1 listed building and a Scheduled Ancient Monument; the Castle features in long distance views of the application proposal.

4.0 **Relevant Site History**

- 4.1 The relevant planning history for the site is set out below (planning history that has been excluded involves details to discharge conditions and adverts).

P/04888/018 - Screening opinion for redevelopment of former Octagon for a mixed use regeneration scheme comprising; a new area of public links, build to rent accommodation and a hotel with leisure and business facilities. (343 Build to Rent units, a hotel (170 beds) and ground floor A1/A3 uses. Environmental Impact Assessment not required 28 Sept 2017.

P/04888/017 - Retention of surface public car park for a further temporary period of two years (The use of the site as a temporary car park with 124 parking spaces was initially allowed on appeal on 13 November 2012 under appeal reference APP/J0530/C/12/2181980). Approved 14 April 2015.

P/04888/016 - Erection of 2 no linked office buildings (10 no floors and 8 no floors) 27,000m² of internal office floor space (Class B1a) together with access, parking and servicing. This application was reported to the Planning Committee on 17 October 2013 and it was resolved that the application be delegated to be approved following completion of s106 agreement (S106 not completed). No decision issued

P/04888/012 - Demolition of existing building and erection of two linked office buildings (10 no. floors and 8 no. floors) comprising 29,417square metres of gross external office floor space (Class B1a) together with access, parking and servicing. Approved 17 June 2008

P/04888/000 - Construction of a building of 106,399 sq. ft. (gross) comprising of 70,000 sq. ft. of offices, 1,500 sq. ft. of gymnasium and clinic, 7000 sq. ft. of plant space and 28,000 sq. ft. of car parking. Approved 01 February 1979.

4.2 There is also relevant planning history on adjoining sites which are considered material to the consideration of the current planning application given issues of size and height and these are set out below.

P/14405/00 – Heart of Slough Masterplan. This included redevelopment (outline) of four sites adjacent to the roundabout including Thames Valley University (TVU site), Brunel Bus Station, Slough Public Library and Slough Day Centre and the Church of Our Lady Immaculate and St Ethelbert to provide (amongst other things) 1,598 new dwellings, 48,708 sqm of office space, a 120 bed hotel, a new bus station and 6,085 sqm of community floor space. Approved 22 December 2009.

P/02252/009 – Brunel Bus Station (Brunel Place). This involved the redevelopment of the Brunel Bus station and public car park on Wellington Street for a phased office led mixed use development. (Two buildings 11,163 sqm and 22,233 sqm) Permitted 14 October 2009.

P/15524/000 – Slough Day Centre (The Curve). Redevelopment of the site for a new library and cultural centre. Approved 6 Sept 2013.

P/00789/028 – The Porter Building. Erection of a five storey office building. Approved 27 Jan 2016.

P/06684/015 – Queensmere Shopping Centre. Mixed development scheme for 11,533sqm of A1 Retail, Class A3 –A5 food and drink and Class D2 assembly and leisure floor space and 675 residential units. The residential element was proposed within 4 towers of between 15 and 23 storeys and a standalone tower of 15 storeys. Reported to planning committee on 26 Nov 2015 and delegated to the planning manager subject to completion of a Sec 106 (not yet completed).

P/17238/00 – Slough Central Library, 85 High Street. Mixed use development (part ten, part nine, part six and part four storey) to provide two hotels and 64 self contained units. Reported to planning committee on 4 July 2018 and delegated to the planning manager subject to completion of a Sec 106 (not yet completed).

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) a site notice was displayed outside the site on 04/10/2017 and the application was advertised as a major application in the Slough Express. The application was subsequently advertised again in the Slough Express on 22 December 2017 on the basis that the application was a major application that would affect the setting of a Listed Building.

Neighbour letters were sent out on 02/10/17 to the following addresses:

1, 19, 19a, 19b, 19c, 21, 21a, 23, Stoke Road

London Country Bus Services Ltd, Stoke Road
Abbey Business Centres, Access-it Software (uk) Ltd, Maple Lodge
Property Services Ltd, Matefile Ltd, Abbey House 18-24, Stoke Road,

Slough, SL2 5AG,

10, Stoke Gardens

Jarshire Ltd, 2-4, Bristol Way, Stoke Gardens

1, Bristol Way, Stoke Gardens

Acrone Ltd, 5, Bristol Way, Stoke Gardens, Slough, SL1 3QE,

Can Build, 3, Bristol Way, Stoke Gardens, Slough, SL1 3QE,

Network Rail Ltd, Slough P S B, Bristol Way, Stoke Gardens, Slough, SL1 3QE,

Bridge Technology International Ltd, 3, Bristol Way, Stoke Gardens,

Slough, SL1 3QE, Stress Uk Ltd, 3, Bristol Way, Stoke Gardens, Slough,

SL1 3QE,

Cullen Burns Associates Ltd, Automotive House, Grays Place, Slough,
SL2 5AF,

Roman House, Grays Place, Slough, SL2 5AF,

5b, 7, 9, 9a, Mackenzie Street, Slough

69, 69a, 71, 71a, 73, 75, Grays Road, Slough

1, 2 and 3-4 Prudential Buildings, William Street, Slough

Code, William Street, Slough, SL1 1XY,

Flat, Code, William Street, Slough, SL1 1XY,

24, 39a, 54, 55-57, 62, 66, 68, 70, 71, 72, 72a, 74, 74a, 74b, 74c, 74d,
74e, 75-77, 76, 78-79, 80-81, 82-85, 93, Queensmere, Slough, SL1 1DG,

Flats 1, 3, 5, 7, 9, 11, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41,
43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81,
83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115,
117, 119, 121, 123, 125, 127, 129, 131, 133, Flats 2, 4, 6, 8, 10, 12, 14,
16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54,
56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94,
96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124,
126, 128, 130, 132, 134 The Junction, Grays Place, Slough, SL2 5GE

Slough Borough Council, Slough Central Library, 85, High Street, Slough,
SL1 1EA, Slough Drug Treatment Services, 95, High Street, Slough, SL1
1DH, 95, 97, 99, 101, 113, 115, Flat 115, 117-117a, 119, 123, High Street,
Slough

Beeline, Brunel Bus Station, Brunel Way, Slough,

Thames Trains Ltd, Slough Railway Station, Brunel Way, Slough

Thames Trains Ltd, Railway Terrace, Slough

Thames Trains Ltd, Station Cafe, Brunel Way, Slough

W N Thomas & Sons Ltd, Belmont Works, Stoke Gardens, Slough

St. Ethelberts Catholic Church, Wellington Street, Slough, SL1 1XU,

3, 4, 6, 7, 8, 9, 17, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43,

44, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 80,

94, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113,

Rivington Apartments, Railway Terrace, Slough,

No responses have been received apart from First Beeline Buses, which is set out below.

First Beeline Buses

Commented as follows:-

Slough bus station is a busy facility with frequent departures to points across the Borough and beyond. It is important for the connectivity of the Borough that these bus services are able to operate on time. The use of this road for access to the hotel car park is very likely to delay buses entering and leaving the bus station.

We also have concerns that vehicles missing the left hand turn into the car park will be forced to enter the bus station, which is a hazardous environment and where reversing buses are given priority. This is likely to be lost on motorists who have gone the wrong way.

We notice that delivery vehicles will also have to approach the site in this way. It is noted that large delivery vehicles will have book a slot to make their delivery, however we would question the effectiveness of this plan. Should a truck arrive to find the bay blocked it will be forced to reverse back onto the bus station access road. This will mean (1) that buses are delayed entering and leaving the site, (2) increase the risk of collision and (3) require the truck to enter the bus station.

It is acknowledged that the plans show there will be BUS ONLY markings. However if motorists are unable or unwilling to enter the height-restricted car park or loading area they are faced with a choice of ignoring the markings or stopping whilst they consider other escape options – hence causing delays to buses.

It is not clear whether there will be other impacts on the bus station, notably the boundary between the two sites. It would be helpful to explore these further

Clearly the operation of the bus station does involve the movement of vehicles 24 hours a day, including Christmas Day. As you are proposing residential use of the site, are measures being put in place to ensure both activities can co-exist, particularly in relation to noise?

The construction of neighbouring buildings has already caused significant disruption to bus operators and passengers. Should this development go ahead will there be reassurances that (1) the bus station can remain fully operational throughout the build phase, (2) bus routes will not need to change or be diverted in any way and (3) pedestrian access be unaffected?

6.0 Consultations

6.1 Historic England

Comment as follows (summarised):-

The lower parts of the proposal are likely to blend into the landscape reasonably well, helped by the use of brick to clad the towers.

The tallest tower would break the skyline close to the Castle and this would have an impact on the way in which the Castle is perceived from the Copper Horse. The view back to the Castle is one of the most important in Windsor Park, which emphasises the scale and grandeur of both the Castle and the Park. The sense that the Castle sits in a rural landscape which enhances its status and grandeur is still palpable, despite the fact that Slough has become highly urbanised in the last 150 years or so, as most new development blends into the landscape. Anything that breaks the skyline cannot blend in in the same way and we think that the current application is more harmful than the previous, permitted Queensmere scheme as it is that bit closer to the Castle.

There are of course buildings already visible in this view and the wirelines shown emphasise the prominence of the proposals but the application is unlike anything currently built in that one of the proposed pair of towers would break the skyline. This would draw attention to the building and mean that it would not fade into the background as the existing lower buildings do. While it is true that the Queensmere scheme also breaks the skyline in this view but the tallest elements of this appear further away from the Castle so do not have such a marked impact. In our view the proposals would significantly increase the harm of the Queensmere scheme by bringing tall buildings closer to the Castle.

In this case the harm could be avoided if the 27 storey element was a bit shorter and avoided breaking the skyline. We therefore find it difficult to accept the harm as justified unless a compelling reason is given that the development needs to be as high as proposed.

The justifications given in the Planning and Design and Access Statements fall far short of compelling. They simply state that a landmark is needed on this site. The building does not have to be 27 storeys high and break the skyline in order to fulfil this function; it would still be as effective as a landmark if it were a few storeys lower. Even if a compelling reason is given this harm needs to be weighed against the public benefits of the proposal as required by paragraph 134 of the NPPF.

Paragraph 132 of the National Planning Policy Framework states that any harm to a designated heritage asset needs to be clearly and convincingly justified.

In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving Listed Buildings or their setting or any features of special architectural or historic interest which they possess.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

6.2 Heritage Advisor (BEAMS)
Comment as follows (summarised):-

The late 19th century grade II listed Slough Station booking hall lies approximately 50 metres to the east and there are 2 further listed structures associated with the station and forming a group. The development will be seen in context with the main station building from the station forecourt area when looking west however there are other tall buildings as a backdrop to the north of the station and elsewhere, the proposed development will change the setting of the station but is not considered to unduly harm its significance.

The grade II Church of Our Lady Immaculate and St. Ethelbert is over 100 metres to the south of the site, on the south side of Wellington Street. Immediately adjacent to the church, and east of it, lies the Grade II listed presbytery. The Roman Catholic Church was built in 1909-10, in the Perpendicular style of flint with stone dressings. The church spire makes it a prominent landmark building when travelling along Wellington Street. Views of the Church are principally achieved from Wellington Street (the main A4 road) on approach from either direction.

Historically churches were usually the tallest buildings within a town / village – giving them visual prominence and using height to highlight their importance. This prominence started to change during the 20th century with the construction of taller buildings becoming more commonplace in urban areas; these have the potential to harm the setting and significance of church buildings (and others) and this needs careful consideration – particularly when the cumulative nature of tall developments is taken into account. In this case there are several developments approved locally (such as the Queensmere Shopping Centre redevelopment) which will have some impact upon the setting of the church and thus impact upon its significance. The proposed scheme (and other new development) will be seen in wider views of the church from Wellington Street however due to the separation distance between the site and the church the proposal is not considered to unduly harm its significance.

Historic England have raised significant concerns regarding the impact of the development (in particular the tallest tower) in relation to its position in views of Windsor Castle from the Copper Horse and the way it breaks the skyline close to the Castle. BEAMS shares these concerns. The harm identified to the setting (and significance) of Windsor Castle is 'less than substantial' but is at the higher end of 'less than substantial'.

6.3 Hampshire County Council - SUDS

Hampshire County Council has provided comments in relation to the above application as a consultant to Slough Borough Council for surface water drainage.

We have reviewed the following information in relation to the planning submission.

- Campbell Reith Flood Risk Assessment 12584 F1
- Campbell Reith Surface Water Management Plan 12584 F1
- Campbell Reith Email dated 30th August 2018

The submitted information addresses our requirements and we have no further comments.

6.4

Thames Water

Comment as follows (summarised):-

Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like a 'Grampian Style' condition requiring submission of a drainage strategy.

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. 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 an informative about the need for a Groundwater Risk Management Permit.

Request a condition requiring a piling method is submitted.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed for the submission of impact studies of the existing water supply infrastructure

Thames Water recommend that an informative be attached with respect to the Thames Water Main

The proposed development is located within Source Protection Zone 2 of a groundwater abstraction source. These zones are used for potable water sources for public supply for which Thames Water has a statutory duty to protect. Development should not commence until details have been

submitted of how the developer intends to ensure the water abstraction source is not detrimentally affected

Thames Water requests that further information on foundation design be submitted for detailed consideration.

Thames Water ask that the developer produce a detailed foul water drainage strategy.

Thames Water does not envisage concern with the proposed surface water drainage strategy as it is understood to be a significant reduction in surface water discharge to the public sewer.

6.5 Fire and Access Surveyor

Email dated 09/01/2018

Have read the full Concept Fire Strategy by Astute Fire engineers and it appears to answer most of my preliminary points. I would consider this acceptable at this stage.

6.6 Tree Officer

I have viewed the site and proposals and as there are no trees of significance on the site and the proposal has a competent landscape proposal. I have no comment on the application at this time.

6.7 Aircraft Safeguarding, Heathrow Airport Ltd

Email dated 17 October 2017.

Confirm that there no safeguarding objections to the proposed development.

6.8 Crime Prevention Design Advisor, Local Policing Thames Valley Police

No objections subject to conditions:-

- Gym over overcroft to be used only for that use and no other purpose
- External/Physical security inc laminate glass
- Barrier must be security roller shuttered gate/electronic gate not barrer

6.9 Anka Asandei, Contaminated Land Officer

Comments as follows (summarised):-

The site investigation carried out at the site identified visual and olfactory signs on contamination summarised in Section 5.4 Contamination Observations and Testing. This is proposed to be dealt with by the development design, which includes a basement throughout the entire site, scheduled to be dug out, and thus the encountered contamination. This remedial action is acceptable to deal with the encountered contamination hotspots, and any other unidentified contamination likely to be discovered during the re-development.

Other slightly elevated metals and organics concentrations encountered in the water samples were considered to have off-site sources. However, a watching brief is proposed to be kept during the duration of the grounds in order to deal with any other potential sources of contamination.

No significant concentrations of ground gases were encountered, thus no gas protection measures are deemed necessary at this stage.

As part of the remediation actions the excavated contaminated soil/basement soil is proposed to be removed of site. Details of the excavation locations, quantities and receiving landfill, together with any other sample analysis etc., should be recorded and included in a Final Validation Report.

At the time of the report the exact depth of the proposed piled wall was unknown. Once these are known, and if they are likely to go into any of the principal aquifer, it is recommended that a Piling Risk Assessment is carried out, and the Environmental Agency is consulted. This should include the details of both the proposed retaining wall around the basement, and the piles proposed for the rest of the site.

All the records kept during these works will have to be included in the Final Validation Report, together with any other relevant information, maps, drawings, photographs, etc.

Based on the above no objections subject to pre-commencement conditions requiring a remediation validation report and watching brief.

6.10

Natural England

Comment as follows:-

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology service for advice.

Natural England and the Forestry Commission have also published standing advice of ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

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

We recommend referring to our SSSI Impact Risk Zones (available on [Magic](#) and as a downloadable [dataset](#)) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <http://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>.

6.11

Jason Newman (Environmental Quality Team Leader)

Noise and Air Quality comments:

Noise Impact

Comments (summarised) as follows:-

Recommend that any new noise sources or new relevant receptors (i.e. residential receptors) do not experience a rating level higher than 0dB above the background noise level to prevent adverse noise impact.

The noise measurements for rail noise do not show if the rolling stock is any different in terms of noise impact at night (freight trains) as opposed to passenger trains and if the noise level from freight trains is louder, and how many train events there are at night so it is not clear if the worse case scenario been assessed. This is important because it is clear the model demonstrates rail noise increases with the height of the development as residential properties gain direct line of sight of the railway line.

The consultant has undertaken a stage 2 assessment more detailed assessment to determine mitigation. The focus of the mitigation is on appropriate sound insulation of the new blocks to ensure internal noise level guidelines are met. The consultant has discounted acoustic barriers on the basis of visual impact and connectivity with the scheme. In any case barriers are not going to protect the upper floors of the development from road traffic/rail noise.

The Mitigation proposed by the consultant will focus on the weakest acoustic elements of the proposed buildings, i.e. windows. The Sound insulation of the masonry/steel framed façade will offer a high level of sound attenuation R_w 60dB. However, the detailed design of the construction is required to optimise and improve the external building envelope. Particular attention needs to be paid to balconies which may give rise to incident sound reflecting onto the flats below the balcony.

The consultant has undertaken some calculations to determine the minimum acoustic performance of the windows for the most exposed residential facades weighted sound reduction index of around R_w 37dB. These standards will be achieved with “acoustic” double glazing, e.g. units comprising 6mm glass / 16mm cavity / 8.4mm laminated glass. The consultant notes that more detailed calculations will be needed based on the final elevational drawings, in order to determine specific sound insulation performance requirements and any variation in the glazing specification that might be achievable where incident noise levels are lower.

Ventilation requirements for the new development are laid down by building regulations, all habitable rooms are to be provided by background ventilation ‘whole house’; and air extraction from humid areas (bathrooms, kitchens etc..). It should be noted that ventilation can provide a pathway for external incident noise to impact habitable rooms, and therefore it may also require acoustic treatment.

The consultant advises that the development is likely to have mechanical ventilation (MVHR) system to provide both background ventilation ‘whole house’ and extraction ventilation of humid areas. In this case the ventilation system would enable windows to remain closed whilst maintaining the

ventilation requirements of the flat. The calculations for internal noise assumes windows will remain closed. The consultant advises that the windows must be openable to allow for purging of pollutants, paint, smoke etc. on an occasional basis. The reality is residents will leave the windows open even when not purging pollutants, but this cannot be controlled.

The consultant correctly points out that opening the windows will increase the noise intrusion and hence the internal noise levels will increase, potentially above those recommended by Table 8.1. However the resident has control of when to open windows to purge pollutants. Additionally, windows may need to be opened to cool the flat. The issue of heating is therefore important to resolve, to prevent residents using windows as the main means of cooling their flats. An openable window only gives approximately 15 dB(A) of attenuation which means that existing noise levels on the proposed site will breach the internal noise levels as outlined by ProPG, WHO, BS8223 guidelines.

A noise and ventilation condition should be attached to the decision notice that requires the full acoustic details of sound insulation and the full mechanical and operational details relating to the ventilation proposed to be installed within the new blocks and for each elevation, based on the final layout of the flats, additionally the submissions must include all detailed acoustic calculations and assumptions made about how incident noise impacts the new development.

The consultant states within paragraph 8.23 of their report If the noise levels presented in Appendix B are considered in the context of the above guidance, it is clear that noise intrusion into flats with open windows will exceed the ProPG internal noise levels, with noise levels to units on the western and northern elevations potentially of a magnitude that might be unacceptable if such exposure was likely to occur “frequently”.

The consultant advises that the MVHR units will be specified to include a ‘boost’ function to increase the ventilation offered to minimise the need to open windows to provide thermal comfort. However, it is unclear if this will be sufficient to purge the heat out of flats adequately and quickly enough, thought needs to be given to enabling the units to offer some form of cooling function to enable thermal comfort within the flats. The other concern is with MVHR units is that there is a need to regularly maintain and service the units, and repair the units, and a condition will need to be considered with respect to how these units will installed and maintained. Who is responsible for maintaining the mechanical ventilation?

The consultant also points out the units will need to be sited and appropriately attenuated to ensure noise increase from the ventilation is not going to give rise to unacceptable noise. This should be made a condition on consent, but again who is responsible for maintaining the units?

Some thermal modelling has also been undertaken for the proposed block, using CIBSE approach. The model indicates between 8.8% and 18.4% of the year the windows will need to be opened during the ‘design summer year’ in the daytime and 1.2% and 2.7% at night-time. Does the model assume climate change effects for future years? Does it assume worst case climatic temperature rise? Which floor on the blocks is most likely to be impacted by heat, and has this floor been modelled?

If we break this down into 8 hour nights based on the number of hours the window needs to be open at night this varies between flats from 13 nights and 29 nights during the year. The consultant states this is very low percentage of hours the windows would be required to be opened at night. The conclusion is that the modelling is not considered to raise any significant concerns in relation to the ability of residents to maintain acceptable internal noise levels, whilst maintaining thermal comfort. I'm not entirely convinced by this statement, are we really suggesting up to 29 nights is reasonable for internal noise levels to be breached and by what magnitude? Why hasn't the developer considered cooling within the MVHR system to limit the amount of times the windows are required to be open?

The impact in the daytime is greater up to 18.4% of the year, but perhaps more acceptable given the urban nature of the development and the fact that most people sleep at night. In any case I would like to see the maximum internal noise levels for the residential block with windows open during the daytime and night-time before we can accept the consultants statements that noise would not constitute a 'Significant Adverse Effect. In any case we should be striving to mitigate the 'Lowest Observed Adverse Effect Level' and ideally meet internal noise that meets 'no observed adverse effect level'.

The consultant states in 8.30 In addition to the above, it is also considered material to note that the development will deliver "build to rent" accommodation, which is primarily aimed at young professionals. As such, it would appear likely that a significant proportion of the day when windows may need to be open to provide ventilation, the units may not, in fact, be occupied.

The consultant concludes that: Additional thermal control could also be achieved through the use of comfort cooling, however, this is not considered to be a proportionate response to the findings of the initial over-heating assessment and is understood to have significant sustainability and financial implications and is not therefore considered viable for this scheme.

There is still the potential for significant adverse effects from road and rail noise when opening windows at night (up to 29 nights) and to a lesser extent during the day to allow for thermal cooling. In addition the thermal heating of the proposed blocks need to be adequately controlled to minimise the need to open windows as being the main means to control thermal comfort. I would like a clear model showing the internal noise levels during the day and night time, with the windows open and with windows closed, to understand the magnitude of change. I am not yet satisfied that comfort cooling should be dismissed as there are no details relating to its sustainable/financial impacts, just a statement. It is noted additionally design details for the block and use of thermal reflecting materials will also help with reducing thermal heating and it would be useful to understand how this affects the heating model.

The external noise climate means the majority of the scheme is likely to experience noise levels that will give rise to significant community annoyance. The internal courtyard of the development will be adequately

attenuated by the proposed buildings to offer an area that fall below the 55dB LAeq,16hour threshold.

Vibration has also been assessed on the site on the north west corner. This is with a principal view of observing vibration from the rail track from train movements which is concluded based on the vibration measurements to amount to a 'Low probability of adverse comment', the results are accepted.

However, have vibration measurements been taken to determine the effects of HGVs on Stoke Road and buses from the bus station impacts on the proposed residential blocks?

The consultant concludes traffic generation from the proposed site will give negligible noise impacts. This is accepted.

There is no detail relating to the proposed commercial and leisure plant equipment. However, all proposed plant and equipment will need to meet noise limits to prevent future residents experiencing annoyance. The Consultant recommends that the LPA specifies the plant noise limits. Detailed guidance on the assessment of industrial and commercial noise is contained within BS4142. I have recommended a noise condition based on BS4142 for a number of other developments.

The consultant advises that to afford robust protection, noise emissions should ideally be controlled to below a 'lowest observed adverse effect level (LOAEL). In line with BS 4142: 2014 guidance, this means that noise levels would need to be controlled such that the rating level of plant noise does not exceed the typical background noise level during the proposed hours of operation. This would meet our planning condition requirement.

The mixed use nature of the development will need very careful consideration with respect to potential noise generation from commercial and leisure uses and their impact on the new residential flats, consideration of operating hours, noise limits, restriction on activities, more robust internal sound insulation and isolation of the residential blocks from commercial uses will assist. Further noise assessment and mitigation are potentially required to ensure mixed uses will be compatible and will not give rise to a nuisance.

It should be noted that the NET team are likely to require construction noise activities to take place between 8am and 6pm week days and 8am to 1pm on Saturdays.

The consultant consider there are no noise sensitive premises within 20m of the site and therefore concludes that it is unlikely that vibration associated with construction will have any significant adverse impact. In my view the developer should be required to develop a construction and environmental management plan (CEMP) for the development that will need to be submitted to the LPA for approval prior to works commencing on the site.

Air Quality Background

Comments (summarised) as follows:-

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

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

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 19 deaths are attributable to PM_{2.5} in Slough (PHE).

SBC adopted the Slough Low Emission Strategy (LES) 2018-25 at Full Council as policy on the 27th September 2018. The LES forms part of the Slough Air Quality Action Plan (AQAP). This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance.

The Octagon scheme is considered to have a MAJOR air quality impact classification. An air quality assessment was submitted in September 2017 and again in August 2018, after NO₂ diffusion tube monitoring was carried out at the site between the end of March and beginning of July 2018. Comments are provided below.

Analysis of the raw diffusion tube data shows that the averaged monitoring results were skewed downwards by significantly lower, monitored levels for the final month of monitoring (6/6/18 to 4/7/18). Again, it isn't clear whether this data is representative or exceptional. The period coincided with very warm weather and the World Cup. While it is helpful that the monitoring exercise was undertaken, we are also mindful of the inherent error in extrapolating data from such exercises and a precautionary approach should prevail.

The predicted concentrations for 2020 in the 2018 assessment look over-optimistic. Given the level of parking, the impact of the scheme looks to be under estimated. There is no assessment of the increase in emissions due to the scheme in either assessment.

When interpreting scheme impacts it is important that SBC also uses local knowledge to identify significant issues. It is probable that the Town Centre AQMA will require extending to incorporate the scheme.

Taking both assessments at face value and in good faith, in addition to our local knowledge, the following conclusions are drawn:

- Data appears to show that concentrations of NO₂ in the vicinity of the development site are on the cusp of the AQO and that there is a likelihood that, once the scheme is in place, the Town Centre AQMA will need to be extended to include the site due to the introduction of relevant receptor.
- However, through the implementation of the Slough Low Emission Strategy measures and the allocation of residential accommodation from

the 1st floor upwards of the scheme, it should be possible to manage the issue of exposure, with appropriate mitigation to ensure that future NO₂ concentrations meet the AQO at the earliest opportunity

- The scheme will have an impact on NO₂ concentrations in the area, however, with appropriate mitigation these impacts can be minimized
- It is considered that, with suitably designed scheme mitigation, including off-set mitigation in line with the Slough Low Emission Strategy, the development proposal can be made acceptable in terms of both managing exposure and the impact of the scheme on air quality concentrations

Proposed mitigation:

- The proposals include the provision of Travel Plans for both the residential and hotel aspects of the scheme, including provision for cycling & walking and a car club. These proposals are welcomed, however, given SBC plans to develop electric car clubs in the Town Centre, further consideration is needed as to how the scheme proposals and SBC plans for car clubs can be combined into an integrated provision throughout the Town Centre, including the provision of rapid electric charging units and electric vehicle bays and laybys close to the scheme.
- The proposals include 20% active and 20% passive provision of electric charging units. While the application proposes reduced car parking provision, it is not clear how residential parking spaces will be allocated. Where a parking space is to be allocated to a dwelling we would expect a 100% provision of operational charging points from scheme opening. Additionally, with the Government's planned requirement that new cars be zero emission capable from 2040, the proposals should include a strategy for increasing electric vehicle charging provision after scheme opening. This information should be provided within the Travel Plan. Consideration should be given to criteria for increasing on-site provision or providing off-set mitigation, in conjunction with SBC, to increase public charging facilities in the vicinity. The type of electric charging points provided should be in line with the Slough LES and agreed with SBC
- The Travel Plan should include details of how the take-up of plug-in vehicles can be promoted and monitored, including criteria for increased provision

Additional mitigation requirements

In order to make the scheme acceptable, further discussions and negotiations between SBC and the developer are required to ensure that suitable additional mitigation, whether on-site or through off-set, is identified and incorporated into the scheme.

The strategic position of the scheme provides an opportunity to help deliver key LES measures and create an ultra-low emission hub in the Town Centre AQMA.

Without prejudicing the resolution of these issues, further mitigation is outlined below that is suitable for the scheme in line with the Slough LES

Construction Phase

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 construction phase, including:

- All construction related vehicles shall be a minimum Euro 6/VI Standard
- All relevant non-road mobile machinery (NRMM) shall comply with the emission standards in table 10 in the LES guidance

Operational Phase

In line with the Slough LES, SBC will seek a Section 106 contribution (or other obligation) of £250,000 to secure off-set mitigation that is proportional to the emission increases arising from the scheme. We proposed to combine these contributions/obligations with highway S106 contributions. The package is considering the following:

- S106/S278 Provision and building and extending of 6 new low emission laybys around Brunel Way (map to be produced)
- S106/S278 Provision of signage, bay markings and associated TROs
- S106/S278 Provision and installation and DNO connection for Rapid EVs servicing the low emission laybys around Brunel Way
- S106 EV infrastructure to service:
 - 2 EV car clubs bays -
 - 2 dedicated EV Taxi Bays and Rapid Chargers
 - 2 Public EV bay – replacement of existing Rapid Charger
- S106 EV infrastructure management and operation to be transferred to the Councils appointed operators
- S106 Financial contribution towards future EV bus infrastructure within the bus station of £150,000
- S106 Financial contribution towards Highway Improvements in Brunel Way of £x (tbc)

The measures will contribute towards the following Low Emission Programmes:

Low Emission Programme for Scheme and S106 contribution

Taxi EV infrastructure

Project 17: Provision of dedicated EV Rapid charging infrastructure for EV Taxi/Licensed Private Hire Vehicle on Station Square/Brunel Way. The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £100,000

Public Rapid Charger Infrastructure

Project 18: Development rapid Charging Infrastructure in Station Square/Brunel Way (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000

Town Centre EV Car Club

Project 20: Station Square/Brunel Way EV Car Club to set up 2 bays and one electric charging point in Brunel Way Area (5 year contract period part

of overall procurement of Town Centre Electric Car Club). The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000

Electric Bus Programme (A4 SMaRT)

Project 65: Development of Electric Bus service for A4 SMaRT service to Heathrow, including provision of dedicated Bus rapid EV charging systems at the Town Centre Bus Station and Park and Ride in Brands Hill, civils and DNO connections and subsidising the provision of the electric buses for SBC nominated operator. The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data management systems is £1,000,000.

6. 12 Shamina Jetha, Housing Development Team Leader (Affordable Housing)

This Build to Rent scheme can, as an exception to normal practice, satisfy the Local Plan requirement for the provision of affordable housing (at a rate of 40% of the total number of dwellings proposed) by means of the payment of a financial contribution to the Council, to spend on affordable housing provision.

The exceptional circumstances relating to this proposal are that the Private Rented Sector model of housing provision proposed to be built, in particular the long term management arrangement for letting and servicing, would not lend itself easily or securely to the nomination and rental regimes of the Council or other Registered provider, such that the dwellings could be reliably classed as “affordable” in perpetuity. Also the proposed space provision and layout arrangements for the majority of the flats would not match the nationally described space standards, so the scheme would need substantial re-design, likely resulting in a reduction in the number of units in the development overall, if on-site AH provision was to be made within the same building envelopes.

The exceptional circumstances would pertain so long as the development is a Private Rented Sector housing project. If the flats were, on completion, or at a later date, to be sold individually on what ever length of lease, then a principal reason for treating the case as an exception to normal AH practice would disappear. The residential development will need to demonstrate that it will be retained as a single entity, operated and managed as such, in perpetuity. This should be secured by obligation in a Sec 106.

Normally, payment of a financial contribution in lieu of on-site provision of homes, is limited to schemes of between 15 and 24 homes. In the exceptional circumstances for this case, a bespoke calculation of commuted sum is set out below.

Affordable Housing contribution payable at 30% contribution for rent

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
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studio	32	9.6	£60,000	£576,000
1BF	165	49.5	£60,000	£2,970,000
2BF	146	43.8	£70,000	£3,066,000
Total	343	102.9		

Sub total commuted sum payable **£6,612,000**

Affordable Housing contribution payable at 10% contribution for intermediate (calculated as 50% of Rent contribution)

Unit Type	Full scheme	Number (at 10%)	Funding Shortfall	Total Funding Shortfall
studio	32	3.2	£30,000	£96,000
1BF	165	16.5	£30,000	£495,000
2BF	146	14.6	£35,000	£511,000
Total	343	34.3		

Sub total commuted sum payable **£1,006,000**

Total commuted sum payable £7,618,000

Full payment of the calculated financial contribution should be paid on commencement of the development (or earlier), with indexation of the sum between the planning permission decision being issued and the date of payment.

Agreement to full payment on commencement will meet the developer's obligation on AH, and no overage (sum or AH provision) will be sought at a later date by the Council, provided the flats remain as PRS under a single management and operating body. In the event of any of the units being sold out of the PRS arrangement, in face of the obligation to retain, a mechanism will be triggered to review whether overage (in the case where a valuation of the development costs and sale receipt of the unit results in an uplift in profit for the developer over and above that of a fixed level, to be agreed) is payable to SBC.

No open book scrutiny of the viability of the development prior to the determination of the planning application shall be sought if the developer agrees to full payment, as above. The developer will by obligation within the Sec 106 relinquish the right to seek a review of the financial contribution on viability grounds at any time after the planning permission is issued.

Within 10 years of the receipt of the money, SBC will use or commit sums from the financial contribution to provide AH on the Borough. The developer may request at any time after the payment information about how the contribution has been/is being/will be used. If the sum is not used or committed within the prescribed time, the unspent part will be returned to the developer.

6.13

Transport and Highways

Comments (summarised) as follows:-

The proposed access is off the private bus station access road which is owned by Slough Borough Council. The applicant has been having conversations with the SBC assets team and are to agree a financial sum to secure access rights to the development. The proposed access is acceptable in principle, but to make the proposal acceptable the access road would need to be widened by 1m along its length.

It is unclear if the applicant is looking into altering the William Street access point to enable a right turn facility to allow a Northbound movement exiting the site. The applicant should consider modifying the junction on William Street to allow both Northbound and Southbound traffic movements.

The applicant must show visibility splays of 2.4x33m on either side of the vehicular access point as well as 2.4x2.4 pedestrian visibility spays. These appear to be achievable

In order to prevent taxi's and other vehicles dropping off on the bus station access road, it will be necessary for the applicant to provide a drop-off facility of some sort.

The car park capacity has been reduced from the initial design and there is unlikely to be a large number of traffic movements at any one time. The modelling analysis will provide further information on the junction capacity and likely queues.

The entrance must be clearly signed and marked, also the drop-off layby requested by Highways will limit vehicles from mistakenly driving into the Bus Station. Further signage at the Bus Station may be required which can be picked up on the s278 detailed design.

The proposed servicing layout is acceptable as it proposes 4no service vehicle bays and a turning area. It is unlikely for more than 4no service vehicles to be on site at any one time, furthermore 2 additional HGV's can stack and wait within the site. This gives the site a total capacity of 6no HGV's which I confirm is adequate. It is quite normal for delivery slots to be allocated for larger deliveries. No vehicles should need to reverse out of the site or carry out excessive maneuvering on the access road and therefore the impact on the operation of the buses should be minimal. There should be no need for any unauthorised vehicles to enter the Bus Station however this could possibly be prevented by use of ANPR CCTV enforcement of the Bus Station access which if required would need to be funded by the developer.

The height of the undercroft is designed to ensure the largest vehicles expected to access the site can do so easily therefore there should be no issues with vehicles being unable to enter the undercroft. The car park can accommodate all standard height cars, SUV's and small vans therefore we do not foresee this as being an issue.

A construction management plan will be needed to ensure that the bus station can remain fully operational throughout the build phase, bus routes will not need to change or be diverted in any way and pedestrian access will be unaffected

The proposed application provides a total of 107 car parking spaces which equates to 73 spaces for the hotel and 34 for the residential element. The LinSig modelling carried out by the applicant is currently being assessed by our consultants and we will provide further comment on any implications or mitigation required once we have this information.

It is already evident that there is considerable queuing on William Street in the reservoir between the bus station access road and Brunel Way (with invariably two lanes full), and vehicles from Brunel Way only just getting out on the green phase, or having to push through, that any worsening of this could result in unacceptable delay on Brunel Way and Stoke Road further north. The impact of this needs to be modelled. The applicant has carried out LinSig modelling which is currently being assessed. This assessment should provide further information on the situation and any implications.

Current bus and train services information should be provided including information on how many people are likely to commute by Public Transport. This is critical information to analyse whether there is enough Public Transport services available to accommodate the proposed increase in demand.

The developer in their consultation will need to demonstrate that there is enough capacity available to cope the proposed demand.

Insufficient detail provided in both the Residential Travel Plan and the Hotel Travel Plan. The measures in particular need a lot more thought specifically to the site. More detailed travel plans should be secured prior to occupation and secured by Section 106 Agreement.

The Car & Cycle parking provision complies with the local plan parking standards. Out of the 107no car parking spaces, a minimum of 10% must be EV bays therefore 11no parking spaces for EV vehicles with EV charging capabilities are required. The visitor cycle parking must be in a stainless steel finish, matching with Heart of Slough materials. The applicant will be required to submit a car park management plan. This can be secured via condition (pre-occupation)

As the road is being intensified and will no longer be exclusively used by the bus service, Street lighting must be provided to illuminate to access road to BS 5489. The road markings on the access road will require revising to take into account the new accesses and widened road.

There is ample provision for servicing within the site for 4no service vehicles with stacking for an additional 2no. The servicing of the site should be supported with a serving strategy.

Suitably located refuse stores have been designed into this revised scheme, bins will be brought out to a collection point by the management company and collected from the service yard.

The basement car park must be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011 - 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays. In order to demonstrate this it is necessary to submit a detailed dimensioned car park layout for approval. This requirement should not be made as a planning condition for approval as the parking provision is a critical factor for the approval of this scheme and a lower limit of car parking would not be deemed as acceptable.

The absolute minimum headroom required within the service yard area is 4.1m to cater for refuse and other large service vehicles although ideally it should be 4.5m. Motor cycles are prone to theft as they can be readily lifted into another vehicle. Security should therefore be a key consideration when providing motor cycle parking facilities

Designated motor cycle parking provision should be built into the car park where possible to prevent motor cycles from parking in car parking spaces which will already be in high demand. Physical security for motor cycle parking in the form of rails, hoops or posts designed to provide simple locking points should be provided within the designated bays where possible. If a locking rail is provided it should be set 600mm above the ground to accommodate the range of wheel sizes in use.

The layout provides adequate pedestrian links with several desire lines being catered for and routes being well overlooked and suitable for use.

The site sits within the heart of Slough and therefore the footways surrounding the site which are currently paved in ASP flags must be lifted and replaced with natural stone granite paving to match the Heart of Slough paving including the pattern and the street furniture palette. These works should be carried out under a s278 agreement and secured under any s106 agreement.

Any planters, trees, street furniture, etc within the public highway will need to be taken from the Heart of Slough materials palette.

A pedestrian crossing has been proposed on William Street by the applicant. This crossing would be in addition to the existing crossings. We do not believe there is a strong enough desire line and justification for an additional crossing. An additional crossing would reduce the vehicle stacking capacity at the William Street junction where two other pedestrian crossings already exist in close proximity and is deemed to be unnecessary and add to obstructive street clutter.

This application site is in a very traffic sensitive area with risk of disruption to the highway network and all users of the highway, as such it must be supported with a detailed construction management plan to minimise any danger or inconvenience to the public during construction. This can be secured via condition.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways and transport schedule.

Subject to amendments, additional information, highway works and contributions, there are no objections to this application from a Transport & Highways perspective.

6.14 Special Projects Planner

There are several concerns about the content of the Energy Strategy. The Council does wish to see photovoltaic panels on the roof areas (hotel and residential) that are not used for residential amenity. It is appreciated this would reduce green roof area. Hopefully some of the plant area can include PV's. The reason for this request is that PVs contribute significantly to carbon emission reduction compared to Building Regs and the Council's current policy seeks 15% better than BR for residential development – Developers Guide Part 2 updated Sep 2017. Adding PV's can improve upon the currently proposed 10% better than Building Regs.

The Council's policy, now and before Sept. 2017, requires the hotel to achieve Breeam Very Good. Your Planning Statement says this requirement was dropped at the pre app stage. If it has not been stated in writing by the Council a condition requiring it will be added to any planning permission.

Below are various points that the Council's Senior Carbon Project Officer has raised. The Council would like these clarified or addressed if possible. If the proposal for the development as a whole is reviewed or significantly changed hopefully all the points in the comments below can be addressed.

Conditions will be applied to any permission to ensure the Energy Strategy is achieved in terms of better than Building Regs. % and Breeam.

Pg 1: The strategy states: "*The above figures denote the maximum carbon saving from the building form whilst keeping the project economically viable.*". This is not defined in any further detail so we have limited information as to what energy reduction or generation measures have been excluded for this reason.

Pg 1, 19 & 22: It is stated: "*There could have been a further reduction achieved through the use of roof mounted photovoltaic panels however these were not considered following advice from the council in favour of using these roof spaces as amenity areas.*". This does not account for other areas that may be suitable for Solar PV on the building, which should be discussed. The solar potential of the building is mentioned on page 31 where it states that: "*If PV panels were considered further a 10% saving from renewables in line with the relevant policies may have been achieved.*".

Pg 6: It states: "*Within the energy demand assessment the following fuel carbon dioxide emission intensity factors have been used in line with Building Regulations.*" This is not adequately referenced so the figures can be cross-checked.

Pg 6, 8, 11 & 12: There is no explanation for the apartment types in the carbon baseline tables so the tables do not help explain the baseline figures. Calculations behind the number of types of apartments for the average baseline carbon emissions statistic of 24.77 kg CO₂/m²/year are

not shown. The same issues apply to the SAP calculations for the passive/low energy tables and the final weighted figure of 23.98 kg CO₂/m²/year.

Pg 10: The Energy Efficiency Measures listed in the current design of the development are described at a high level and greater detail would be beneficial. For example; “*Improved building fabric thermal insulation*” does not detail which specific types will be employed such as cavity wall insulation and “*High efficiency central plant*” does not explain what features would make it efficient.

Pg 21: Regarding wind power it is stated: “*There is growing evidence of urban wind turbines failing to perform in line with manufacturer’s estimated outputs and as a result wind turbines are likely to produce only modest power outputs with corresponding low carbon dioxide emission reduction within urban sites.*”. This is not backed up with any source. Before ruling out a generation technology appropriate evidence should be provided.

Pg 23: Regarding biomass as an energy generation technology the potential impact on local air quality is discussed. It should be mentioned that for more information on air quality Slough Borough Council’s Draft Low Emission Strategy is available.

Pg 24: The strategy discusses the potential use of ground source heat pumps however states they are not economically viable and air source heat pumps will be used as an alternative. No evidence is given to the economic aspect but further information should be provided as to why both ground source and air source heat pumps cannot be used in conjunction with each other especially as ground source heat pumps are often more efficient. Pg 24: The report does not explain in detail why the air source heat pumps are not to be used with the residential units.

Notwithstanding the comments above, the two matters that need to be addressed are finding roof space for PV’s if possible and achieving Breeam for the hotel; the two matters could be covered by condition.

6.15

Council’s Daylight and Sunlight consultant

The daylight and sunlight assessment of the architectural design is generally competent, referencing industry standard sources for the assessment methodology. It should be noted that the referenced BRE Report 209, Site Layout Planning for Daylight and Sunlight: A guide to good practice, although it provided various assessment methodologies, specifically states that it should not be used to defined minimum required standards. Consequently, it is assumed there will be dwellings with lesser standards of daylight and sunlight amenity than the BRE suggested criteria.

The architectural layouts and fenestration have changed since the September 2017 planning application report. As a result, there is an update under cover of the 26th July 2018 letter. It should be noted that the issue of apartment excess sunlight appears to have had insufficient consideration. Based on the July 2018 revised assessment, the following headlines should be noted:

1. There is no consideration of daylight loss to adjacent sites due to an assessment of no existing dwellings being close by.

2. Within the development, daylight access and sun access is regarded as satisfactory for most dwellings.
3. The central outdoor amenity space is not well sunlight, falling substantially below the BRE guidance of half the public area receiving at least 2hrs of sunlight on 21st March (ie mid-year).
4. To present a more positive story, the assessment also presents the public space sun exposure for 21st June. This is misleading because this only occurs for one day of the year (clouds permitting).
5. Tall buildings are anticipated for the adjacent TVU site. This reduction on daylight and sunlight to the Station Square development has not been considered.
6. Optimistic assumptions have been assumed for room surface reflectances; all surfaces are as new light coloured, unobstructed by furnishings and without a maintenance factor for cleanliness as apply elsewhere for the glass.
7. The quoted high daylight factors in many rooms (up to 4 times the recommended levels) should be regarded as a warning sign of potentially major solar overheating issues. This should be investigated before the fenestration sizing is approved.

The DAS anticipates future residential blocks on the adjacent TVU site and the Visual Impact Assessment provides an indication of its likely height. This daylight and sunlight assessment does not appear to have considered this future TVU site redevelopment. In the absence of specific site development detail, the daylighting assessment convention is to reflect the Station Square development massing onto the adjacent site and then re-assess the impact of this future massing on daylight and sunlight availability for Station Square.

The DAS states that the development 'massing was sculpted to maximise exposure to natural light...'. It goes on to say that 'The hotel is then located to the south, this being the lowest massing in the composition. This allows for sunlight to reach the public realm at the heart of the scheme and creates an identity of its own on the south west corner.' Under the heading of Landscaping & Public Realm, the DAS states that 'Good levels of daylight and sunlight' are achieved. This daylight assessment does not support these claims. Indeed, various of the DAS CGI images are grossly misleading in their implied sunlight penetration into a north facing courtyard using non-geometrically accurate solar angles. The BRE guide recommends half the area of a public space should receive at least two hours of direct sunlight on 21st March (ie mid-year) for it to be generally regarded as a well-lit space. This development receives less than half this amount. It then becomes a debateable point whether this public space provides the level of amenity to be the 'year-round useable space' aspired to

The DAS states that 'the windows are proportioned to provide maximum daylight levels in the units, whilst avoiding the negative impact of overheating'. Apartment daylight availability depends largely on the amount of sky visible from its windows, with the visible sky area increasing significantly for floors as they move up a tall building. In design terms to achieve optimum daylight levels, this should be mirrored by more modest window sizes being needed on floors as they move further up the tall building. The façade elevations do not show this, implying that solar overheating has not been properly considered.

Typically, some 80% of apartment summer peak heat gain is due to direct solar gain. This assessment average daylight factors for this development suggest that glazing levels for the more exposed rooms are more than 4 times the size of the recommended daylight criteria. This in turn implies 4 times the peak solar gain if those windows face east, south or west. Given these excessive solar exposed window areas, apartment overheating is almost certain.

The overheating issue is even more acute for single-sided apartments lacking cross natural ventilation. Typically, single-sided apartments can achieve only half the natural ventilation air flow and hence half the natural cooling ability of cross-ventilated apartments. With solar gain being such a dominance contribution towards overheating, this implies windows for single-sided apartments should be in the region of half the solar exposed area of those with cross-ventilation. The faced elevations do not show this, once again implying solar overheating assessment has not fed into the architectural design. It is recommended that apartment summer overheating detailed assessment is carried on before the fenestration arrangement is finalised in any planning approval.

6.16

Councils Wind Microclimate consultant

The wind assessment of the architectural design is generally competent, carried out by experienced consultants in this field. The architecture and massing have not generally considered microclimate wind as a basic design criteria. As a result, three sets of wind mitigation amendments have been proposed and the results are at best marginal. The following headlines should be noted:

1. The proposed wind mitigation is not reflected in the current architecture and landscaping drawings.
2. Wind speeds can be expected to change significantly if tall buildings occupy the adjacent TVU site. There is no indication the so called 'Cumulative' study includes this adjacent tall-building massing.
3. For a 'year-round useable' plaza, no wind suitability information is offered for spring and autumn.
4. It is stated that wind turbulence levels become worse because of the building, but no data is given.
5. The impact on cyclists of higher wind speeds and turbulence on roads has not been considered.
6. How suitable will the north facing café seating area be, given emerging thinking that the 'thirty-year-old' Lawson criteria does not match today's 'café culture' comfort expectations - with wind chill of as much as 4°C.

With the expected high wind conditions, particularly at building corners, confirmation should be sought that wind advice is being provided to the architect for the selection of wind-resistant window furniture, given manually operated naturally ventilation windows form a key part of the overall building design.

The DAS states that 'with the proposed development completed, wind speeds around the site increase'. High quality design should avoid this. Currently, the site is wind swept and provides little microclimate protection, yet buildings in urban areas can and do have the ability to redirect wind and as a result low-level urban wind speeds are normally lower than the countryside. The proposed design of tall vertical facades down to

pedestrian level provides no massing mitigation against downdraughts and channelling/accelerating.

A series of wind tunnel tests identified the following limited mitigations. No updated architectural and landscape drawings show how all of these are to be implemented.

1. Report Rev.C, Sep 2017:

- a. A cluster of evergreen/dense branched deciduous trees (minimum of 5m) south-east of the Hotel Block
- b. Small evergreen/dense branched deciduous trees, shrubs in planters and porous staggered screens (a minimum of 2m in height) between Block A and the Hotel Block;
- c. Small trees/shrubs in planters around the entrance to the restaurant of the Hotel Block (receptor 69)/recessing this entrance by 1.5m; and
- d. Localised landscaping such as small trees, shrubs in planters or porous/solid screens (between 1-1.5m in height) around proposed seating areas on the podium and roof terrace levels.

2. Addendum No.1, 17th October 2017:

- a. 1no. 6.5m deciduous tree at South-West corner of Hotel Block, 2no. (6.5m and 4.5m) deciduous trees at South- East corner of Hotel Block and 3no. 4m deciduous trees along South of Hotel Block;
- b. 3no. evergreen 5m trees with 1m shrubs below at South-East corner of Hotel Block;
- c. 2no. deciduous 4.5m trees between West Block and Hotel Block;
- d. 0.5m planter with 4m deciduous tree near probe 85 in courtyard; and
- e. 5no. 0.5m planters with 2.5m deciduous trees in the roof terrace of the Eastern Block.

3. Addendum No.2, 18th May 2018:

- f. Solid 1m high screening around the seating area to the north-east of the site (receptor 96);
- g. Solid screen on roof terrace (approximately 2m high).
- h. Porous screen along the eastern side of the updated design of the Proposed Development should be changed to solid to reduce strong wind exceedances at receptor 78.

The DAS anticipates future residential blocks on the adjacent TVU site and the Visual Impact Assessment provides an indication of its likely height. The wind assessment Configuration 3 is said to include cumulative surrounding TVU site buildings, however does not suggest it includes these future tall adjacent buildings that are likely to significantly impact the local wind speeds.

The Lawson wind assessment criteria are now some thirty years old and were developed before the UK café culture existing. In the meantime, expectations of outdoor amenity and comfortable wind microclimates have increased. The proposed 'sitting' criteria assumes 0-4m/s wide speeds. This implies the microclimate will feel up to 4 °C of wind-chill colder than the external ambient air temperatures for which people are suitably dressed (ref: Fanger for 10-20 °C temperature & business suit type clothing). Added to this the café location is on north facing corner and will have limited exposed sun hours. The viability of this outdoor use in this location should be questioned. Based on adverse wind conditions around the base of Lawson Criteria compliant completed buildings authorities, such as the City

of London, are now developing lower wind speed criteria as part of emerging policy to encourage improved wind microclimate design.

Cyclists are particularly susceptible to localised wind gusting. This tends to occur around buildings. The wind assessment has identified increased wind speeds (and probable increased turbulence) in road areas. Being pedestrian focused, the assessment has suggested these to be of lesser concern. The assessors should be asked what the impact of these higher wind speeds on cyclists are likely to be, given it is SBC policy to encourage increased cycling.

- 6.17 Mr. T. Madden, Asset Management (Education Planning)
All contributions other than primary education are required. The contributions would go towards Marish Primary School which is creating bulge classes to ensure we meet our Basic Need requirements in 2 or 3 years groups i.e. we are almost full in every single school. While an argument could be made this project is nowhere near the development, as its purpose is to meet Basic Need, it actually serves all areas
- 6.18 Network Rail
No response received
- 6.19 The Council for British Archaeology
No response received
- 6.20 English Heritage, South East Region
No response received
- 6.21 Environment Agency (Development Control)
No response received
- 6.22 Sustainable Places, Environment Agency South East
No response received
- 6.23 Environmental Protection
No response received
- 6.24 Planning and Environment Group, National Grid Gas plc
No response received
- 6.25 Southern Electric
No response received
- 6.26 Thames Valley West District Transco
No response received
- 6.27 Planning, Royal Borough of Windsor and Maidenhead
No response received

PART B: PLANNING APPRAISAL

- 7.0 Policy Background
- 7.1 National Planning Policy Framework 2018 and National Planning Policy Guidance:
Chapter 2: Achieving Sustainable Development
Chapter 4: Decision making
Chapter 5: Delivering a sufficient supply of homes
Chapter 7: Ensuring the vitality of town centres
Chapter 8: Promoting healthy and safe communities
Chapter 9: Promoting sustainable transport
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15: Conserving and enhancing the natural environment
Chapter 16: Conserving and enhancing the historic environment
- 7.2 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008
Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 - Infrastructure
Core Policy 12 – Community safety
- 7.3 The Adopted Local Plan for Slough 2004 (Saved Policies)
Policy H9 – Comprehensive Planning
Policy H14 – Amenity Space
Policy S1 – Retail Hierarchy
Policy S11 – Late Leisure Uses in Slough Town Centre
Policy S18 – Security Shutters
Policy EN1 – Standard of Design
Policy EN3 – Landscaping
Policy EN5 – Design and Crime Prevention
Policy EN29 – Air Pollution
Policy OSC5 – Public Open Space Requirements
Policy OSC15 – Provision of Facilities in New Residential Developments
Policy T2 - Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities
- 7.4 Other Relevant Documents/Guidance
- Local Development Framework Site Allocations Development Plan Document
 - Slough Borough Council Developer’s Guide Parts 1-4
 - Proposals Map

7.5 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).

7.6 The revised version of the National Planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

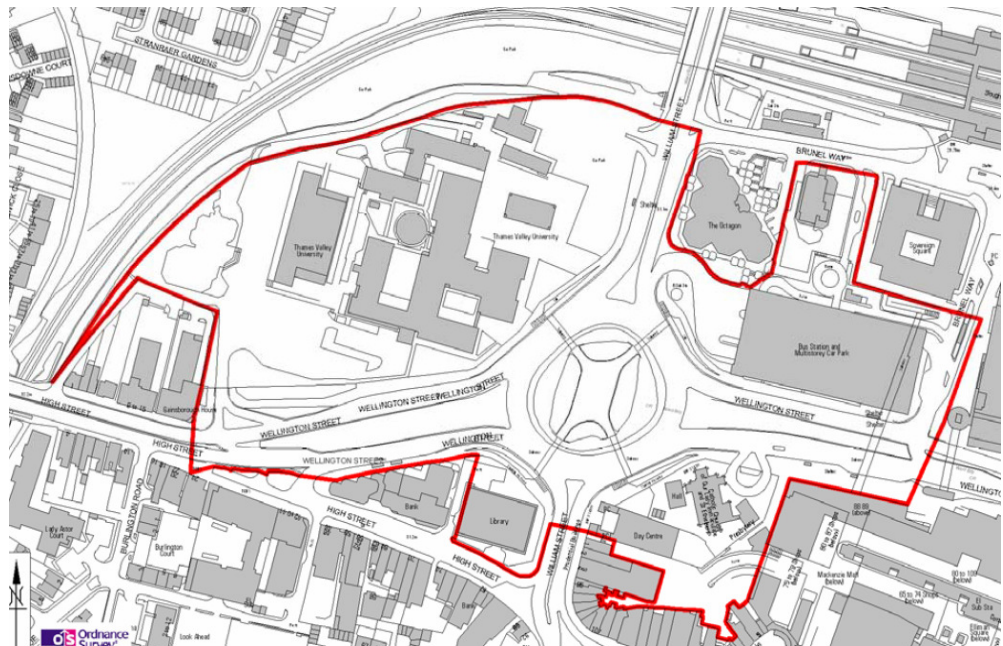
The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.7 The planning considerations for this proposal are:
Principle of development
Impact on Heritage Assets
Impact on the character and appearance of the area
Housing mix and Affordable housing
Living conditions for future occupiers of the development
Daylight and sunlight
Potential wind tunnel effect due to height of buildings
Impact on amenity of neighbouring occupiers
Highways/Transport and parking
Air Quality
Sustainable Design and construction
Surface water drainage
Safe and Accessible Environment
Fire Strategy
Infrastructure/S106 requirements

8.0 Principle of development

8.1 The whole of the site was previously occupied by the Octagon building and is currently used as a temporary car park. The site is within the Town Centre Boundary, but is not allocated within the Councils Site Allocations DPD. The site adjoins, but does not form part of, Slough Borough Council's Heart of Slough Regeneration proposals.

- 8.2 For information the plan below shows the Heart of Slough, which proposes comprehensive regeneration for residential, offices, hotel, bus station, library, retail, restaurants and cafes, drinking establishments, education, leisure, associated changes to the road network, improvements to the public realm and parking. While the site is not part of the Heart of Slough, the Octagon site is surrounded on three sides by the area identified as the Heart of Slough.



- 8.3 The site is not located within one of the defined 'Existing Business Areas' and as such given the very sustainable town centre location and its proximity to the Heart of Slough, a mixed use of a hotel and residential development would be highly compatible with the surrounding area. Therefore, there would be no objection in principle to the redevelopment of the site for a mixed used scheme.

- 8.4 The principles of the proposals are compatible with the Core Strategy Core Policy 1 (Spatial Strategy) which states that high density housing development and intensive trip generating uses including retail and leisure should be located in Slough town centre.

- 8.5 The proposal also meets the Governments objective of significantly boosting the supply of homes as set out in the NPPF 2018.

9.0 **Impact on the character and appearance of the area**

- 9.1 The National Planning Policy Framework 2018 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

- 9.2 The site is surrounded by hoardings and has been used as a temporary surface level car park on the vacant land for some time. Notwithstanding

- the current use, the site is of poor appearance and creates a fairly unsatisfactory perception of Slough Town Centre at the point of arrival to the town, either by car or public transport. The site is in a highly accessible location, adjacent to rail and bus stations and the High Street and is also highly visible and accessible from several public vantage points.
- 9.3 The application proposes the redevelopment of the site to provide three buildings in total, two of which would result in a considerable increase in height over the building previously on the site and would represent substantial development in the area. Although there would be a significant increase in height and mass, the application site is located on a contained plot surrounded by the railway line, a main road and the access to the bus station.
- 9.4 There have been significant changes to the area comprising the Heart of Slough with the completion of the bus station and The Curve within the last five years; further developments are anticipated with the part construction of 2 Brunel Place (known as the UNI or 'tick' building), the Old Library site development (recently resolved for approval at planning committee), and the Thames Valley University Site which will have towers of varying height. Approval has already been granted for the redevelopment of Queensmere, consisting of towers that will be up to 73 metres in height (15 to 23 storeys). It is therefore considered that from the nature of both approved buildings and anticipated development in the surrounding area, a large scale development of this nature is acceptable in principle.
- 9.5 The proposal would deliver a high quality mixed use scheme that would be complementary to development in the Heart of Slough Masterplan, with a new pedestrian route that will improve connectivity and a public open space for people to meet. The provision of a high quality Build to Rent scheme and a new hotel, together with new retail, leisure and business facilities will increase activity and footfall in the Town Centre and around the station.
- 9.6 The scheme proposes a distinctive group of buildings that will create a landmark and complete the Slough Station forecourt area. The three buildings are carefully positioned on site to respond to the adjacent buildings and streetscape. The buildings will sit within the emerging cluster of taller buildings in the surrounding area.
- 9.7 The two residential blocks are symmetrical, creating a regularity and formality to the massing and elevations. The roof form is responsive to the emerging Slough skyline and the uses proposed within the building, in particular the creation of amenity spaces and roof terraces.
- 9.8 The design proposes predominantly brick clad elevations to the residential buildings, with a more solid composite panel cladding to the hotel, creating a contrast in texture and colour. Feature metal panels are then introduced into this composition on both the residential blocks and hotel block which creates a unified whole.
- 9.9 The design of the external space seeks to create a year round useable space with pedestrian links through the site connecting the Thames Valley University site and Town Centre to the Station. Hard landscaping materials, consisting of natural stone granite paving would be used which match the

Heart of Slough masterplan. Furniture finish will also take the Heart of Slough palette into consideration.

9.10 Avenue trees will be small leaved lime trees to reflect the town character. Smaller multi stem trees such as Himalayan Birch and Tibetan Cherry will be planted in raised planters to create all year round interest. A mixture of formal and informal planting will be integrated throughout the design including planting to attract birds and insects. Bird boxes will be located throughout the development and installed in planted areas to further attract birds and insects.

9.11 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 and EN2 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2018.

10.0 **Impact on Heritage Assets**

10.1 Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. As a consequence the desirability of preservation must be given considerable importance and weight in the decision making process.

10.2 Paragraph 184 of the NPPF 2018 states that Heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

10.3 Paragraph 190 of the NPPF 2018 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

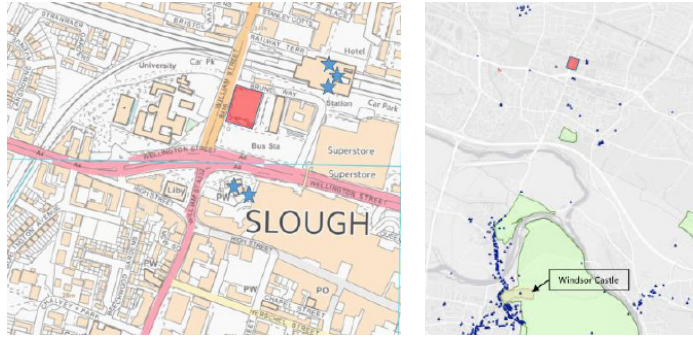
10.4 Paragraph 193 of the NPPF 2018 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

10.5 Paragraph 194 of the NPPF 2018 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional

- 10.6 Paragraph 195 of the NPPF 2018 states that “Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use”.
- 10.7 Paragraph 196 of the NPPF 2018 states that “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.
- 10.8 An Archaeological Desk Based Assessment has been carried out. No World Heritage sites, Scheduled Monuments, Historic Battlefield or Historic Wreck sites are identified within the site or its immediate vicinity. The site does not lie within an area of designated archaeological potential and is considered to have a generally low archaeological potential. Past impacts on the site, in particular the construction and subsequent demolition of the twentieth century Octagon building are likely to have had a severe negative archaeological impact. As such it is not considered that any further archaeological investigation or mitigation measures are required in this particular case.
- 10.9 There are no statutorily listed buildings within the Site, but there are several local buildings nearby, which are as follows:
- Slough Station – booking office, island platform and area manager’s/parcel office (Three separate Grade 2 listings)
 - Church of Our Lady Immaculate and St Ethelbert’s (Grade 2)
 - St Ethelbert’s Presbytery (Grade 2)

The proposal would also be viewed from Windsor Castle and Home Park.



The significance of these heritage receptors has been identified as follows:-

Significance	Historic Built Assets	
High	<p>Scheduled Ancient Monuments with standing remains</p> <p>All Grade I and all Grade II* Listed Buildings</p>	<p>Windsor Castle (Grade 1 listed and Scheduled Ancient Monument)</p> <p>Windsor Castle and Home Park (Historic Park and Garden)</p>
Medium	<p>Grade II Listed Buildings</p> <p>Unlisted buildings that have other exceptional qualities or historic and cultural associations</p> <p>Conservation Areas containing buildings that contribute significantly to its historic character</p> <p>Historic townscape with important historic integrity or settings</p>	<p>Grade 2 listed buildings:</p> <p>Slough Station booking hall, booking office and travel centre</p> <p>Island platform building approximately 25 metres to north of Slough Station booking hall, booking office and travel centre</p> <p>Slough Station area manager's office, traffic assistant's office, and Red Star parcel office</p> <p>Church of Our Lady Immaculate and St Ethelbert</p> <p>St Ethelbert's Presbytery</p>

10.10 The Slough Station listings relate to a combination of their historical association with the Great Western Railway and their intrinsic architectural quality as examples of good Victorian railway architecture. The Council's Heritage Advisor has stated that the development will be seen in context with the main station building from the station forecourt area when looking west however there are other tall buildings as a backdrop to the north of the station and elsewhere, and while the proposed development will

change the setting of the station it is not considered to unduly harm its significance.

10.11 The listings relating to the Church of St Ethelbert and the Presbytery relate principally to their intrinsic architectural value and their group value. The Council's Heritage Advisor has stated that in this case there are several developments approved locally (such as the Queensmere Shopping Centre redevelopment) which will have some impact upon the setting of the church and thus impact upon its significance. The proposed scheme (and other new development) will be seen in wider views of the church from Wellington Street, however due to the separation distance between the site and the church the proposal is not considered to unduly harm its significance.

10.12 Windsor Castle has high significance as a Grade 1 listed building and a Scheduled Ancient Monument. Historic England and the Council's Heritage Advisor have objected to the proposal in respect of the impact on Windsor Castle. This is because the tallest tower, when viewed in the backdrop to the castle from the north, would break the skyline close to the Castle. As a result, this would have an impact on the way in which the Castle is perceived from the Copper Horse. The harm identified to the setting (and significance) of Windsor Castle is assessed to be 'less than substantial' but is at the higher end of 'less than substantial' in the view of the Council's Heritage Advisor. They consider that the harm could be avoided if the 27 storey element was reduced in height to avoid breaking the skyline. Historic England have stated that they would find it difficult to accept the harm as justified unless a compelling reason is given that the development needs to be as high as proposed. Even if a compelling reason is given this harm needs to be weighed against the public benefits of the proposal as required by paragraph 134 of the NPPF.

10.13 There is a specific policy (Policy HE2) relating to Windsor Castle in the Royal Borough of Windsor and Maidenhead Borough Local Plan 2013-2033 Submission Version which states as follows:-

Development proposals that affect Windsor Castle, as defined on the Policies Map, should be accompanied by a statement showing how the development proposals:

- a. Seek to enhance the architectural and historical significance, authenticity and integrity of Windsor Castle and its local setting within the Great Park, and*
- b. Safeguards the Castle and its setting within the Great Park allowing appropriate adaptation and new uses that do not adversely affect the Castle, The Great Park and their settings, and*
- c. Protects and enhances public views of the Castle from those further afield.*

It should be noted that while this policy seeks to protect and enhance public views of the castle and its setting within the Great Park, there are no specific protected views of Windsor, unlike, for example, St Pauls Cathedral where distances from the building and viewpoints are identified.

10.14 In light of the objections from Historic England and the Council's own heritage advisor, it is important to be aware of how the Local Planning

Authority should proceed where there is harm to a heritage asset. Historic England have confirmed in this case that they consider that there is less than substantial harm to the designated heritage asset.

- 10.15 The definition of the “Setting of a heritage asset” is explained in paragraph 18a-013-20140306 of the Planning Policy Guidance under the heading “what is the setting of a heritage asset and how should it be taken into account?” This is set out below.

A thorough assessment of the impact on ‘setting’ needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it

Setting is the surroundings in which an asset is experienced, and may therefore be more extensive in area than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not.

The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.

The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance.

When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset’s significance may also damage its economic viability now, or in the future, thereby threatening its on-going conservation.

- 10.16 In the case of *Catesby Estates Ltd and SSCLG v Steer* [2018] EWCA Civ 1697 the Court of Appeal has confirmed that the setting of heritage assets "is not necessarily confined to visual or physical impact" but that other considerations are potentially relevant.

The Court of Appeal identified three general points which apply in setting cases:

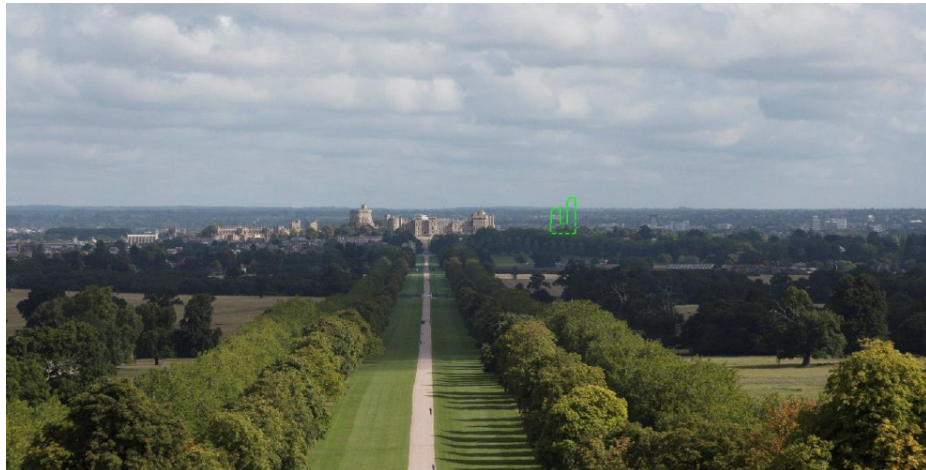
- Section 66(1) of the Listed Buildings Act 1990 requires the decision-maker to understand what the setting of the asset is – even if its extent is difficult or impossible to delineate exactly – and whether the site of the proposed development will be within it or in some way related to it.
- Although the exercise is not purely subjective, there is not (and could not be) a single approach to identifying the extent of a heritage asset’s setting. The decision-maker must apply planning judgement, having

regard to relevant policy, guidance and advice. It is necessary to concentrate on the ‘surroundings in which the heritage asset is experienced’, keeping in mind that those “surroundings” may change over time, and also that the way in which a heritage asset can be “experienced” is not limited only to the sense of sight.

- “The effect of a particular development on the setting of a heritage asset – where, when and how that effect is likely to be perceived, whether or not it will preserve the setting of the listed building, whether, under government policy in the NPPF, it will harm the “significance” of the listed building as a heritage asset, and how it bears on the planning balance – are all matters for the planning decision-maker”, subject to the requirement to give considerable importance and weight to the desirability of preserving the setting of a heritage asset. Unless there has been some clear error of law in the decision-makers approach, the court should not intervene.

10.17 The applicant has submitted a Heritage, Townscape and Visual Impact report which has identified Windsor Castle and Park as having high significance. The assessment is that there will be a minor impact on Windsor Castle and that the impact on significance is moderate/slight. The report states that there will be a “Noticeable change to setting, with the new building introducing a new tall development in the background to this view, albeit alongside several other tall buildings, particularly Queensmere, and, directly behind the castle, the Thames Valley University development. But limited impact given cumulative effect and distance”. The report states that Windsor Castle is remote from the application site and that while the proposal goes above the skyline in the view from the Copper Horse statue, so too does Queensmere.

10.18 The view from the Copper Horse of the proposed building is shown below.



10.19 The view from the Copper Horse of the proposed building with other approved developments is shown below.



10.20 Following the objection from Historic England the applicants heritage consultant provided further information. They stated that the proposal does not involve the loss of the Grade 1 Listed Building or Schedules monument. The magnitude of the impact is because of the degree of visibility of the proposal in the lateral background part of the view of the castle.

10.21 The applicants consultant points out that these are not the only buildings in the lateral background view that exceed the skyline – others are Brunel Place and all but one of the Queensmere towers. In this cumulative context they consider that it is difficult to judge how the impact of this one proposed building can be seen as “substantial”. They state that the only reference Historic England make is the fact that it is closer to Windsor Castle in this view. In fact the building is 4.5 degrees closer than the easternmost Queensmere building and approximately 1.5 degrees closer than the eastern Brunel Place building. They consider that the scheme creates “less than substantial harm” to the setting of Windsor Castle in this view and needs therefore to be tested against NPPF para 134 – i.e. weighed against the public benefits of the proposal. (For info Para 134 referred to by the applicants consultant is in the NPPF 2012).

10.22 In this particular case, Historic England were asked to confirm if they considered there was substantial or less than substantial harm – and they have confirmed that there would be less than substantial harm, although they state that they consider that it is at the higher end of ‘less than substantial’. It should be noted that ‘less than substantial’ does not necessarily mean insignificant, and any harm, as a matter of law, must be given considerable importance and weight in the overall balance.

The development now needs to be tested against Para 196 of the NPPF 2018 which states that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.

10.23 Public benefits of a proposal could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework:-

a) Economic – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure

b) Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well being

c) Environmental – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

10.24 The public benefits put forward by the applicant are set out below, with a corresponding Officer response:

Public Benefit	Officer response
<p>Improving the image of Slough Town Centre by delivering a high quality mixed-use scheme on a vacant site that has little or no prospect for office development, which has been vacant except for parking for some time and creates a poor perception of Slough upon arrival</p>	<p>Both the NPPF and policies of the Core Strategy and the Local Plan require high quality developments that make the most efficient use of the land. It is therefore a requirement of policy to deliver such development. However, as set out in this report harm has been identified to the setting of Windsor Castle and great weight should be given to the asset's conservation.</p> <p>The site has remained vacant for a long period of time, is used as a temporary car park and is surrounded by hoardings – this is considered to be detrimental to the character and visual amenities of the area, giving the impression of urban blight in the immediate area and therefore likely to be prejudicial to the councils aspirations for regeneration of the area.</p> <p>It is considered that this is a public benefit and moderate weight should be afforded to this.</p>
<p>Incorporating a new, lively pedestrian route within the site to improve connectivity with the Thames Valley University site and beyond, whilst knitting the development into the Heart of Slough</p>	<p>Both the NPPF and policies of the Core Strategy and the Local Plan require high quality developments that make the most efficient use of the land and provide connectivity. It is therefore a requirement of policy to deliver such development. However, as set out in this report harm has been identified to the setting of Windsor Castle.</p>

Masterplan	It is not considered that this is a public benefit. No weight should be afforded to this.
Creating a new public space for people to meet, greet and linger, and complement the functions of the offices, bus and train stations	Both the NPPF and policies of the Core Strategy and the Local Plan require high quality developments that make the most efficient use of the land. It is therefore a requirement of policy to deliver such development. However, as set out in this report harm has been identified to the setting of Windsor Castle. It is not considered that this is a public benefit. No weight should be afforded to this.
Providing active frontage onto Brunel Way and the new pedestrian link to create an attractive and lively environment	It is agreed that this would be a public benefit given the desire to regenerate the Town Centre. However this has not been quantified by the applicant. Moderate weight should be afforded to this.
Increase activity around the stations and complementing the substantial new office provision under construction in the area	It is agreed that this would be a public benefit given the desire to regenerate the Town Centre. However this has not been quantified by the applicant. Moderate weight should be afforded to this.
Delivering high-quality Build to Rent (BTR) accommodation, meeting the unmet needs of the local housing market, particularly office workers in the Town Centre	A total of 343 Build to Rent Units would make a contribution to housing delivery in the Borough and would provide longer term rented accommodation for those not in a position to buy a property. Moderate weight should be afforded to this.
Adding to the vitality of the Town Centre and increasing local activity	It is agreed that this would be a public benefit given the desire to regenerate the Town Centre. However this has not been quantified by the applicant. Moderate weight should be afforded to this.
Providing a new hotel development with leisure and business facilities in a high accessible location to reinforce and enhance Slough as an office destination	It is agreed that this would be a public benefit given the desire to regenerate the Town Centre. However this has not been quantified by the applicant. Moderate weight should be afforded to this.
Creating a marker for the rail and bus stations that is otherwise lacking	Both the NPPF and policies of the Core Strategy and the Local Plan require high quality developments that make the most efficient use of the land and provide. It is therefore a requirement of policy to deliver such development. However, as set out in this report harm has been identified to the

	setting of Windsor Castle it is not considered that this is a public benefit. No weight should be afforded to this.
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In addition to the public benefits put forward by the applicants, it should be noted that as well as providing the Build to Rent units, the proposal includes a contribution of £7.6 million towards the provision of affordable housing.

It should be noted that the NPPF 2018 in para 64 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership – Exceptions to this 10% requirement should be made where the site or proposed development (amongst other things) provides solely for Build to Rent homes. Build to Rent homes are included in Annex 2 of the NPPF 2018 as a form of affordable housing and therefore the provision of Build to Rent Homes on the site plus the substantial contribution towards affordable housing is considered to be a significant public benefit.

Slough Councils Core Strategy requires proposals for high density housing to be located in Slough Town Centre, which ensures that the majority of development takes place on previously developed land in the most sustainable location. The Heart of Slough area, which surrounds the site on three sides, seeks comprehensive development which will regenerate the Town Centre. Development on this site, which will contribute to the aims of the spatial strategy and the regeneration of the Town Centre, is considered to be an important public benefit.

When taken together in the round there are a number of public benefits which would be provided by the proposal, in particular improving the character and visual amenities of the area and helping to meet Sloughs aspirations to regenerate the Town Centre. It is considered that these public benefits would outweigh the harm that the proposal would cause.

11.0 **Housing Mix/Affordable Housing**

11.1 One of the aims of national planning policy is to deliver a wide choice of high quality homes and to create sustainable, inclusive and mixed communities and this is also largely reflected in local planning policy in Core Strategy Policy 4. The plans submitted to the council are for 343 residential units, consisting of 32 studio flats, 165 1-bed flats and 146 2-bed flats.

11.2 The Council does not have a specific adopted policy on what constitutes an acceptable mix of accommodation, however given the town centre location it is considered that a mix of studios, 1 bedroom and 2 bedroom units is satisfactory.

11.3 The Council's Core Strategy Policy 4 requires all sites of 15 or more dwellings to provide affordable housing at between 30-40% of the total number of dwellings proposed. The Council's guidance sets out its preference for on site affordable housing delivery. However this policy is considered alongside the Developer's Guide which was last updated in September 2017, which although it sets a preference for new affordable housing to be provided on site recognises that there may be some

exceptional circumstances in which the provision of affordable housing off site will be more beneficial.

- 11.4 The Housing officer has set out that there are exceptional circumstances in this case:-
- The Private Rented Sector Model of housing provision proposed, in particular the long term management arrangement for letting and servicing, would not lend itself easily or securely to the nomination and rental regimes of the Council or other Registered provider, such that the dwellings could be reliably classed as “affordable” in perpetuity.
 - The proposed spaces provision and layout arrangements for the majority of the flats would not match nationally described space standards, so the scheme would need substantial redesign, likely resulting in a reduction in the number of units overall if on site AH provision was to be made
 - A Bespoke contribution of £7,618,000 has been calculated to provide off site affordable housing. Agreement to full payment on commencement will meet the developers obligation on Affordable Housing and no further contribution will be required provided that the flats remain as PRS under a single management and operating body.

Accordingly, subject to payment of the calculated contribution, the affordable housing requirements for this particular scheme are considered to satisfied.

12.0 **Living conditions for future occupiers of the development**

12.1 Build to Rent is a relatively new and emerging form of residential accommodation, which is designed and built specifically for rent rather than for sale. The layout of the units is open plan, with built-in storage, bathroom and wardrobe provision. The primary motivation of investors is to keep their buildings fully-occupied with satisfied tenants. That means offering longer but flexible tenancies and good on-site amenities, close to transport links for easy commuting.

12.2 The Build to rent accommodation is centrally-managed with back of house provision including cycle stores at ground and basement levels and general residential storage at ground floor level.

12.3 The application proposal includes studio, one bedroom/two person and two bedroom/four person units. These are generally slightly smaller than the national standard, as follows:

Type	Proposed no	Size range	National standard	Comments
Studio	32	33m2 - 37.5m2	None	Exceeds typical local standard elsewhere of 30m2
1B 2P unit	165	44m2 - 48m2	50m2	4-12% below
2B 4P units	146	67m2 - 69.5m2 with 14@75.5m2	70m2	1-4% below apart from larger units

Sloughs guidelines for flat sizes are as follows:-

Type	No.	Size range	Sloughs minimum standards	Comments
Studio	32	33m ² - 37.5m ²	31.67 sq m	All Exceed
1B 2P unit	165	44m ² - 48m ²	Living room 14.86 sq m Bedroom 11.14 sq m Kitchen 5.57 sq m Total Floorspace = 31.57 sq m	All Exceed total floorspace of 31.57 sq m. The units are laid out with the kitchen/dining area/sitting area as one room. Each has a separate bedroom and bathroom.
2B 4P units	146	67m ² - 69.5m ² with 14@75.5m ²	<u>2 Bed Flat (4 Persons)</u> Living -18.58 sq m Bedroom 1 -11.14 sq m Bedroom 2 – 10.02 sq m Kitchen - 5.57 sq m Total Floorspace = 45.31 sq m	All Exceed total floorspace of 45.31 sq m. The units are laid out with the kitchen/dining area/sitting area as one room. Each has two separate bedrooms and bathrooms.

The proposal is considered to provide satisfactory living conditions for future occupiers of the flats. The flat sizes exceed Sloughs minimum standards and the majority of units meet the Governments National space standards.

- 12.4 The entrance desk and reception has a 24-hour concierge with post boxes. In addition, the facilities include a communal lounge with flexible seating arrangements, business lounge, gymnasium, cinema room, games room, dining areas and external communal terraces. These ancillary facilities amount to some 784m² plus a further 485m² of external terrace space at roof level.

- 12.5 Satisfactory levels of car and cycle parking have been provided and the site is sited in very close proximity to the train and bus stations, and the shops and facilities within the Town Centre.
- 12.6 Although the private amenity areas provided are small, there is public open space between the buildings and the proposal is within walking distance of Salt Hill Park. In addition facilities for residents include a lounge, business lounge, gymnasium, cinema room, games room and dining areas.
- 12.7 The daylight and sunlight is generally acceptable, although the daylight to external amenity areas is more limited. Mitigation measures, mainly consisting of planting areas will ensure that there is an acceptable wind microclimate around the buildings, so that the public open space can be enjoyed.
- 12.8 Mitigation measures will ensure that air quality and noise issues are acceptable.
- 12.9 Issues concerning highways, daylight and sunlight, wind microclimate, air quality and noise are considered in more detail in separate sections of the report. The proposal is considered to provide satisfactory living conditions for the future occupiers of the residential units.
- 13.0 **Daylight and sunlight**
- 13.1 The NPPF mentions daylight and sunlight only at paragraph 123; this states that if there is an existing or anticipated shortage of land for meeting identified housing needs that "...when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site...". The NPPF is silent on the approach that should be taken if there is not an existing or anticipated shortage of land for meeting identified housing needs, although does seek to ensure that proposals provide a well designed environment.
- 13.2 There are no mandatory standards for daylight or sunlight to dwellings, but a number of publications provide guidance. The guidance documents give advice on minimum recommended average daylight factors in habitable rooms in dwellings and give recommendations for sunlight to interiors, based on the percentage of annual probable sunlight hours.
- 13.3 A report was submitted with the application assessing the daylight and sunlight within the proposed buildings and the sunlight to the proposed amenity spaces.
- 13.4 The daylight results in the report states that 115 of the 130 rooms tested (88%) would meet their relevant ADF target and that the level of ADF compliance across all habitable rooms in the proposed development would be 94.5%. It states that the BRE numerical guidelines are intended to be applied flexibly since natural daylight is only one of many factors in site layout design.
- 13.5 The sunlight results show that 78 of the 130 rooms tested (60%) would meet the BRE targets of 25% total APSH with 5% available during winter months.

The report points out that the focus of the BRE sunlight guidelines is on main living rooms, rather than bedrooms and kitchens, which the guide views as less important.

- 13.6 The proportion of amenity space achieving the twohour guideline on 21 March is 18.2%; the BRE target is 50%. The report states that the hotel block to the south is a significant factor in this result and therefore a second set of figures for 21 June has been produced which shows that 80% of the area would receive at least two hours of sun on 21 June when there is a greater expectation of sunlight availability.
- 13.7 In response to the issues raised by the Council's consultant, further information was submitted by the applicant. In respect of the sunshine reaching the private amenity space, the following points were made:-
- Although the outdoor amenity space received less sunlight than the BRE guidance, this was not unusual and was the case for many urban spaces across the country, but did not prevent their use and enjoyment.
 - The additional information presented for June 21st should not be considered in isolation; additional information is also provided for April, May and June. Together these show a more detailed and informative picture across those months (when the amenity space is most likely to be used) than the BRE 2 Hour Sun on Ground test.
- 13.8 In respect of the potential impact from development proposed on adjoining sites, the following information was provided:-
- William Street is 31m wide at this point (to the rear of the footways on either side), so this will allow significant light penetration to the western side of the Station Square development, whatever the scale of development on the TVU site. It would be conventional to test Station Square in a cumulative scenario if there were a detailed scheme for the TVU site with planning permission (or submitted for approval) but not otherwise; there is only an outline planning application with indicative massing, as included in the Visual Impact Assessment. The alternative would be the theoretical 'mirror massing' type exercise cited in the BRE guide. The ADF results for the west tower would be of limited value if tested in such a scenario, however, as any scheme coming forward on the TVU site is unlikely to be of that massing.
- 13.9 Paragraphs 6.4 and 5.3 of the 8 September report confirm that the ADF calculations include a maintenance factor allowing for the effects of dirt. Using light coloured surfaces and having rooms unobstructed by furnishing is accepted methodology for ADF testing. In any case, as a managed Build-to-Rent scheme, residents will not be allowed to decorate their apartments.
- 13.10 The solid glazing ratio is typical of this type of residential building and achieves an appropriate balance between daylighting and overheating. Required thermal performance of walls and windows will be specified at the detailed design stage. There are opening louvres to enable purge venting as necessary in the summer months, as well as MHVR systems. Watkins Payne advises that the louvres will provide purge ventilation that more than meets the relevant guidance on overheating.
- 13.11 The overall conclusion of Anstey Horne's September report was that the level of ADF and ASHP compliance achieved across the scheme were "very

good for an urban location". The amended apartment layouts improve the levels of compliance.

13.12 Addition information presented for April, May and June shows a detailed and informative picture of the levels of direct sunlight the public square received during these months.

13.13 It is untenable to suggest that elevational treatment and fenestration in particular should be entirely driven by sunlight considerations. The scheme achieves a sensible balance between maximising daylight and sunlight while minimising overheating. The solid:glazing ration is typical of a residential building of this type. The required thermal performance of walls and windows will be specified at the detailed design stage. There are opening louvres to enable purge venting as necessary in the summer months, as well as MHVR systems.

13.14 The Councils consultant has responded to the additional information and stated the following:-

- My main concern is the window sizes and solar overheating, particularly of single aspect apartments without cross ventilation cooling. Their M&E advisors are quoting the wrong CIBSE overheating assessment method and present no evidence reassurance
- I have done some further investigations and found their daylight calculations do not adequately follow the BRE methodology they reference. This means most of their daylight predictions are of the order of 60% higher than would typically occur in practice. In addition there appears to be a significant risk of apartment overheating, which reading between the lines of the Applicant's response, they do not appear to have properly assessed. You may wish to consider the following:
 - The Applicant to reassess the room daylight calculations using room reflectances recommended by the referenced BRE methodology.
 - The Applicant to carry out a CIBSE TM59 overheating assessment to ensure the apartment windows (and hence solar heat gain) are of an appropriate size. I suspect the single-sided may need a reduction in window area and hence façade layout.

13:15 The comments from the councils consultant are noted. However, there are no minimum daylight and sunlight standards. The units are proposed as rented accommodation rather than permanent homes and the owners would have control over internal decoration that could affect room reflectances. The main concerns raised were over daylight to the external amenity areas and potential overheating. The site is within walking distance of Salt Hill Park and so impact on the external amenity areas is not considered sufficient to justify refusing planning permission and more information is provided on potential overheating in the section on noise and potential overheating issues.

13:16 A condition would be needed to ensure that the units remained as rented accommodation and subject to this the proposal is considered to provide adequate daylighting and sunlighting to the residential units.

14.0 **Potential wind tunnel effect due to height of buildings**

- 14.1 The proposed development is taller than its immediate surroundings with a relatively open area to the south-west, where the prevailing wind originates throughout the year. Therefore it is expected that winds will be down draughted by the proposed development and channel/accelerate around the blocks and between them creating locally higher wind speeds.
- 14.2 Wind tunnel testing is the most well established and robust means of assessing the pedestrian wind microclimate with the proposed development in place. Any mitigation required to provide an acceptable wind environment for the intended amenity uses is developed through wind tunnel testing and revised landscaping details prepared accordingly.
- 14.3 The following cumulative schemes were also included:-
- Brunel Place
 - Queensmere
 - Library site
 - TVU site
- 14.4 There are several locations in and around the proposed development that will require mitigation. The majority of thoroughfares were suitable for their intended use but a number of receptors had strong wind exceedances.
- 14.5 The report concludes that all locations in and around the site were suitable for their intended use with sitting to strolling wind conditions. There were no exceedances of the safety threshold. However localised areas of windier than desired conditions and strong wind exceedances will require mitigation; these measures are to be wind tested in order to assess their effectiveness and develop them as necessary.
- 14.6 The wind tunnel testing resulted in definitive mitigation planting. The massing of the hotel was amended in May 2018 and the final report wind tunnel tested this revised massing and put forward mitigation planting accordingly. The architectural drawings show a solid fence on the eastern side of the service yard, while retaining some permeability elsewhere to retain a degree of passive surveillance of this area. The proposed wind mitigation is reflected in the landscaping drawings submitted alongside the addendum wind assessment.
- 14.7 The wind tunnel tests included numerous locations in the roadways around the application site. The only off site locations with as residual annual wind impact after mitigation is the traffic island in the bus station approach; cyclists and private cars are not permitted to use this area. Cyclists using Brunel Way and William Street would have a good level of comfort, equivalent to standing or strolling on foot, even in the windiest season. The main criterion used currently for cyclist is the strong winds threshold (15m/s). This was not exceeded in any areas accessible to cyclist.
- 14.8 The consultants suggest that a condition could be used for the selection of wind resistant window furniture, given manually operated naturally ventilation windows form a key part of the overall building design.
- 14.9 The applicants have now provided detailed mitigation measures including heights and types of trees and planting which is proposed. Subject to a condition requiring works to be carried out in accordance with the detailed

mitigations, the proposal is considered acceptable in respect of wind microclimate.

15.0 **Air quality**

15.1 Paragraph 170 of the NPPF 2018 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):
“preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality...”

15.2 An Air Quality Assessment has been submitted with the application. This assesses the suitability of the site for the proposed development and whether any significant air quality impacts are expected as a result of the construction and operation of the proposed development. The proposed development is located adjacent to AQMA4 – Town Centre.

15.3 The Air Quality Assessment concludes that the proposed development does not raise any significant or other residual adverse impacts on the health and/or quality of life for existing or proposed sensitive receptors as a result of any anticipated changes to air quality. Mitigation measures have been proposed for construction traffic and stationary plant associated with the proposed development.

15.4 The Council’s Environmental Quality Team Manager has provided detailed comments on the proposal which are set out in the consultation responses section of the report. In summary, the main points raised are as follows:-

- The Octagon scheme is considered to have a MAJOR air quality impact classification. When interpreting scheme impacts it is important that SBC also uses local knowledge to identify significant issues. It is probable that the Town Centre AQMA will require extending to incorporate the scheme.
- It is considered that, with suitably designed scheme mitigation, including off-set mitigation in line with the Slough Low Emission Strategy, the development proposal can be made acceptable in terms of both managing exposure and the impact of the scheme on air quality concentrations.
- The proposals include the provision of Travel Plans for both the residential and hotel aspects of the scheme, including provision for cycling & walking and a car club. These proposals are welcomed, however, given SBC plans to develop electric car clubs in the Town Centre, further consideration is needed as to how the scheme proposals and SBC plans for car clubs can be combined into an integrated provision throughout the Town Centre, including the provision of rapid electric charging units and electric vehicle bays and laybys close to the scheme.
- The proposals include 20% active and 20% passive provision of electric charging units. While the application proposes reduced car parking provision, it is not clear how residential parking spaces will be allocated. Where a parking space is to be allocated to a dwelling we would expect a 100% provision of operational charging points from scheme opening. Additionally, with the Governments planned requirement that new cars be zero emission capable from 2040, the proposals should include a strategy

for increasing electric vehicle charging provision after scheme opening. This information should be provided within the Travel Plan. Consideration should be given to criteria for increasing on-site provision or providing off-set mitigation, in conjunction with SBC, to increase public charging facilities in the vicinity. The type of electric charging points provided should be in line with the Slough LES and agreed with SBC

- The Travel Plan should include details of how the take-up of plug-in vehicles can be promoted and monitored, including criteria for increased provision
- The applicant should submit details of either a Construction Environmental Management Plan (CEMP) or similar robust code of construction practice to be followed during the construction phase, including:
 - All construction related vehicles shall be a minimum Euro 6/VI Standard
 - All relevant non-road mobile machinery (NRMM) shall comply with the emission standards in table 10 in the LES guidance
 - SBC will seek a Section 106 contribution (or other obligation) of £250,000 to secure off-set mitigation that is proportional to the emission increases arising from the scheme. We proposed to combine these contributions/obligations with highway S106 contributions.
 - The package is considering the following:
 - S106/S278 Provision and building and extending of 6 new low emission laybys around Brunel Way (map to be produced)
 - S106/S278 Provision of signage, bay markings and associated TROs
 - S106/S278 Provision and installation and DNO connection for Rapid EVs servicing the low emission laybys around Brunel Way
 - S106 EV infrastructure to service:
 - 2 EV car clubs bays -
 - 2 dedicated EV Taxi Bays and Rapid Chargers
 - 2 Public EV bay – replacement of existing Rapid Charger
 - S106 EV infrastructure management and operation to be transferred to the Councils appointed operators
 - S106 Financial contribution towards future EV bus infrastructure within the bus station of £150,000
 - S106 Financial contribution towards Highway Improvements in Brunel Way of £x (tbc)

15.5 The measures will contribute towards the following Low Emission Programmes:

- Taxi EV infrastructure
- Public Rapid Charger Infrastructure
- Town Centre EV Car Club
- Electric Bus Programme (A4 SMaRT)

15.6 Subject to the provision of satisfactory mitigation measures, the proposal is considered acceptable in terms of air quality.

16.0 **Noise and potential overheating issues**

16.1 Paragraph Paragraph 170 of the NPPF 2018 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

“preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. ...”

- 16.2 A Noise and Vibration Assessment was submitted with the planning application. The principal noise sources affecting the site are road and rail traffic with the highest noise levels experienced on the western side of the site (overlooking Stoke Road) and on the northern side of the site (looking towards the railway). The noise assessment concludes that the most appropriate acoustic design response to the site will be through the provision of appropriate sound insulation to the external envelope.
- 16.3 The suitability of the site has been considered and assessment concludes that the site is a “medium” risk, so is suitable for residential development, subject to adherence to a good acoustic design process and the implementation of appropriate noise mitigation.
- 16.4 Noise intrusion will be controlled using appropriately specified external wall constructions, including windows with acoustic double glazed units and alternative means of ventilation.
- 16.5 All flats will be provided with mechanical ventilation (MVHR) systems and the provision of such units will enable windows to remain closed and subject to the satisfactory specification of external building fabric elements should provide effective control over noise ingress during normal occupation.
- 16.6 Provision is made for purge ventilation, which is the process of removing high concentrations of pollutants and water vapour released from occasional activities (such as painting and decorating) or accidental releases (such as smoke from burnt food or spillage of water. Since the need for purge ventilation is “occasional” this is achieved by giving residents the ability to open windows. Whilst noise will increase as a result of windows being opened, occupants are “in control” of both the timing and duration of purge ventilation being required. Windows may also need to be used to provide “rapid” ventilation to facilitate cooling of the premises if there is a significant risk of flats overheating.
- 16.7 To minimise the potential need for windows to be opened to provide thermal comfort, the MVHR units will be specified to include a “boost” operating condition which will provide an increased level of ventilation. These units need to be sited appropriately within the flats and include appropriate attenuation.
- 16.8 The applicants consultant acknowledges that it is difficult to undertake a detailed assessment of overheating risks at the planning stage of a development. The consultant recommends that additional potential options to further minimise overheating should be explored at the detailed design phase of the development to establish any further mitigation that might be deliverable to further reduce the amount of time the development might be reliant on natural ventilation to control overheating such as:-
- Utilising the benefits of additional thermal mass in the design, for example concrete floors
 - Using “Low E” glass to minimize solar gains through windows

- Solar shading and shutters to reduce the heating effect of the sun
 - Use heat reflective finishes on walls and roofs
- 16.9 It is clear from comments from the applicants consultant and the councils expert that, while noise can be mitigated, there is a balancing act between noise mitigation and providing ventilation and cooling to the residential units, which is likely only to be resolved at the more detailed design stage. Subject to conditions on detailed design, the proposal is considered acceptable in terms of noise mitigation and issues of overheating.
- 17.0 **Highways/transport and parking**
- 17.1 Paragraph 106 of the NPPF 2018 states that in town centres local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 17.2 Paragraph 108 states that in assessing specific applications for development, it should be ensured that:
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 17.3 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 17.4 Paragraph 110 of the NPPF states development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 17.5 The Transport and Highways officer has provided detailed comments which are set out in detail in the consultation section of this report. The main points are set out below.
- 17.6 The site is currently being used as a car park using a vehicular crossover on Brunel Way close to its junction with William Street. The proposal seeks to close off this crossover, instead using a new access off the Bus Station access road which is to be designed to better suit the needs of the proposed development. The applicant needs to agree a financial sum with SBC assets team to secure access rights to the development.

- 17.7 Although the proposed access is acceptable in principle, this needs to be widened by 1m along its length as it is currently difficult for buses to pass. In order to prevent taxi's and other vehicles dropping off on the bus station access road, it will be necessary for the applicant to provide a drop-off facility.
- 17.8 The car parking and cycle parking proposed is considered to be satisfactory and complies with local plan parking standards. The applicants will need to provide 11 electric vehicles charging points/bays within the car park. Paths, planters, trees, street furniture, etc within the public highway will need to be taken from the Heart of Slough materials palette.
- 17.9 The concerns of the bus company are noted, the car park capacity has been reduced and there is unlikely to be a large number of traffic movements at any one time. The entrance to the car park needs to be clearly signed and marked. The height of the undercroft is designed to ensure the largest vehicles expected to access the site can so easily.
- 17.10 The residential and hotel travel plans need further work, and more detailed travel plans should be secured prior to occupation; these travel plans need to be secured by a Section 106 Agreement.
- 17.11 A pedestrian crossing has been proposed on William Street by the applicant, this crossing is in addition to existing crossings. It is not considered that there is a strong enough desire line and justification for an additional crossing.
- 17.12 A car park management plan and a construction management plan will need to be secured.
- 17.13 Contributions and Highways works are sought from the developer and these are:-

Section 106 Contributions

- £500k transport contribution towards Brunel Way walking, cycling, access and public realm improvements (prior to commencement)
- £150K Transport contribution towards the electrification/infrastructure of the Bus Station to support Electric Buses (prior to commencement)
- £* implementation of traffic regulation orders (prior to commencement)
- £12,000 Travel Plan contribution (£6,000 residential and £6,000 hotel) prior to occupation
- Travel Plan (submitted prior to occupation or within 6 months of first occupation)
- Bus Lane / Bus Station Access Road monitoring contribution to fund the enforcement of vehicular entry to the bus station.
- Residents excluded from being eligible for on-street parking permits;

Highways works

- Temporary construction access point(s)
- Widening of Slough Borough Council owned Bus Station access road by 1m
- Reconstruct the footways fronting the application site with Heart of Slough natural stone paving in keeping with the remainder of the public realm area

- Streetlighting installation/modifications on the Bus Station access road
 - Reinstatement of redundant access point on Brunel Way to footway construction using Heart of Slough Paving
 - Installation of any street lighting modifications (as necessary)
 - Refreshing and Installation of road marking modifications (as necessary)
 - Drainage connections (as necessary);
 - Gully cleaning (nearest gullies around the site and site access);
 - Construction of drop-off point for application site
 - Construction of Taxi layby extension for EV Taxis as shown on plan SBC/TFS/HT/P01 including 1no 2-way EV rapid charger
 - Extension of layby on Brunel Way to provide a total of 3no EV bays for car club & charging as shown on plan SBC/TH/HT/P01 to include 2no rapid chargers
 - Provide 2no EV bays for Car Club & charging on Brunel Way opposite railway station as shown on plan SBC/TFS/HT/P01 including 1no 2-way EV rapid charger.
- 17.14 Subject to amendments, additional information, highway works and contributions, there are no objections to this application from a Transport & Highways perspective.
- 17.15 Modelling work has been carried out. The models were developed subsequent to pre application discussions where trip rates and modelling approach were agreed. The LinSig assessment included nine junctions in relation to the proposed development. Upon review of the model constructions there are a number of general clarifications that are required and the modelling work would need to be provided and the model re-run before a decision notice could be issued.
- 17.16 Subject to the amendments to the proposal including the modelling work, additional information, highway works and contributions, the proposal is not considered to be detrimental to highway and pedestrian safety.
- 18.0 **Flood Risk and Surface water drainage**
- 18.1 A Ministerial Statement from December 2014 confirms the Governments commitment to protecting people from flood risk. This statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of “flash flooding”. Such flooding occurs then rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back up of water to the surface.
- 18.2 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2018 require development to be directed away from areas at highest risk off flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

- 18.3 A Flood Risk Assessment and a Surface Water Management Plan have been submitted with the application. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding. The site is at very low risk of fluvial and low risk of surface water flooding.
- 18.4 The proposed development will use Sustainable Drainage Systems (SuDS) in the form of green roofs and cellular storage. A green roof is proposed to be installed on the roof of the hotel building and the areas of the residential tower roofs not utilised as terraces or for accommodating building services equipment possibly available for extensive green roofs, to be determined as part of detailed design.
- 18.5 Attenuation and emergency storage totalling 500m³ will be provided in the form of underground storage such as cellular tanks beneath the basement car parking.
- 18.6 It is proposed to store surface water flows from the development using attenuation tanks and green roofs and restrict the flow to 5 l/s to discharge to the public surface water sewer.
- 18.7 It was considered that a large amount of green roof would be more appropriate than blue roof as it reduces the amount of attenuation required and provides a greater benefit to amenity and biodiversity. The remainder of the roof area is proposed for plant and amenity areas that are split up over various levels. Due to this the provision of blue roof in these smaller areas would not be very efficient.
- 18.8 The applicants have undertaken pre development enquiry with Thames Water in which they indicated no objection to accepting a surface water flow from the development of up to 50% of the existing runoff rate and have proposed the lower 'greenfield' rate of 5l/s. A S106 application would be made to Thames Water for the connection to a public sewer during the detailed design stage.
- 18.9 The podium drainage will be picked up through a series of gullies that will combine at high level at discharge to the basement drainage network via roof water pipes, however this design would be part of the building Services Engineers remit and would need to be as per their requirements.
- 18.10 The pump and hydrobrake are provided together due to advice the applicants have received on previous projects from pump manufacturers that in some instances a pump station will provide a variable flow rate and if a hydrobrake is provided the restricted discharge rate can be ensured.
- 19.0 **Sustainable design and construction**
- 19.1 An Energy Strategy has been submitted. The energy strategy prioritises the reduction in energy consumption and hence CO₂ emissions through the building envelope design together with the use of efficient mechanical and electrical services.
- 19.2 The focus of the energy strategy is on CO₂ reduction from the building by adopting a highly efficient building envelope solution together with high efficiency mechanical and electrical services incorporating heat recovery

where possible. The LZC technologies assessment is based on using solutions that are technically proven with low maintenance implications taking into account the energy efficiency strategies being proposed in the current design.

- 19.3 This is achieved by the following elements:
- High performance glazing
 - Improved building fabric thermal insulation
 - Low building air leakage rate (3m³/hr/m² at 50 Pa which represents a 70 % improvement over the minimum 2013 Building Regulations requirements)
 - Whole house mechanical supply and extract ventilation systems in each apartment with integral heat recovery
 - Variable speed fans and pumps
 - Low energy lighting (LED lamp sources) with PIR occupancy control and daylight dimming
 - High efficiency central plant
 - Increased duct sizes for lower specific fan powers
 - Comprehensive energy management system
 - Building management system to provide sophisticated energy efficiency controls

19.4 The strategy is to utilise air source heat pump system to all the retail units, hotel, residential reception and amenity areas to provide the entire heating and cooling demand.

19.5 The use of roof space for photovoltaic panels was dropped in favour of amenity space.

19.6 The analysis has shown that by incorporating low and zero carbon technologies in addition to the passive and low energy design measures there is a predicted reduction of annual CO₂ emissions from the baseline scheme as indicated in the table below:

Regulated CO ₂ Savings	
Tonnes CO ₂ /Year	%
99.19	10.29

19.7 The renewable energy technologies are currently predicted to achieve a 7.05% reduction in carbon emissions over the passive low energy scheme based on regulated uses.

19.8 If PV panels were considered further a 10% saving from renewable in line with the relevant policies may have been achieved.

19.9 The overall energy strategy identifies a predicted annual carbon emission saving of 99.19 tonnes per annum over the baseline scheme.

19.10 Some concerns have been raised by the Special Projects Planner, however they consider that any concerns could be addressed by condition.

20.0 **Safe and Accessible Environment**

20.1 Paragraph 91 of the NPPF 2018 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:-

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas

These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

20.2 The proposal includes a public open space and a pedestrian route through the site linking the station and town centre and this promotes social interaction in line with the NPPF.

20.3 The Crime Prevention and Design Advisor has advised that there is higher than average crime and social vulnerability in this location (mainly: vagrancy, street drinking, ASB, drug related crime) and originally objected to the proposal for a number of reasons:-

- The undercroft access for service vehicles and how this area would be secured
- Potential conference facilities above the undercroft/potential bar area
- Concerns about whether the pedestrian path at the North West Corner of the hotel and South West corner of west apartment block was wide enough
- The right-angled shape of the North west corner of the hotel limits surveillance
- Fundamental concerns regarding the access of emergency vehicles onto the site. Given the topography of this site, the gradient between Brunel Way and the square, may make access difficult.
- No active frontage overlooking Wellington Street/little if any natural surveillance along this pedestrian pathway
- Seating Area for retail area 1- details of management, physical measures needed to prevent vehicle incursion into this seated area, lack of surveillance from inactive frontages (now closed businesses)

20.4 In response to the comments, a number of changes have been introduced to overcome the objections to the original scheme. These include:-

- Barriers have been introduced to the service yard and car park entrance along with night time shutters
- Fencing has been introduced to the bus station boundary and around the service yard beneath the hotel to improve passive surveillance of the delivery yard
- A gate has been introduced on the eastern side of residential block (east) and access to cycle parking areas now takes place only from within the public square.

- Passive surveillance of the western access/egress to the public square has been improved through changes to hotel rooms configuration and a wider space between buildings.
 - The southern façade of the hotel is activated with a new entrance from a taxi drop lay-by
 - Changes to landscaping seek to address concerns about encouraging rough sleeping and loitering
- 20.5 The Crime Prevention and Design Advisor has withdrawn the objection subject to a condition/conditions which achieve the following:-
- Gym over overcroft to be used only for that use and no other purpose
 - External/Physical security inc laminate glass
 - Barrier must be security roller shuttered gate/electronic gate not barrer
- 20.6 Therefore the application is considered acceptable in terms of crime prevention and providing a safe and accessible environment.
- 21.0 **Ecology**
- 21.1 Paragraph 17 of the NPPF 2018 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 21.2A Phase 1 habitat survey has been carried out on the site.
- 21.3 No evidence of roosting bats was identified during the roost assessment and the trees on site did not support any potential roost features and as such, are classified as having negligible potential to support roosting bats. In addition, the site is isolated from any suitable foraging habitat by major roads and commercial buildings with high levels of noise and light pollution. Therefore, the site is not considered to be suitable for roosting, foraging or commuting bats.
- 21.4 All birds and their nests are protected from harm and destruction under the Wildlife and Countryside Act 1981 (as amended). The site supports vegetation in the form of dense ivy and scattered trees, which have the potential to support nesting birds. If the proposals require the removal of the vegetation to facilitate development, then clearance should be undertaken outside of the bird-nesting season (March to September inclusive for most British bird species) so to avoid potentially disturbing a nest. If the clearance works are to be undertaken from March to September than an ecologist should undertake a check for nesting birds immediately prior to any vegetation being removed.
- 21.5 A number of enhancements are proposed to provide suitable mitigation for the loss of bird nesting habitat on site which are:-
- The design should incorporate two Schwegler brick bird nest boxes and one Schwegler 1SP sparrow terrace on each building. The boxes should be sited at a minimum height of 2m, angled away from the prevailing wind

and with unobstructed access to the box entrance. These boxes will enhance the site for house sparrows, a red list species (Birds of Conservation Concern).

- Vegetation that will be beneficial to birds and pollinating invertebrates should be incorporated into the landscaping scheme. Plants could include lavender *Lavendula spp.*, barberry *Berberis darwinii* and rowan *Sorbus aucuparia*.

21.6 Subject to conditions requiring the provision of mitigation as outlined in the Phase 1 habitat survey, the proposal is considered acceptable in ecology terms.

22.0 **Fire Strategy**

22.1 The NPPF 2018 does not have any policies relating to fire safety; this is normally considered under Building Control rather than planning. However, a fire strategy has been prepared for the two blocks of flats and the hotel building and given concerns following the Grenfell Tower fire, this has been assessed by the councils Fire and Access Surveyor.

For the flats the following will be provided:-

- In line with the current Building Regulations each building will have one fire-fighting shaft with a fire-fighting staircase, a fire-fighting lift and a protected lobby.
- The fire-fighting lobby will be ventilated by mechanical smoke extract shaft. AOV will be provided at the head of the stair.
- The fire main will be a wet riser located within firefighting shaft in accordance with BS 9990 (building over 50m).
- All apartments will be compartmented from each other and from common parts of the building.
- All apartments will be provided with a minimum category LD1 detection and alarm system in accordance with BS 5839-6.
- Apartments with open plan kitchen / living room will have the cooking facilities located remotely from the apartment entrance and will be further assessed by CFD modelling
- The travel distance from the furthest apartment door to the stair lobby will be less than 7.5m.
- The fire escape will be provided via residential cores, with protected routes to external areas.
- Emergency lighting will be provided in each building as per BS 5266-1.
- Emergency signage will be provided in each building as per BS ISO 3864-1.
- The amenity areas with one exit will be limited to occupancy of max 60 persons.
- Automatic suppression (sprinklers) will be provided in all residential areas in accordance with BS 9251 or BS 8458.
- All loadbearing elements of construction will achieve at least 120 minutes fire resistance.
- The cladding system is proposed from brickwork with non-combustible insulation (*as per Appendix 1 Brickwork Facade of NHBC Common wall façade types*)

- External facade fire protection is likely to be required to East elevations where they are located close to the Bus Station site boundary. Required areas of protection will be confirmed at the next design stage.
- Cavity barriers will be provided to external walls around openings and along lines of compartmentation in each building.
- All services passing through lines of compartmentation will be suitably fire stopped in each building.
- Fire Service vehicular access at the ground level has tracked by the highways consultant.
- The buildings will have 24-hour management which will ensure continuous maintenance of the fire strategy.

For the hotel the following will be provided:-

- In line with the current Building Regulations the building will have one fire-fighting shaft with a fire-fighting staircase, a fire-fighting lift and a protected lobby.
- The fire main will be a dry riser located within fire-fighting shaft in accordance with BS 9990 (building up to 50m).
- The fire-fighting stair lobby will be ventilated by mechanical smoke extract shaft. AOV will be provided at the head of the stair.
- The hotel building will be provided with two cores, both with protected routes to external areas.
- The corridors will be provided with natural smoke ventilation.
- All hotel areas will be provided with a minimum category L1 detection and alarm system in accordance with BS 5839-1
- Emergency lighting will be provided as per BS 5266-1.
- Emergency signage will be provided as per BS ISO 3864-1.
- All loadbearing elements of construction in the hotel building will achieve at least 90 minutes fire resistance.
- The cladding system is proposed from non-combustible fibre cement panels with a non-combustible insulation.
- Cavity barriers will be provided to external walls around openings and along lines of compartmentation in each building.
- All services passing through lines of compartmentation will be suitably fire stopped in each building.
- Fire Service vehicular access at the ground level has tracked by the highways consultant.
- The buildings will have 24-hour management which will ensure continuous maintenance of the fire strategy.

In respect of the underground car park the following will be provided:-

- The car park comprises one upper level and a half lower level under the whole site.
- Four fire-fighting shafts will be provided on the upper full level and two at the lower half level.
- Each fire-fighting shaft will have a mechanically ventilated protected lobby, a fire-fighting staircase and a fire-fighting lift.
- The staircases will be split at ground level to separate from the upper levels.
- Mechanical smoke ventilation will be utilizing “jet fans” installation for smoke extract.

- The car park areas will be provided with a fire alarm and smoke detection to BS 5839 Category L2 level.
- There is no requirement to provide automatic fire suppression to the basement car park.

22.2 The Council's Fire and Access Surveyor has considered the fire strategy and made some comments. In response the agents provided the following information:-

- A firefighting shaft (stairs/lifts) for firefighting personnel will be provided to both blocks.
- A fire-mains will be provided, with the outlets within the protected stairway/lobby to both blocks. As the top storey height of both blocks exceeds 50m this will be a wet rising main.
- Both blocks will be fully sprinklered to BS 9251: 2005.
- The fire strategy will be based on the guidance of BS 9991 (rather than AD-B) which allows single direction travel distances of up to 15m in a ventilated corridor where sprinkler protection is provided. This limit will be adhered to.
- Smoke ventilation will be provided to the protected stairs and lobby/corridor adjacent the stair. This will be achieved using either a natural or mechanical smoke shaft.
- The final exits to the stairs will be sized at either the width of the stair or larger.

Following the receipt of extra information, the Council's Fire and Access Surveyor confirmed that the information provided was acceptable.

23.0 **Impact on amenity of neighbouring occupiers**

23.1 The site is in effect an island site; surrounded on all sides by roads and the railway. As a result the buildings on site are not close to other residential dwellings, particularly since the two taller residential blocks are located on the side of the site furthest from Bath Road and therefore at the furthest point from surrounding buildings. The proposal is not therefore considered to have any detrimental impact on neighbouring properties.

24.0 **Infrastructure requirements/Section 106**

24.1 Section 106 contributions agreed with agent are set out below.

Affordable Housing	Payment in Lieu £7.618m and terms of payment agreed with SBC housing
Education	£353,039 (primary education contribution excluded)
Highways/transport:	£350k transport contribution towards Brunel Way walking, cycling, access and public realm improvements £* implementation of traffic regulation orders (prior to commencement)(amount to be confirmed) £12,000 Travel Plan contribution (£6,000 residential

	and £6,000 hotel) prior to occupation Travel Plan (submitted prior to occupation or within 6 months of first occupation) Residents excluded from being eligible for on-street parking permits;
Air quality/Low Emission Strategy:	£190k contribution (or possibly on site provision)

Section 106 still under discussion

A number of items are still under discussion and further clarification will be provided at committee or on the update sheet

Highways/transport:	£150k transport contribution towards the electrification/infrastructure of the bus station to support electric buses.
Air Quality	The air quality contribution sought was £250k. The package was considering the following: S106/S278 Provision and building and extending of 6 new low emission laybys around Brunel Way (map to be produced) S106/S278 Provision of signage, bay markings and associated TROs S106/S278 Provision and installation and DNO connection for Rapid EVs servicing the low emission laybys around Brunel Way S106 EV infrastructure to service: 2 EV car clubs bays - 2 dedicated EV Taxi Bays and Rapid Chargers 2 Public EV bay – replacement of existing Rapid Charger S106 EV infrastructure management and operation to be transferred to the Councils appointed operators S106 Financial contribution towards future EV bus infrastructure within the bus station of £150,000 S106 Financial contribution towards Highway Improvements in Brunel Way of £x (tbc)

(For information the highways and air quality section 106 were developed in consultation as there was likely to be an overlap between requirements)

Highways works Section 278 requirements

The following highways works which would be required as part of a Section 278 Agreement and have been agreed with the agent are as follows:-

- Temporary construction access point(s)
- Widening of Slough Borough Council owned Bus Station access road by 1m as shown on plan SBC/TFS/HT/P01
- Reconstruct the footways fronting the application site with Heart of Slough natural stone paving in keeping with the remainder of the public realm area
- Street lighting installation/modifications on the Bus Station access road

- Reinstatement of redundant access point on Brunel Way to footway construction using Heart of Slough Paving
- Installation of any street lighting modifications (as necessary)
- Refreshing and Installation of road marking modifications (as necessary)
- Drainage connections (as necessary);
- Gully cleaning (nearest gullies around the site and site access);
- Construction of drop-off point for application site (details to be agreed)
- Construction of Taxi layby extension for EV Taxis as shown on plan SBC/TFS/HT/P01 including 1no 2-way EV rapid charger
- Extension of layby on Brunel Way to provide a total of 3no EV bays for car club & charging as shown on plan SBC/TH/HT/P01 to include 2no rapid chargers
- Provide 2no EV bays for Car Club & charging on Brunel Way opposite railway station as shown on plan SBC/TFS/HT/P01 including 1no 2-way EV rapid charger.
- Bus Lane / Bus Station Access Road monitoring the enforcement of vehicular entry to the bus station.

Recommendation:

The proposal is considered to be consistent with guidance given in the National Planning Policy Framework 2018, Core Policies 7 and 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. The recommendation is set out at paragraph 1.1.

PART D: LIST OF CONDITIONS AND INFORMATIVES

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

List of drawings will be on the amendment sheet

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. Details and Samples of Materials

No development shall commence until samples of external materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

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

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

5. Prior to first occupation of the development, a 'refuse management strategy' to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The 'refuse management strategy' shall include the annotation of the separate general waste and recyclable bin stores. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

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

6. The development shall not be occupied until the cycle stores have been provided in accordance with approved plan XXX. The cycle store shall be retained thereafter for cycle storage at all times unless otherwise agreed in writing by the Local Planning Authority.

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

7. 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) proposed method of piling for foundations
 - (vi) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
 - (vii) the route of construction traffic to the development
 - (viii) the use of vehicles site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance.
 - (ix) Considerate construction certification
 - (x) Phasing / Timings plan
- The development shall then be carried out in accordance with the approved scheme for the duration of the construction works 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. The surface water control measures shall be carried out in accordance with the following details:-
- Campbell Reith Flood Risk Assessment 12584 F1
 - Campbell Reith Surface Water Management Plan 12584 F1
 - Campbell Reith Email dated 30th August 2018

The surface water control measures shall be retained thereafter and the drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

9. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

10. 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.

11. Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

12. Development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

Reason - To ensure that the water resource is not detrimentally affected by the development.

13. Development shall not commence until further information on foundation design has been submitted to the Local Planning Authority in consultation with Thames Water, for detailed consideration. This will include:-
 - a. the methods to be used
 - b. the depths of the various structures involved
 - c. the density of piling if used and
 - d. details of materials to be removed or imported to site.

More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

Reason - to better assess the risk to water resources from the construction of the foundations.

14. Development shall not commence until a detailed foul water drainage strategy has been submitted to and approved by the Local Planning Authority in consultation with Thames Water. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre and post development) must be included in the drainage strategy.

Reason: In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from the proposed development, a drainage strategy must be submitted detailing the foul and surface water strategies.

15. 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.

16. The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development. In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

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

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

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

17. Prior to the plant, machinery and equipment hereby approved first being brought into use, a BS4142 (2014) Noise Assessment shall be submitted to the

Local Planning Authority for approval in writing. The noise rating level emanating from the proposed plant and equipment shall not exceed 0dB above the existing prevailing background levels that exist in the absence of the development and calculated 1m from the nearest residential boundary. Once approved, the plant and equipment shall be operated in accordance with the approved Noise Assessment.

REASON To protect the residential amenities of the area and prevent nuisance arising from noise and to accord with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan

18. No part of the development hereby permitted shall be occupied until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design Gold Award' accreditation will be achieved has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026

19. Construction Traffic Management Plan

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

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

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

REASON To minimise danger and inconvenience to highway users

(Any additional conditions will be on the update sheet)

INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. 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.

3. 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.
4. 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.
5. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
6. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
7. 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.
8. 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 wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
9. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
10. Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

11. There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 31st October 2018

CONTACT OFFICER: Lorna Brown, Business Support Manager
(For all Enquiries) (01753) 875829

WARD(S): Central

PART 1
FOR DECISION**TREE PRESERVATION ORDER NO 03 OF 2018 IN RESPECT OF ST. PAULS CHURCH, STOKE ROAD, SLOUGH, SL2 5AS****1.0 Purpose of Report**

- 1.1 To seek confirmation of Tree Preservation Order No. 03 of 2018 served on 14th August 2018.

2.0 Recommendation(s)/Proposed Action

The Committee is requested to resolve that Tree Preservation Order No 3 of 2018 should be confirmed.

3.0 The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**3.1 Slough Joint Wellbeing Strategy Priorities**

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

- *Regeneration and Environment*
- *Housing*

3.2 Five Year Plan Outcomes

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

4.0 Other Implications**(a) Financial**

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

(b) Risk Management

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

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

(c) Human Rights Act and Other Legal Implications

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

- 5.1 On 14th August 2018 a Tree Preservation Order (No.03 of 2018) was served on the following:

St Pauls Church, Stoke Road, SL2 5AS

1 St. Pauls Avenue, SL2 5EX

1-25 Keswick Court, Stoke Road, SL2 5AN

111–121 (Odds Only) Stoke Road, SL2 5BH

With documents described as:

- (1) letter;**
- (2) Formal Notice**
- (3) Tree Preservation Order 03 of 2018; and**

(4) Guidance

The reason given for making this Order was because 'it is considered that the removal of the trees will be noticeable and detrimental to the amenity of the area; it is considered expedient to protect the trees with a tree preservation order in order to protect local amenity.'

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

5.2 The Tree Preservation Order includes T1 - Yew (*Taxus baccata*) & G1 - 4no. Yew (*Taxus baccata*)

5.3 Objections were received from residents from 1 no. address.

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

- **The trees are not significant specimens and do not contribute to visual amenity.**

The trees are situated south of the church between the church and neighbouring residential development. The tree at the west and adjacent to the entrance is very prominent in the street scene. Others within the site are also visible from the street. Individually and collectively they provide an element of screening between the church and the residential properties. The trees have an important role in the local landscape both within the context of the church and its grounds, the street scene and quality of the local landscape, which is an area otherwise largely devoid of trees and landscape elements as a result of the density of established and new development.

- **They detract from the beauty of the church.**

Trees are a normal feature of church and churchyards and churches typically are set within churchyard settings. Yew trees in particular have traditional associations with churches and churchyards.

- **An alternative landscape scheme could be of greater benefit.**

Notwithstanding the fact that a landscape proposal will accompany the development, the council has a duty to consider and protect trees within the context of new development. The trees made the subject of the Order are mature trees and consequently have significantly greater presence in the landscape than would be achievable through new planting, which would take many years to establish.

The stature of the trees provides an element of landscape quality that would not be delivered with a new landscape scheme, and their stature makes them more resilient in the context of the site where there are pressures on the land for car parking and other uses. A juvenile planting scheme would be more susceptible to these pressures and be potentially difficult to get established.

- **The Tree Preservation Order prevents the trees being maintained.**
A tree preservation order does not affect the ability to carry out appropriate maintenance. The order provides a number of exemptions whereby essential works may be carried out without consent. It provides for an application to be made for consent for other works not able to be carried out within the exemption provisions, which would not be unreasonably withheld.
- **The trees should be considered in the context of the agreed development and proposed landscape proposals.**
The trees have been considered within the context of the development proposals and have been protected by this order in response to the threat to the trees arising from development and the need to protect them from harm arising from the development and/or construction work.

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

5.5.1 Condition & suitability for TPO - is good (Highly Suitable)

5.5.2 Retention span (in years) & suitability for TPO - 40-100 Years (Very suitable)

5.5.3 Relative public visibility & suitability for TPO - Large trees, or medium trees clearly visible to the public (Suitable)

6 **Conclusion**

In light of the above it is being recommended that Tree Preservation Order No. 3 of 2018 be Confirmed.

7 **Background Papers**

None.

SLOUGH BOROUGH COUNCIL**REPORT TO:** Planning Committee **DATE:** 31st October 2018**CONTACT OFFICER:** Howard Albertini; Special Projects Planner
(For all Enquiries) (01753) 875855**WARD(S):** All**PART I**
FOR DECISION**SPACE STANDARDS FOR NEW HOMES****1. Purpose of Report**

To seek approval for the Council as Planning Authority to adopt minimum standards for space in new homes based upon the Government's nationally described space standards (2015) and to withdraw the room size element of the Council's 1992 'Guidelines for flat conversions'.

2. Recommendations

That the Committee is requested to resolve to :

- (a) Adopt the Government's current nationally described space standards (2015 with 2016 update) as supplementary planning guidance when considering new planning applications for new homes.
- (b) Withdraw the room size element of the Council's 1992 Guidelines for flat conversions.
- (c) Replace 76sqm with 79sqm as the definition of a family home in the Core Strategy 2006-2026.

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

The proposal ties in with Priorities 4 Housing and to a lesser extent 3 Improving mental health and wellbeing re good quality living conditions.

3b. Five Year Plan Outcomes

The proposal will help deliver Outcome 4:

Our residents will live in good quality homes

4. Other Implications**(a) Financial**

There are no financial implications of proposed action.

(b) Risk Management

Recommendation	Risks/Threats/Opportunities	Current Controls	Using the Risk Management Matrix Score the risk	Future Controls
(a) Adopt the Government's nationally described space standards.	Small risk of fewer homes being provided. Opportunity for better homes.		n/a	Occasional review of impact of guidelines.
(b) Withdraw flat conversion guidelines.	Might limit houses coming forward for conversion – which lessens loss of family homes.			
(c) 79sqm family home definition	None			

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act Implications.

(d) Equalities Impact Assessment

None

5. **Supporting Information**

- 5.1 The Council wishes to see good quality new homes in the town under outcome 4 of the Five Year Plan. Adopted planning policy seeks this also. Details of relevant policies to support the proposal are in para 5.7 below.
- 5.2 It is also relevant to point out that for the many office to residential conversions that have taken place in the town, under permitted development rights, the Council has no opportunity to challenge developers or even be informed of dwelling floorspace proposed. As it is expected that many do not meet the national standard it is important for the Council to seek, where it can, better quality homes to help counterbalance poor quality new homes in the town.
- 5.3 The Government have set out 'nationally described space standards' and, under its Planning Practice Guidance it gives local planning authorities the option to set these standards when considering planning applications for new homes. It also asks planning authorities to gather evidence to justify setting appropriate policies in their Local Plan. Furthermore planning authorities must consider the impact of these standards as part of their Local Plan viability assessment.

- 5.4 The Government introduced the 'nationally described space standards' under its Housing Standards Review in 2015. Two reasons for the introduction were the withdrawal of the Code for Sustainable Homes and concern about varying standards being used across the Country; the Government does not want Council's to use their own locally derived standards.
- 5.5 The Council adopted minimum room sizes for conversion of houses to flats in 1992 (extract at Appendix A). Those guidelines are still sought for conversions, and on many occasions, new build. Some local agents and builders are quite familiar with them. These flat conversion standards are in a different format to the national standard, so not easily compared, and are limited in scope. One key comparison is bedrooms; the 1992 standards are 3% under the national standard and for a second bedroom 11% or 13 % under.
- 5.6 Many developers choose to meet the new Government standards either wholly or substantially. Planning officers now normally ask developers to comply with the new standards as an aspect of good design. Formally adopting the national standard gives more weight to Council requests to developers and it will confirm that the old 1992 standards are withdrawn.
- 5.7 The policy justification for introducing the national standard is based upon the national planning practice guidance, referred to in para. 5.3, and the following local Development Plan policies :

Slough Core Strategy 2006-2026 :

Strategic Objective C – homes to be designed and built to high quality standard.
Core Policy 8 – requires homes to be high quality design and practical.

Local Plan 2004 (saved policies) :

EN1 Standard of Design
H20 Satisfactory living accommodation for houses in multiple occupation.

- 5.8 It should however be noted that until a specific policy requiring the standards is in place as part of the review of the Local Plan, that will be tested through consultation and public inquiry etc., the standards can only be treated as guidelines. Also there may be specific circumstances where some relaxation of the standards is appropriate. This is particularly so when converting existing buildings especially heritage property, or where there are other wider design considerations alongside a need to optimise floorspace on a site. Bearing in mind viability on redevelopment sites can be an issue it should be noted that insisting upon the national standards could mean that fewer homes are achieved. This is only likely to happen in large developments.
- 5.9 The nationally described standards are comprehensive covering occupancy (persons per home), number of bedrooms and storey height of buildings. They specify overall floorspace of dwellings (gross internal space) and in addition bedroom sizes and width, storage and floor to ceiling height. They apply to new build and conversions. The 2015 'nationally described space standard' as published by the Government is at Appendix B inclusive of a minor 2016 update.
- 5.10 If adopted as supplementary planning guidance it is recommended the new standards are introduced now and used when considering new planning

applications received after the proposal is approved. But with short term exceptions made where applicants have not been asked to comply with the standard as part of pre application advice issued prior 31st October. This allows for applicants recent costings, valuations and negotiations re land purchase etc. not to be disrupted because of short notice introduction of the new standard before they have prepared a planning application. The short term can extend to at least 1st January 2019.

5.11 The minimum floorspace for a 4 person house is 79 sqm in the national standard. A 4 person house with garden is treated, in the Core Strategy, as the minimum size of a family home but in terms of floorspace 76 sqm. is the published threshold. This is based on now withdrawn Housing Corporation space standards. Whilst the 76 sqm figure cannot be taken out of the glossary of the published Core Strategy it is proposed to treat 79 sqm. as the new threshold and publish this alongside the new space standard requirement.

5.12 The supplementary planning guidance will be incorporated in the existing Developers Guide.

5.13 For information, regarding space standards for accessibility, adaptability and wheelchair standards in new homes a separate report will follow in the next few months.

6. **Comments of Other Committees**

None consulted

7. **Appendices Attached**

'A' - Floorspace element of Council 1992 flat conversion guidelines.

'B' - The nationally described space standard (DCLG 2015) 2016 update.

8. **Background Papers**

'1' National Planning Practice Guidelines – Housing – Optional technical standards 2015.

Figures from 1992 flat conversion guidelines

Guidelines for Flat Conversions

Internal Layout

In order to avoid the creation of excessively cramped and sub-standard accommodation the Council has approved the following minimum room sizes relating to this type of unit to be created:-

Unit Size	Living Area	Kitchen (Sitting and dining)	Bedroom 1	Bedroom 2
1 bedroom (2 persons)	160 sq.ft (14.86 sq.m)	60 sq.ft (5.57 sq.m)	120.sq.ft (11.4 sq.m)	n/a
2 bedroom (3 persons)	180 sq.ft (16.72 sq.m)	60 sq.ft (5.57 sq.m)	120.sq.ft (11.4 sq.m)	70 sq.ft. (6.5 sq.m)
2 bedroom (4 persons)	200 sq.ft. (18.58 sq.m)	60 sq.ft (5.57 sq.m)	120.sq.ft (11.4 sq.m)	110 sq.ft (10.2 sq.m)

Technical housing standards – nationally described space standard

Introduction

1. This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
2. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use.

Using the space standard

3. The standard Gross Internal Areas set out in Table 1 are organised by storey height to take account of the extra circulation space needed for stairs to upper floors, and deal separately with one storey dwellings (typically flats) and two and three storey dwellings (typically houses).
4. Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bedspaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.
5. This allows for different combinations of single and double/twin bedrooms to be reflected in the minimum Gross Internal Area. The breakdown of the minimum Gross Internal Area therefore allows not only for the different combinations of bedroom size, but also for varying amounts of additional living, dining, kitchen and storage space; all of which are related to the potential occupancy.
6. Relating internal space to the number of bedspaces is a means of classification for assessment purposes only when designing new homes and seeking planning approval (if a local authority has adopted the space standard in its Local Plan). It does not imply actual occupancy, or define the minimum for any room in a dwelling to be used for a specific purpose other than in complying with this standard.
7. Minimum floor areas and room widths for bedrooms and minimum floor areas for storage are also an integral part of the space standard. They cannot be used in isolation from other parts of the design standard or removed from it.

8. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls¹ that enclose the dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. The Gross Internal Area should be measured and denoted in square metres (m²).
9. The Gross Internal Areas in this standard will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.

Technical requirements

10. The standard requires that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

¹ The internal face of a perimeter wall is the finished surface of the wall. For a detached house, the perimeter walls are the external walls that enclose the dwelling, and for other houses or apartments they are the external walls and party walls.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*

Notes (added 19 May 2016):

1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m² for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

2. GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

4. Furnished layouts are not required to demonstrate compliance.

ha 22 oct 18

MEMBERS' ATTENDANCE RECORD 2018/19
PLANNING COMMITTEE

COUNCILLOR	30/5	4/7	1/8	5/9	3/10	31/10	5/12	16/1	20/2	20/3	24/4
R Bains	Ap	P	P	P	Ab						
Carter	P	P	P	P	P						
Cheema	P	Ap	P	P	P						
Dar	P	P	P	P	P						
M. Holledge	P	P	P	P	P						
Minhas	P	P	P	P	P						
Plenty	P	P	P	P	P						
Rasib	Ap	Ap	P	P	P						
Smith	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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