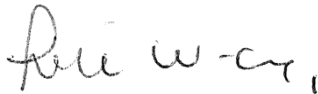


Date of issue: Tuesday, 2 February 2021

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Dar (Chair), M Holledge, Ajaib, Davis, Gahir, Mann, Minhas, Plenty and Smith)
<b>DATE AND TIME:</b>	WEDNESDAY, 10TH FEBRUARY, 2021 AT 6.30 PM
<b>VENUE:</b>	VIRTUAL MEETING
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	NICHOLAS PONTONE 07749 709 868

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**

<u>AGENDA</u> <u>ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
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**APOLOGIES FOR ABSENCE**

**CONSTITUTIONAL MATTERS**

1. Declarations of Interest

*All Members who believe they have a Disclosable Pecuniary or other 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.*

<b><u>AGENDA ITEM</u></b>	<b><u>REPORT TITLE</u></b>	<b><u>PAGE</u></b>	<b><u>WARD</u></b>
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	-
3.	Minutes of the Last Meeting held on 13th January 2021	3 - 6	-
4.	Human Rights Act Statement - To Note	7 - 8	-
<b>PLANNING APPLICATIONS</b>			
5.	P/07584/011 - Land at Stoke Wharf, Stoke Road & Land to west of 9 to 17 Kendal Close &, Former builders merchants to rear and north of 132-144 Stoke Road &, Bowyer Recreation Ground, Slough.  <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	9 - 94	Central; Elliman
6.	S/00745/000 - Land to the south of Trelawney Avenue and to the east of Meadow Road, Slough  <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	95 - 134	Langley Kedermister
7.	P/00331/004 - Austin Brothers, 413, London Road, Slough, SL3 8PS  <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	135 - 160	Foxborough
8.	P/02093/003 - 33 Bower Way, Slough, SL1 5HW  <i>Officer's Recommendation – Delegate to the Planning Manager for approval</i>	161 - 196	Cippenham Green
9.	S/00695/004 - Haybrook College, 112, Burnham Lane, Slough, SL1 6LY  <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	197 - 240	Haymill and Lynch Hill
<b>MATTERS FOR INFORMATION</b>			
10.	Planning Appeal Decisions	241 - 248	All
11.	Members' Attendance Record	249 - 250	-
12.	Date of Next Meeting - 10th March 2021	-	-

Press and Public

This meeting will be held remotely in accordance with the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. Part I of this meeting will be live streamed as required by the regulations. The press and public can access the meeting from the following link (by selecting the meeting you wish to view):

**<http://democracy.slough.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>**

Please note that the meeting may be recorded. By participating in the meeting by audio and/or video you are giving consent to being recorded and acknowledge that the recording will be in the public domain.

The press and public will not be able to view any matters considered during Part II of the agenda.

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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, 13th January, 2021.**

**Present:-** Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Gahir, Mann, Minhas, Plenty and Smith

**Also present under Rule 30:-** Councillors A.Sandhu and Sharif

**Apologies for Absence:-** Councillor Davis

**PART I**

**91. Declarations of Interest**

Agenda Item 5 P/07383/010 - Former leisure centre site, car park, streamside area and woodland, Montem Lane (Minute 96 refers) - Councillor Ajaib declared that he was the Council's appointee on Slough Urban Renewal Board. Councillor Ajaib withdrew from the meeting during consideration of this item.

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

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

**93. Minutes of the Last Meeting held on 9th December 2020**

**Resolved –** That the minutes of the meeting held on 9<sup>th</sup> December 2020 be approved as a correct record.

**94. Human Rights Act Statement - To Note**

The Human Rights Act Statement was noted.

**95. Planning Applications**

The Amendment Sheet, which included details of alterations and amendments received since the agenda was circulated had been sent to Committee Members who confirmed that they had received and read it.

Oral representations were made to the Committee under the Public Participation Scheme prior to the applications being considered by the Committee as follows:-

Application P/07383/010 – Former leisure centre site, car park, streamside area and woodland, Montem Lane: Objectors, Ward Councillors A Sandhu and Sharif and the Agent addressed the Committee.

Application P/00331/004 – Austin Brothers, 413 London Road: the Agent's representative addressed the Committee.

**Planning Committee - 13.01.21**

**96. P/07383/010 - Former leisure centre site, car park, streamside area and woodland, Montem Lane**

Application	Decision
<p>Full planning permission for residential development (Use Class C3); car and cycle parking; public realm, landscaping works and amenity space; access from Montem Lane; and all ancillary works and infrastructure. Including enhancements to woodland and streamside area.</p>	<p>Delegated to the Planning Manager for approval subject to:</p> <ul style="list-style-type: none"> <li>• The resolution of the issue raised by Natural England.</li> <li>• Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, Habitat Regulations Assessment mitigation, travel plan monitoring, controlled parking zone and additional open space maintenance costs plus secure a travel plan, information pack, highway agreement, 20% affordable housing, two stage viability review, local marketing strategy, secure adequate off site school parent parking space.</li> <li>• finalising conditions; and any other minor changes.</li> <li>• agreement of the pre-commencement conditions with the applicant/agent</li> <li>• Approval of application ref S/00119/017 (to secure re-provision of ice arena overflow parking off site);</li> </ul> <p>Or Refuse the application if the outstanding matters were not satisfactorily concluded or if the completion of the Section 106 planning obligation was not finalised by 31st August 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.</p>

*(Having declared an interest, Councillor Ajaib left the virtual meeting during consideration and voting on minute item 96. He rejoined the meeting for minute item 97.)*



## Planning Committee - 13.01.21

### 97. P/00331/004 - Austin Brothers, 413, London Road, Slough, SL3 8PS

Application	Decision
Construction of 14no. flats comprising 10no. 2-bedroom flats, 3no. 1-bedroom flats and 1no. studio flat with associated parking and amenity.	Deferred to a future meeting of the committee to enable:  (a) Internal resolution of parking and highway matters between Officers.  (b) Members of the Planning Committee to be provided with further information with regard to the parking and highway policies of the NPPF applying to the suburbs of Slough and the impact it has on decision making.

### 98. Planning Appeal Decisions

The Committee received and noted details of planning appeals determined since the previous report to the Committee.

**Resolved** – That details of planning appeals be noted.

### 99. Members Attendance Record

The Committee noted the Members' Attendance Record for the 2020/21 municipal year.

Councillor Davis had been unable to attend three consecutive meetings due to illness. In accordance with Article 8 of the Council's Constitution, the Committee considered and agreed to waive the requirement to write to the Group Leader to notify him of this fact and Members asked that their best wishes to Councillor Davis for a speedy recovery be noted.

**Resolved** –

(a) That the Members' Attendance Record for 2020/21 be noted.

(b) That the Committee record their best wishes to Councillor Davis and that the requirement to notify the Group Leader of his absence from three consecutive meetings be waived.

### 100. Date of Next Meeting - 10th February 2021

The date of the next meeting was confirmed as 10<sup>th</sup> February 2021.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.10 pm)

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

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

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

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

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

<b>OFFICER ABBREVIATIONS</b>	
LM	Laurence Moore
DC	David Cooper
PS	Paul Stimpson
NR	Neetal Rajput
HA	Howard Albertini
JG	James Guthrie
SB	Sharon Belcher
IK	Ismat Kausar
CM	Christian Morrone
CL	Caroline Longman
NB	Neil Button
MS	Michael Scott

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Registration Date:	23-Oct-2020.	Application No:	P/07584/011
Officer:	Alistair de Joux	Ward:	Central and Elliman
Applicant:	Stoke Wharf Development LLP	Application Type:	Major
		13 Week Date:	22-January 2021.
Agent:	Savills, 33 Margaret Street, London, W1G 0JD.		
Location:	Land at Stoke Wharf, Stoke Road & Land to west of 9 to 17 Kendal Close &, Former builders merchants to rear and north of 132-144 Stoke Road &, Bowyer Recreation Ground, Slough.		
Proposal:	Comprehensive redevelopment to provide 312 residential units, 329 sq.m. commercial floor space, canal side recreational facilities and public realm improvements, including enhanced recreational facilities within the retained open space at Bowyer Playing field.		

Recommendation: Delegate to Planning Manager for Approval



Figure 1: Proposed site for development including public space enhancements

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to:

1. The satisfactory resolution of the outstanding Natural England objection.
2. Securing acceptable design amendments as set out in Sections 11- 13 of the report, including
3. Block A1 and relationship with approach to the development from Stoke Road;
4. Block A2 , with particular reference to impacts on neighbours;
5. Microclimate.
6. Review of internal layouts to ascertain whether a more efficient affordable housing layout can be provided.
7. Provision of a storage area / building for use by a canoe club or similar recreational activities and public toilets.
8. Satisfactory resolution of outstanding matters related to surface water drainage and on-site ecology.
9. Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space maintenance costs and to secure on site car-club spaces, membership and EV charging, a travel plan and monitoring, future residents' information pack, highways agreement, affordable housing, viability review and safeguarding bridge landings on both sides of the canal for a future canal footbridge.
10. Finalising conditions; and any other minor changes.
11. Agreement of the pre-commencement conditions with the applicant/agent.

OR

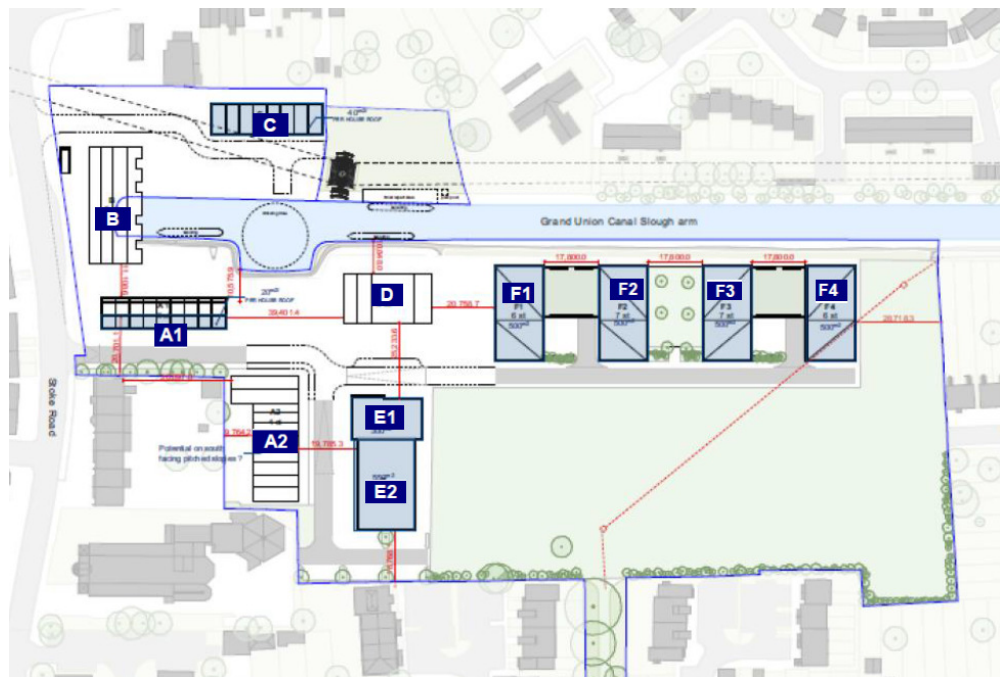
Refuse the application if the outstanding matters are not satisfactorily concluded or if the completion of the Section 106 planning obligation is not finalised by 31<sup>st</sup> May 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

1.2 Under the current constitution this application is being brought to Committee for decision for two reasons; it is a major application, and because the Council has an interest in the outcome due its ownership of significant parts of the site.

## **PART A: BACKGROUND**

### **2.0 Proposal**

- 2.1 The proposal seeks to provide new housing including canal side houses and a café or restaurant located within a new public realm space around the head of the Slough Arm of the Grand Union Canal. It is intended that the café use will extend into landscaped areas between the proposed new buildings.
- 2.2 Site area figures provided by the agent for the proposed application show that an area of just under 5000 sq.m. of the Bowyer Recreation Ground would be allocated to development of buildings and their surroundings, with a balance of 13,788 sq.m. to be retained within the Recreation Ground. This would be enhanced as part of the development proposals, and new public realm would be provided within the currently unoccupied previously developed land. This would amount to an additional 2850 sq.m., and an additional 950 sq.m. of public space located on the north side of the canal between Block C, which would be located adjacent to the northern boundary of the site, and existing flats at 9 - 17 Kendal Close.
- 2.3 It is proposed that the development will provide 312 new residential dwellings including a mix of studio, 1 and 2 bedroom apartments, 2 bedroom mews houses and 3 bedroom houses, and 329sq.m. of commercial space. A total of 144 car parking spaces will be provided.
- 2.4 The scheme includes 10 new buildings, which are identified within the application drawings and other documentation as follow Blocks A1 - F4, in accordance with the site layout shown in Figure 3 below.



**Figure 2: Location of proposed buildings within the site**

- 2.5 The scale of the proposed buildings would be lowest at the northern boundary, where Block C would back onto 2 - 12 Shaggy Calf Lane (two storeys with flat

roofs); three storeys at Block B on the Stoke Road frontage, and continuing at three storeys high at Block A1, to the north of the main access road into the site which is aligned parallel to the side boundary at 144 Stoke Road. As submitted, the building scale rises from there to four storeys high at Block A2, rising again to Block E where the higher of two elements of the block, E1 as shown on Figure 2, would be the highest within the development at 8 storeys while E2 would be 5 storeys high. A key new public square and other wharfside space would be located around the canal 'winding hole' and to the north of Block A2. The winding hole is an existing feature intended to facilitate the turnaround of canal boats. To the east of this new open space, Block D as proposed is five storeys high, and this is separated from the 6 and 7 storey at Blocks F1 - F4 by a landscaped link from the Bowyer Recreation Ground to the canal tow path. These four blocks would be arranged as two pairs linked by podiums set at canal towpath level, F1 / F2 and F3 / F4, while the two pairs of Blocks would be separated by another space which would be set at the level of the Bowyer Playing Field. All three spaces would provide residents with private amenity areas.

- 2.6 As discussed in more detail at Section 3 of this report, Blocks F1 - F4 are within the northern part of Bowyer Recreation Ground consistent with the Council's Site Allocation Development Plan Document which was adopted in 2010. In addition to the link from Bowyer Recreation Ground to the canal path between Blocks D and F, which expands and improves on the existing link at the north-western corner of Bowyer, the second existing link at the Recreation Ground's north-eastern corner will also be opened up and improved. The western end of the tow path will expand into the new public realm which will be largely within the former Travis Perkins site, and improved between Block A1 and the end of the canal where Block B will cantilever over the canal to provide eastward views from Stoke Road along the canal. A launching pontoon for canoes will be provided in the "undercroft" space overhung by Block B, and a significant additional area of public realm will be provided on the northern side of the canal. Car parking for Block C will also be provided in this area. An existing high voltage electricity supply pylon and cables will remain *in situ*.
- 2.7 The energy supply to the buildings is currently proposed to be 'all-electric' and not use gas boilers. For charging electric vehicles, 10% of car parking spaces will have active provision, with a further 10% including ducting for future provision.
- 2.8 The scheme includes 8no.mews houses and 9no. town houses, suitable for occupation by families. In terms of accessibility, 5% of the units are intended to be compliant within M4(2) or M4(3) of the Building Regulations.. This would include two 2-bedroom wheelchair units, which would exceed the nationally described space standards.
- 3.0 **Application Site**
- 3.1 The proposed application site is irregular in shape and for the most part level in its topography, although the land rises about 1.5 metres from the Bowyer Recreation Ground to the tow path along the south side of the canal. The B416 (Stoke Road) forms part of the western boundary, and the site also shares boundaries with the following residential properties community and business uses:
- To the west, 132 - 144 Stoke Road (even number range) and St Paul's Church;



- to the south, Troutbeck Close, Greendale Mews and 55 / 55A - 61 St Pauls Avenue;
  - to the east, 1 - 19 St Johns Road (odd numbers), and
  - to the north, 180 Stoke Road (Newman and Son Funeral Directors) and 2 - 12 Shaggy Calf Lane (evens).
- 3.2 The land comprises most of the land allocated within the Slough Local Development Framework Site Allocations DPD (2010) under site reference SSA17, although a relatively small area within the allocated site, on the northern side of the canal, is excluded from the current proposals.
- 3.3 The site consists of a mix of previously developed land and open space. The previously developed land includes the former Travis Perkins site and land owned by the Canal and River Trust while the open space is largely within the Bowyer Recreation Ground but also includes a smaller area of open land on the north side of the canal. An electricity pylon is located within the northern part of site, adjacent to the canal, and is the only existing built feature which would remain as part of the intended development. The pylon carries high voltage cables overhead across the northern part of the site.
- 3.4 The immediately surrounding area is largely suburban in character, consisting of mainly two-storey dwellings and single storey business premises. Taller buildings adjacent to the site include 9-17 Kendal Close to the north-east which is three storeys high, St Paul's Church to the west which is the equivalent to three to four storeys high, and 11-17 Troutbeck Close which is adjacent to the southern boundary of the site. This is a three storey element of a block of flats comprising 4 -17 Troutbeck Close which abuts the site; the remaining units in this block are two storeys high.
- 3.5 The site is located 275m north of the Slough Town Centre as defined in the 2010 Local Plan. Moving south along Stoke Road from the site, character rapidly becomes more urban around the neighbourhood shopping centre adjacent to the intersections of St Pauls Avenue and Belgrave Road with Stoke Road. Built scale increases to five storeys at Grand Union House, 120-170m to the south-west of the closest part of the application site, and to seven storeys on the south side of Stoke Road's intersection with Mill Street.
- 3.6 The Site is not in a Conservation Area and none of the immediately surrounding buildings are listed. The closest heritage assets are the Grade II listed railway station 470m to the south, locally listed buildings on Stoke Road at Littlewood School, 250m to the south-west, and numbers 19 and 21 Stoke Road, which are some 400m in the same direction.
- 3.7 The site is in Flood Zone1 where there is a low risk of river flooding. There is a low risk of surface water flooding for the northern and western parts of Bowyer Recreation Ground and within this, a medium risk in some localised areas of the park. The closest Air Quality Management Area is AQMA 'Area 4', approximately 600 metres to the south of the site.
- 4.0 **Site History**
- 4.1 The Travis Perkins site and adjacent land was subject to a number of planning applications and permissions up until 1996. More recently two

telecommunications applications were made for Land at Stoke Wharf, in 2005 and 2006, and in the past decade a single planning application for land within the current site relating solely to the Bowyer Recreation Ground. This is noted below, along with two recent requests for screening opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017:

<b>Application No.</b>	<b>Description of development</b>
Bowyer Recreation Ground:	
S/00704/000	Installation of a multi use games court incorporating a modular goal system and enclosed by a 3 metre high "open" metal fence with pedestrian entrance gate.
Current site:	
P/07584/009	EIA screening opinion for development of up to 290 residential units together with associated commercial space (A1/A3), car parking, amenity space and landscaping
P/07584/010	EIA screening opinion for development of up to 320 residential units together with associated commercial space (A1/A3), car parking, amenity space and landscaping.

## 5.0 **Neighbour Notification**

5.1 In accordance with the The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020, site notices were placed at 14 locations adjacent to the site on 17<sup>th</sup> November 2020, as follows:

- Kendall Close (1 notice)
- Shaggy Calf Lane (3 notices)
- Stoke Road (2 notices)
- St Pauls Avenue (2 notices)
- Troutbeck Close (2 notices)
- Greendale Close (1 notice)
- St Johns Road (3 notices)

The application was advertised in the Slough Express on 11<sup>th</sup> December 2020.

Six third party letters have been received in objection to the application, which raise the following issues:

- 5.2
1. Appearance and impact on the character of the local area of the development
  2. Light pollution and obtrusive lighting issues
  3. Highway safety and parking traffic generation & air pollution
  4. Overshadowing, overlooking and loss of privacy
  5. Noise & disturbance
  6. Loss of major amenities for the local residents & in the local area
  7. Layout, density of buildings and users
  8. Contrary to relevant planning policies

9. Lack of relevant local residents consultation
10. Lack of planning communication

#### Key issues with construction

There are further issues with this project that we will have to endure whilst the project is being built over a period of at least 5 years and these are as follows:

1. Increased traffic and air pollution due to the constant construction vehicles entering into and out of the site on a daily basis for at least 5 years
2. Increased noise from the construction work and the construction vehicles on a daily basis for 5 years which was an unpleasant experience when they were demolishing the site for a few months so having to endure this for 5 years is impossible
3. Unable to use our personal relaxing spaces such as gardens whilst the construction is going on daily for 5 years due to noise and privacy issues
4. Reduction in privacy as we will be sharing our lives and back gardens with the workers on a daily basis for 5 years.
5. Certain construction vehicles actually cause our house to shake when they drive into and out of the site.
6. Traffic diversions causing traffic issues in the area.
7. No communication with the residents throughout the construction phase
8. Mental health issues due to prolonged construction phase
9. Out of hours working
10. Road safety issues with constant construction traffic and pedestrians mixing

#### Summary

There is a council commitment that is made to residents which is to provide residents with a safe and secure environment; unfortunately if this project goes ahead we will be living in an environment with increased noise, traffic, air pollution and a reduction in privacy and security which all impact our mental health during the construction of this project as well as once it is filled with residents.

This project will make our lives hell and we will be unable to live in our own homes peacefully which I'm sure you would agree is unacceptable.

We have already lost our privacy and security when the council originally demolished the site and when they removed our solid wall and replaced it with a fence where everyone who was in the park could see straight into our gardens and this project will make us any privacy we had left completely disappear.

As you can see the approval of this project would extremely damaging to the local residents who have been living here for over 40 years. I am sure you would agree that you would not want to be living in the same environment as we will all have to if this planning gets approved for this life damaging project.

5.3 An ePetition has also been submitted, which runs from 20/01/2021 to 09/02/2021. At the time of writing, 128 individuals have signed the ePetition. The final number of signatories will be advised in the amendment sheet.

5.4 The content of the ePetition is copied here in full:

We the undersigned petition the council to Refuse the planning application for "Stoke Wharf Development" which has been submitted because it will destroy the local park (Bowyers Recreation Ground), will have a significant impact on the character of the local area & on the daily lives of the local residents who have not been consulted by slough borough council or the applicant as stated in the planning application. This application is for the redevelopment of the land located at Stoke Wharf, Stoke Road, Kendal Close, Former Builders Merchant & Bowyer Recreation Ground & will be removing 50% of the bowyer recreation ground to create a new through road and build 11 new buildings between 3-8 storeys high for 312 new homes bringing 952 new residents & business & canal users & vehicles into the area. Please help save our local park (Bowyers Recreation Ground) & stop this development from being given planning permission as it will have a significant impact on the local area and the daily lives of the local residents

Why support this petition

The significant impacts of the development on the local area and local are:

1. CURRENT DEVELOPMENT DESIGN SHOWS THAT 11 NEW HIGH RISE BUILDINGS WITH 3-8 STOREYS HIGH WILL BE CREATED & WILL IMPACT THE LOCAL AREA AS FOLLOWS:

- \* Turning the Local Area from a Residential Area on the outskirts of a town into a High Rise City Centre which will also destroy the Character & Appearance of the Local Area.
- \* Maximum Height of Existing Buildings in the Local Area is 3 storeys high which is less than the proposed 3 to 8 storeys in this development which would make the new high rise buildings stick out like an eyesore in the Local Area.
- \* More Overlooking of Existing Homes & a Loss of Privacy for Local Residents from the windows on all sides of these new high buildings.
- \* Outdoor Lighting for the new development will create light pollution and obtrusive lighting for the Local Area and Residents as it will turn a dark area into a flood lit football pitch and will:
  - \* Alter Light Levels in the Local Area
  - \* Affect the Use and Enjoyment of the of Bowyer Recreation Ground the night sky or Private Gardens by Local Residents
  - \* Be a Source of Annoyance to the Local Residents especially at night
  - \* Be Harmful to the Wildlife

2. MORE VEHICLES, BUSINESS USERS, CANAL USERS & NEW RESIDENTS (952) WILL BE IN THE AREA OR USING THE NEW THROUGH ROAD WHICH WILL CUT ACROSS THE SITE AND BOWYERS RECREATION GROUND AND WILL:

- \* Generates More Traffic & Increase Air Pollution in an already congested area which is unable to deal with the current levels of traffic especially during peak times, road works or school times.
- \* Worsens Parking Issues in the area
- \* More Noise and Disturbances for Local Residents from having More Vehicles, and people into the area.
- \* Increased Overlooking & Loss of Privacy for Local Residents because there will be More Vehicles & People in the Local Area and using the New Through Road.
- \* Major Safety issue is created for in the Local Park because when the

New Through Road is built it's going to run in the middle of the Local Park which will make it dangerous for the children.

3. LOSS OF MAJOR LOCAL AMENITIES FOR LOCAL RESIDENTS INCLUDING:

- \* Removal of Bowyers Recreation Ground
- \* Loss of the Local park would be detrimental to the Local Residents who use it to exercise and socialise especially during COVID.
- \* No adequate replacement has been provided for Local Residents which means that the nearest park for these Residents would be Salt Hill Park which is 1.1km away and would now be a car ride away.
- \* Parkland is being replaced by 2 new High Rise Buildings and a New Through Road will Harm Wildlife and Create Drainage issues
- \* More People are expected to use a Smaller Park Space as this park would need to be used by the Existing Residents and the New Residents (952) & Business Users.

\* Loss of Other Local Services or Amenities

- \* Local Businesses which were being used by the Local Residents have closed down
- \* Current Service Levels of all Utilities for existing Local Residents will be disrupted because the existing utility infrastructure will need to provide these services to the More People & Businesses.
- \* Significant impact on Local Services for Local Residents such as schools as they will also need to accommodate the New Residents(952)
- \* Local Residents are unable to use their existing quiet private spaces due to More Vehicles and People in the Local Area.

4. NO RELEVANT PUBLIC CONSULTATION WITH LOCAL RESIDENTS IN THE LOCAL AREA

- \* Local Residents who will be impacted by this development on a daily basis have not been consulted with at any stage of the process.

5. NO NEED FOR HOUSING CLAIMS BY SLOUGH BOROUGH COUNCIL:

- \* Not relevant as there are many other approved projects in more sustainable locations.

6.0 **Consultations**

6.1 **Natural England**

OBJECTION - FURTHER INFORMATION REQUIRED TO  
DETERMINE IMPACTS ON DESIGNATED SITES -  
DEVELOPMENT WITHIN 5.6 KILOMETRES OF  
BURNHAM BEECHES SPECIAL AREA OF  
CONSERVATION (SAC)

WITHIN 5.6 KILOMETRES

Between 500 metres to 5.6km from Burnham Beeches SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity. This should be in line with emerging Burnham Beeches Avoidance and Mitigation Strategy Supplementary Planning Document (SPD), which requires proposals to;

1. Make financial contributions towards the Burnham Beeches Access Management Scheme, or any subsequent scheme which replaces this; and
2. Demonstrate that no adverse impacts on the SAC will arise as a result of additional visitors to the SAC from the development. Mitigation will need to be determined in agreement with Natural England.

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. Please re-consult Natural England once this information has been obtained.

6.2 **Thames Water**

*Water Comments*

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

6.3 **Lead Local Flood Authority**

Initial comments, dated 4<sup>th</sup> December 2020:

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

- *Drainage Strategy. Rev A (1st Issue) Prepared by: Evolve 12th October 2020*
- *Proposed Drainage General Arrangement, Drawing No. 3413-EV-ZZ-ZZ-DR-C-9000 Rev.A by Evolve September 2020*
- *Flood Risk Assessment Rev A (1st Issue)- Prepared by: Evolve October 2020*
- *Site Survey Drawing No.3413\_PL(90)003\_P0 Prepared by Stock Wool Oct 2020*
- *Public Sewer Diversion General Arrangement And Longsection Drawing No. 3413-EV-ZZ-ZZ-DR-C-9050 Rev A, by Evolve September 2020*
- *Controlled Waters Detailed Quantitative Risk Assessment, Report No.J19-028-R02 Prepared by Ground Condition Consultants September 2019*
- *Ground Condition Assessment Report No.J19-028-R01-July 2019*
- *Remediation Strategy Prepared by Ground Condition Consultants, Report No. J20-052-R01 Version 2.0 -October 2020*

The drainage proposals are high level at this stage. We would expect a full drainage scheme to have been developed including pipe runs, sizes, inverts and gradients. Drawings should include site proposals with plans of foul water drainage, plans of surface water drainage and details of any SuDS features within the scheme. The drawings provided are schematic and provide insufficient level of detail, which do not allow this application to be considered fully.

The roof areas proposed to discharge to the canal are not acceptable. We would envisage the flows are restricted to greenfield runoff rates. A large proportion of the site relies on infiltration. This needs to be proven via the BRE365 method Also the appropriate safety factor must be used for sizing of soakaways. In order for us to provide a substantive response, the following information is required:

#### Surface Water Drainage

- Background information on the proposed design. Including proposal; proposed site levels, plans of surface water drainage and any SuDS featured in the scheme. Please provide further information including catchment areas, cover levels, pipe invert levels & gradients.
- Evidence of and information on the existing surface water flow paths of undeveloped (greenfield) sites
- Evidence of and information on the existing drainage network for previously developed (brownfield) sites]
- Evidence that the proposed drainage will follow the same pattern as the existing. This avoids directing flow to other locations.
- Evidence that the proposed diversion of Thames Water's 900 diameter sewer between manhole 1601 and 0601 is acceptable to enable the position of block F.
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753 using the Simple Index Approach as outlined in Box 26.2 (or an approved method from the Ciria SuDS Manual C753).
- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the site; within different geologies and to a similar depth to the proposed infiltration devices. The current proposed strategy consists of three soakaways, permeable paving and an infiltration basin. Tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930: 2015 o Please provide (in accordance with BRE 365) : a) max. groundwater level during wet season
- b) chemical contamination risks where infiltration is proposed.
- Suitability of strata for soakaway discharges, including permeability. Please remember a minimum 1m will be required between the maximum annual groundwater level and the proposed infiltration level.
- Current soakaway design models show a factor of safety of 2. Please see Ciria guidance C697 table 4.8 for appropriate safety factors.

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.

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.
- Please demonstrate with a drawing to scale that you have sufficient space to accommodate the attenuation volume required.

If not using infiltration for drainage - please provide confirmation from Thames Water that they will accept the proposed surface water runoff flows for the site.

- The suitability of discharging to the canal will need to be agreed with the Canal and River Trust. The flows rates and velocities will need to be approved. A unrestricted discharge is not acceptable. The rate of discharge must be equivalent to that of the greenfield rate. Please provide evidence that this has been achieved.
- Please provide a drawing showing proposed overall level strategy for the site and how this interacts with the proposed drainage strategy.
- Maintenance regimes Please provide evidence that those responsible/adopting bodies are in discussion with the developer.
- 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. Please provide output from a hydraulic model demonstrating what the attenuation volume required is sufficient when the outflow of the site is restricted to greenfield runoff.
- 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.
- Evidence that Urban Creep has been considered in the application and that a 10% increase in impermeable area has been used in calculations to account for this.

#### Foul Water Drainage

- The submitted correspondence from Thames water is from May 2019 and in relation to fewer proposed units. To support the current proposals please provide evidence that Thames Water will accept the additional flows.
- Please provide foul drainage design proposals and confirmation from the statutory water authority that there is sufficient capacity at the proposed connection location to cater for the proposed development foul flows.

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.



Follow-up comments, dated 15<sup>th</sup> January 2021:

As discussed the western side of the site provides some detail demonstrating that the surface water is able to discharge via infiltration and includes suds features.

Areas of potential concern : Soakaway sizing: has the correct safety factor been applied. Also there are various contamination issues across parts of the site the soakaways are expected to be placed in areas not susceptible to disturbing contaminants or mitigation measure in place to demonstrate that any adverse effect has been negated. The soakage tests that have been carried out are fine to show that infiltration is likely but the tests must be carried out to BRE365 and can be part of the condition to be carried out at a later stage.

The eastern part of the site is shown to be discharging to the Canal unrestricted and with no use of Suds. This is unacceptable. The catchment area should utilise suds and attenuate to greenfield rate or 5l/s max. The Canal authority also must accept the developers proposal to discharge surface water. They may apply their own conditions as part of their response.

If it is acceptable to discharge to the canal we would like to see details of how this will be achieved with sufficient details showing levels, sizes, and flow rates etc.

6.4 Thames Valley Police Crime Prevention Design Advisor comments

Thank you for consulting me on the planning application above. I have liaised with Police colleagues, analysed crime data, reviewed the submitted documents and visited the site.

I do not wish to object to the proposals however I do have concerns relating to the security of communal entrances; residential access control; public realm and lighting/CCTV

If not addressed it is felt that the development does not meet the requirements of the following policies;

- The National Planning Policy Framework paragraph 91b, states that Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion
- The National Planning Policy Framework paragraph 127 f states that; 'Planning policies and decisions should ensure that developments... create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'

With the above in mind, I offer the following advice in the hope that it will assist the authority and applicants in creating a safer and more sustainable development, should approval be granted:

Comments.

Secure residential lobbies for all residential blocks:

I cannot identify the inclusion of a secure lobby within any of the residential blocks. In order to prevent unauthorised access and to protect the privacy of residents I ask that the core residential lobby include a secondary security doors set physically separating the outer postal service lobby from private

residential lift and stairwell. These in turn must be controlled by an electronic remote release system. This arrangement promotes ownership enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance.

- I ask that the design be amended to create and include a secure airlock lobby system (see additional red line below) separating the postal lobby from the private residential core access. Amended plans should be submitted and approved prior to planning application being approved



### Car Parking Blocks F.

I cannot identify appropriate security or access control for the undercroft car parks of Blocks F. Undercroft car parks that aren't secure, are extremely vulnerable to criminal activities. They can attract anti-social behaviour, criminality and ASB associated whilst providing a place for the homeless to sleep or shelter. The crime, anti-social behaviour and the fear of such crimes can result in the occupants abandoning the parking facilities. Poor access control, surveillance and management practices can facilitate criminal activity in specific sites. I strongly recommend that access to the undercroft car park be secured via electronic gates or shutters (LPS1175 SR2 or equivalent). These measures must incorporate an electronic access controlled system that allows the driver to operate the system without leaving the vehicle.

- I ask that the design be amended to create and include a secure undercroft parking system. Amended plans should be submitted and approved prior to planning application being approved

### Lighting

lighting can have a dramatic effect in reducing crime, the fear of crime and anti-social behaviour. The submitted documents indicate a variety of lighting solutions, including bollard lighting for the park. Bollard lighting can be problematic, in that they can be easily damaged, and although illuminate the path, fail to provide facial recognition of individuals approaching a pedestrian, increasing the fear of crime.

I therefore ask that bollard lights are replaced with column lighting . From the lighting documentation provided I'm unable to identify external lighting for residential doors, the undercroft of Block B and the undercroft parking's areas of F1 to F4 –this is a concern which I believe could be addressed by the following Planning condition.

A condition to ensure that all areas of public realm, all car parking areas and residential entrances are lit to appropriate standard is requested.

### CCTV

I could not identify plans relating to a public realm CCTV systems. It is strongly recommended that "formal surveillance (CCTV) be incorporated into the

proposed development specifically in relation to The Wharf and Canal Towpath, I advised “early engagement with Slough BC so that tie-in with the town centre system could be assured where necessary”. A condition is requested to provide for a CCTV operational requirements study to be submitted and approved.

#### Physical Security and access Control:

Given scale of this development, if robust access control is not ‘designed in’ to this development I would have significant concerns that the development would be excessively permeable providing a legitimate excuse for individuals to be in private areas where they should not be, creating opportunity for crime, ASB and raising the fear of crime. To ensure that the opportunity to create a safe and accessible places that deter crime and disorder and the fear of crime is not missed. I respectfully request that the following (or a similarly worded) condition be placed upon any approval for this application.

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. Creating ‘Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion’.

A condition to require Secured by Design certification is requested.

The comments above are made on behalf of Thames Valley Police and relate to crime prevention design only. You may receive additional comments from TVP on other Policing issues regarding infrastructure etc. I hope that you find the above of assistance in determining the application and if you or the applicants have any queries relating to crime prevention design in the meantime, please do not hesitate to contact me.

#### 6.5 Canal and River Trust

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process. In the interests of transparency, you will be aware that the Canal & River Trust is a partner in the joint venture developer that has submitted this planning application. Nevertheless, there are matters that the Trust wishes to raise as a statutory consultee on the planning application.

The main issues relevant to the Trust as statutory consultee on this application are:

- a) The impact on canal infrastructure
- b) The impact on canal biodiversity
- c) The impact on use of the canal
- d) The impact on the character and appearance of the canal corridor

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure)

(England) Order 2015 (as amended)) is to advise that suitably worded conditions and a legal agreement are necessary to address these matters. Our advice and comments follow:

#### Impact of development on canal infrastructure

The development runs along the south-western edge of a canal embankment adjacent to Bower Playing Fields. This embankment impounds water within the canal pound (the length between two locks), which in this location is approximately 40km long, encompassing the whole of the Slough Arm and a significant length of the Grand Union Canal. The Trust requires the ability to inspect the toe of the embankment post development to ensure that it remains structurally sound. This limits the landscaping that can be undertaken on the canal embankment in front of the F Blocks.

The Trust has discussed with the applicant's team how this need can be balanced with the desire to mitigate the loss of existing vegetation along the canal corridor to facilitate development. We consider that a hedge (including trees) should be planted at the back of the towpath, with an approx. 40cm grass verge also left between the towpath and the hedge for the hedge to develop. The toe of the embankment (i.e. the section nearest to the F blocks) will need to be clear and accessible for the Trust's engineers to inspect.

We suggest that this matter can be addressed by a detailed landscaping condition and have suggested wording of such a condition below. This would require a detailed landscaping plan and a planting specification.

We would suggest that the hedgerow mix should include Hawthorne, Blackthorn, Cherry, Apple, Hazel and Field Maple, as appropriate. The following trees would be acceptable: Oak, Birch, Rowan, Hazel, Lime. However, Alder, Poplar (any) and Willow should not be planted along the canal frontage due to the risk that they will undermine canal infrastructure.

Method statements for demolition and construction works will be required by the Trust's engineers to ensure that canal infrastructure, including but not limited to the canal embankment, will not be affected by the proposed development. Construction methods should take account of the need to maintain the integrity of the waterway and associated assets (the towpath, a borehole and 3rd party services in the towpath, for example) and access rights. Canal infrastructure can be sensitive to a range of construction processes including vibration from piling. The method(s) of tree and hedgerow removal along the embankment, if approved, should also be discussed with and agreed by the Trust to prevent damage to the structure of the embankment. I am aware that the Trust's Infrastructure Services team is in discussion with the developer about the engineering and maintenance implications of building Block B over the end of the canal. The Trust is content to secure the necessary information and undertakings through its involvement as a development partner and require compliance with the Trust's Code of Practice. However, if the Council considers that this matter should additionally be secured as a planning condition then we would be happy to provide further advice.

#### Impact on canal biodiversity

The submitted Ecological Report does not consider the impact of the development on the biodiversity value of the Slough Arm Canal in detail. We would suggest that the development may be likely to have the following impacts:

- Reedbeds beneath Block B will be lost as they will be unable to survive in the conditions that will result from the oversailing development.
- The development of hard canal banks within the 'wharf' area (as

proposed in section 4.1 of the Landscape Design Statement) would involve the loss of marginal vegetation and habitat.

- Artificial lighting within the development, especially in close proximity to the canal edge, may adversely impact on biodiversity of the waterway corridor.

We suggest that the loss of reedbeds beneath building block B should be compensated by the installation of floating habitats immediately adjacent to block B on the towpath side (south) and offside (north), in accordance with paragraph 170 of the NPPF. The Ecological Report does not identify the area of vegetation that will be lost beneath Block B and in the absence of a more detailed assessment the Trust would suggest that approximately 32 sq m of floating habitat would be appropriate mitigation (2no. 2m x 8m areas). We would estimate a cost of approximately £10,000 for the initial installation. The Trust would also expect maintenance costs to be met by the developer, either through a direct obligation or through a commuted sum. An agreement would be required with the Trust for use of the waterspace.

The Trust supports the aspiration to make it easier for boaters to moor within areas of 'the wharf' identified in the Landscape Design Statement. However, the development of hard canal banks around the wharf would appear to necessitate the removal of marginal vegetation and have an adverse impact on canal biodiversity. There are methods that could be employed to ensure that boats can moor alongside the towpath in this area without the need for a hard landscaped edge and these could be considered for all or part of 'the wharf'. The Trust will continue to discuss this matter with the developer. We suggest that the appropriate solution can be identified post-determination if a condition is imposed that requires, firstly, the preparation of a canal edge plan and, secondly, for development to be undertaken in accordance with it, once approved.

Artificial lighting can adversely impact species that benefit from waterway corridors, particularly bats that use canals as foraging routes. This is recognised in the Ecological Report. We would suggest that the developer has regard to the Bat Conservation Trust and Institution for Lighting Professionals' guidance on artificial lighting. We consider that the matter is capable of being addressed through a suitably worded planning condition.

#### *Impact on use of the canal*

As noted above, the Trust supports the aspiration to make it easier for boaters to moor within areas of 'the wharf'. This, and improved boater facilities provided within the development, should help to encourage boaters to use the Slough Arm to visit the town. We note that section 6 of the Landscape Design Statement shows the canal infrastructure that the developer intends to provide. The Trust remains in discussion with the development team about the appropriate boater facilities for the site and changes to the plan in section 6 may be required. We suggest that this matter can be resolved post-determination if a condition is imposed that requires, firstly, the preparation of a canal infrastructure plan and, secondly, for development to be undertaken in accordance with it, once approved. We suggest that this issue and the canal edge treatment issue, identified above, are combined into one condition.

### Impact on the character and appearance of the canal corridor

#### F Blocks

The development to the north of Bower Playing Fields will change the character of the canal in this section, including through the removal of canalside vegetation. We note proposals to provide compensatory planting on the canalside and within the podium gardens and, as identified above, we will want to see details of this planting.

We will want to see the boundary treatment details for the canalside amenity spaces between the F blocks, including its height and appearance.

We will want to see more details of the treatment of the lower ground floor walls of block F, in particular the choice of materials, details of any car park ventilation solutions (we suggest that perforated brickwork should be considered alongside or instead of grills) and details of anti-graffiti treatments.

We suggest that these matters can be dealt with through planning conditions.

#### Block B

Ensuring that block B and the space around it provides a gateway to the Slough Arm Canal is considered critical to the success of the scheme. Care must be taken to avoid cluttering this space and views through. The slender columns supporting the building may require protection against accidental vehicle impact, and we will want to see details of any barriers/bollards, which would require thoughtful design. Vehicle parking in this space should not be permitted.

#### Landscaping

We suggest that there should be a greater distinction between the towpath and the wider public realm on the south side of the canal to ensure that it is apparent that the towpath is part of a linear route that extends beyond the site. In the plans set out in the Landscape Design Strategy, the proposed definition of the towpath to the immediate north of Block D is somewhat unclear, with a dominant north-south grain in the surface treatment/ hard landscaping. Where the route wraps around the winding hole to connect with Stoke Road, the interpretation of the route in the surface treatment could perhaps be subtly different from that required for the towpath to the east of the winding hole, acknowledging the open character of the historic wharf. In addition, the eastern limit of the wharf, where this change occurs, could also be usefully delineated in the surface treatment. We are keen to continue to discuss the details of surface treatments with the development team and suggest that the appropriate solution could be identified through a landscaping condition.

#### Drainage

The Trust considers that, subject to our agreement, there may be scope for surface water from the development to be discharged to the canal. The technical details of this should be discussed with John Pryer ([John.Pryer@canalrivertrust.org.uk](mailto:John.Pryer@canalrivertrust.org.uk)) and the developer should discuss commercial arrangements should be discussed with Chris Lee ([Chris.Lee@canalrivertrust.org.uk](mailto:Chris.Lee@canalrivertrust.org.uk)). If imposed, we ask to be consulted on any applications to discharge conditions relevant to surface water drainage.

### Heating and Cooling

The developer may wish to consider the possibility of using the Slough Arm Canal as a potential energy source for heating and cooling systems within the development (utilising technology similar to ground source heat pumps). This matter can be discussed further with Maurice Bottomley at the Trust ([Maurice.Bottomley@canalrivertrust.org.uk](mailto:Maurice.Bottomley@canalrivertrust.org.uk)).

### The Trust as Landowner

The Trust is one of the landowners of the development site and a development agreement is in place for land within our ownership.

However, additional agreements will be required to deliver elements of the scheme, not least from the Trust acting as the Waterways Infrastructure Trust, where their ownership including airspace is encroached upon by the scheme. This includes the overhanging of block B. I am aware that contact has been made with my colleague Bernadette McNicholas ([Bernadette.McNicholas@canalrivertrust.org.uk](mailto:Bernadette.McNicholas@canalrivertrust.org.uk)) about this. In addition to terms being agreed with the Trust, DEFRA consent will then be required and potentially Charities Commission consent also.

The Trust will want to discuss whether there are opportunities for our maintenance vehicles to gain access to the side of the canal. The Trust will also want to ensure that maintenance responsibilities, including for new towpath surfaces and boater facilities, are clear.

### Obligations, Conditions and Informatives

As set out above, the Trust considers that, should planning permission be granted, there should be a planning obligation imposed to cover the direct provision of compensatory floating habitat and maintenance and/or a financial payment to cover the same. Conditions and informatives are requested in the event that planning permission is granted.

#### 6.6 **Environment Agency**

Not received at the time of writing. (Any comments received will be included in the amendment sheet.)

#### 6.7 **Berkshire Archaeology**

There are potential archaeological implications associated with this proposed scheme.

The application was submitted alongside an archaeological desk-based assessment that found groundworks associated with development at this site may impact on below-ground archaeological remains. The assessment also found that there is a high potential for encountering remains of post-medieval/modern date within the site, and a low to negligible potential for all other periods.

Whilst this correctly summarises from the information available on the Berkshire Archaeology Historic Environment Record, it cannot, unfortunately, account for recent discoveries at the Stoke Poges Lane, Horlicks factory site, which are yet to be published. At Stoke Poges Lane significant medieval and prehistoric archaeological material has been uncovered, less than 500m from the proposed development. Due to the proximity of this significant site, and the similarities between both sites, Berkshire Archaeology believes that the

potential for significant archaeological material of earlier date is likely to be medium to high.

The assessment submitted alongside the application requires a scheme of archaeological works to mitigate the impact of development. Berkshire Archaeology believes that this is a suitable way forward, and that this can be secured by condition on the grant of any permission.

Therefore the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development. It is therefore recommended that the following condition is applied should permission be granted in order to mitigate the impacts of development. This is in accordance with Paragraph 199 of the NPPF which states that local planning authorities should *'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'*.

## 6.8 **SBC Planning Policy**

The site, excluding the park, was promoted for comprehensive redevelopment in order to create an attractive focal point around the canal basin as Proposal Site 26 in the Local Plan for Slough 1992.

It was included in the Site Allocations Plan as SSA17 in order to ensure that the site is developed in a comprehensive way which maximises the attractiveness of the canal and the basin and to establish the principle of allowing residential development within the public open space.

The Site Allocations document states:

It is proposed that only a limited amount of the Bowyer Playing field will be developed adjacent to the canal in a manner which still preserves views to and from the open space. It is considered that the loss of some open space is acceptable as an exception, on the basis that some new public areas will be created around the canal basin with hard and soft landscaping. There will be compensatory improvements to the quality of facilities provided in the Bowyer Planning field including the provision of a new / relocated multi use games area.

It also states:

Any development within Bowyer Playing Fields needs to minimise the footprint and be elevated in order to create a presence and to provide views over the canal. As a result it will not be possible to provide family housing in this location.

An Indicative Master Plan produced by Tate Hindle architects were included in the Site Allocations document showing how 4 blocks could be built in the park.

For the site in general the Site Allocations states:

There is a need to create an attractive location with high quality urban realm



and its own distinct architectural identity. It is also important to maintain an open view of the canal from Stoke Road. As a result residential development is likely to be at a comparatively high density and not particularly suited to providing very much family housing. In this respect the Site Allocation can therefore be treated as an exception to Core Policy 4. Provision will, however, have to be made for affordable housing in accordance with Core Policy 4.

The Site Allocation was agreed by the Inspector, who held the Inquiry, with out any modifications. As a result it provides the statutory planning policy context for the consideration of this application.

I think that the relevant statutory process has also taken place which has transferred the relevant land in Bowyer Playing Fields out of public open space.

The site was included as Option D1 – Canal Basin in the Local Plan Issues and Options Document (2017) This repeated the planning requirements from the Site Allocations Document. It had a notional capacity of 250 dwellings with the recognition that this could be increased if the pylon was removed.

The site is identified as an Area of Change and an opportunity area in the Centre of Slough Interim Planning Framework (2019).

Although it is not a formal planning document, the Centre of Slough Regeneration Framework (2020) identifies Stoke Wharf as one of 20 development sites and sets out the following development principles;

Development Principles:

- Residential blocks establishing a new residential quarter alongside the canal and set within a high quality public realm, including a hard paved space around the winding hole (the turning head for vessels towards the end of the canal);
- Potential for a canalside café in this location where it is also visible from Stoke Road;
- New homes to overlook and provide a frontage to the canal towpath and also to Bower playing fields and create a permeable interface between the two areas;
- Development to also provide frontage to Stoke Road and a more positive 'gateway' to the canal; and
- Residential blocks towards the western edge of the site to be of a modest scale relating to their context (two to four storey) with taller residential blocks (up to seven storeys) to the east of the site adjacent to the canal.
- Mix of housing types including a small number of town houses.

Based upon this and the scheme produced for the site, the Regen Framework suggest that the capacity could be 320 dwellings.

6.9 **Ecology Specialist**

Ecological Assessment

Undertaken with reference to current guidance, but appears to lack a detailed impact assessment stating whether or not the impacts are significant. A few minor corrections and suggestions were also made. We recommend Slough

BC take the following actions:

- Request that the Ecological Report be amended to include a clear impact assessment in accordance with CIEEM guidelines (CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine version 1.1. Chartered Institute of Ecology and Environmental Management, Winchester); and,
- The recommendations are conditioned when planning permission is granted.

### Habitats Regulations Assessment

The HRA produced is slightly confused; however, it does arrive at a reasonable assessment outcome. We agree that given the number and type of dwellings, the development would not have a Likely Significant Effect alone but could in combination due to it contributing to an increase in population within 5.6 km of Burnham Beeches SAC. It is not known whether Natural England have seen the HRA and whether or not they agree with its conclusions. Given the content of their letter recommends mitigation is in line with the emerging Burnham Beeches Avoidance and Mitigation Strategy SPD, the Screening is already at odds with NE's recommendation by suggesting that this approach is not applicable to proposals in Slough. The HRA Screening as it stands does not suggest any potential alternatives to a mitigation strategy that includes a financial contribution towards management of the SAC. Further discussion is required between the applicant, Slough BC and NE, as suggested by the HRA, to agree a way forward and allow an AA to be completed.

We recommend Slough BC take the following actions:

- Slough BC as the Competent Authority should use the HRA to inform their own assessment;
- As recommended, further discussion is required with NE to agree a mitigation package appropriate to the Stoke Wharf site.

## 6.10 **SBC Highways and Transport**

### 6.10.1 **Highways and Transport Officer comments**

#### *Vehicular Access*

Two vehicular accesses for the site are proposed. A northern access which utilises the existing dropped crossover will serve 8 houses and has been designed to operate as a shared surface environment. The southern access will serve the rest of the proposed development.

Drawing No. 16116-04-Rev A displays visibility splays of 2.4m x 43m in each direction from the southern site access within land defined as public highway or which falls within the applicant's ownership.

SBC Highways and Transport require the right hand visibility splay to be reconsidered given it crosses the proposed bus stop immediately north of the site access. This would result in buses obstructing visibility of vehicles travelling southbound on Stoke Road whilst buses wait for passengers. The bus stop should be widened or access reoriented to prevent buses blocking visibility of vehicles egressing the site.

Drawing No. 16116-05-Rev A displays visibility splays at the northern access of 2.4m x 43m to the left which accords with the Manual for Streets Visibility Standard for a 30mph Road and 2.4m x 27m to the right to the junction of

Stoke Road / Shaggy Calf Lane / Elliman Avenue.

A Stage 1 Road Safety Audit (RSA) has been completed by an independent safety auditor (Gateway TSP) for the access arrangements. The RSA identified one potential safety issue with the potential for vehicles egressing the site turning right to travel northbound blocking vehicles travelling southbound along Stoke Road. The TA and Designers response prepared to address this issue which indicates 'Keep Clear' markings would be included at detailed design stage.

SBC require the cost of the Keep Clear markings to be secured within the S106 agreement for the site.

#### *Emergency Access*

An emergency access to the site is provided from the east via the existing maintenance access to Bowyer Playing Fields from St John's Road. The section of grass between this point and the road fronting the buildings in Block F will be constructed as grasscrete to allow emergency access as shown on Drawing No. 160116-TK04-Rev-A.

SBC require the applicant to provide details of how the emergency access will be controlled and how the emergency services would obtain access from St John's Road in the event of an emergency.

#### *Access by Sustainable Travel Modes*

The following measures are proposed to support access by sustainable travel modes:

- Infrastructure for a car club hub will be incorporated into the site layout, comprising 2 parking bays with provision for electric vehicle charging.
- A 12-dock cycle hire hub will be provided to serve existing and future residents (As shown on Drawing No. 16116-02-Rev-A dated 23.10.2020)
- A new 6-8 berth bus shelter will be provided to form a bus interchange (As shown on Drawing No. 16116-02-Rev-A dated 23.10.2020)

SBC welcome the provision of a car club, cycle hire hub and new bus shelter which will support sustainable journeys amongst residents of the site and those living nearby.

The trip generation calculation presented in Table 5.13 demonstrates that there is a notable increase in pedestrian movements of 1 additional movement on foot every 4 to 5 minutes.

SBC Highways and Transport require the applicant to consider locations within the site masterplan for the canal bridge scheme which SBC are promoting and have secured funding for.

#### *Travel Plan*

The Travel Plan confirms that a Travel Plan Coordinator (TPC) will be appointed and funded by the developer (and/or their successor in title) to oversee the management, development, implementation, monitoring and review of the Travel Plan. The Travel Plan states that the TPC will produce a Travel Information Pack for the site's residents supplying travel information.

It is recommended that a final Travel Plan will be secured via appropriate

planning condition or legal agreement.

SBC require the completion of SAM compliant travel surveys at 75% occupation, year 3 of occupation and year 5 of occupation. The TP only offers travel surveys at 75% and year 5, which would result in travel patterns becoming ingrained between years 1 and 5 of occupation without intervention.

SBC Highways and Transport require the Travel Plan to set more ambitious 5-year targets for Modal Shift, with a minimum target of 35% for Single Occupancy Vehicle travel and target of 65% travelling by active/sustainable travel modes. The targeted 2% change from 40% to 38% and 60% to 62% appears unambitious given location of the site, sustainable travel measures proposed and the recent trend towards home working.

#### *Collision Record*

The TA includes a review of collision data for the surrounding highway network for the most recently available 5-year period ending February 2020. The collision data was provided by Slough Borough Council.

The data provided by Slough identified a total of 18 incidents within the study area during the defined period. Twelve of these incidents were classified as slight and six were classified as serious.

Five accidents were recorded at the Elliman Avenue / Shaggy Calf Lane / Stoke Road junction, two of which were classified as serious in nature.

Five accidents were recorded at the Stoke Road / St Paul's Avenue approximately 150m south of the site, including two which involved drivers disobeying red lights. One of these 5 accidents was classified as serious.

The TA highlights that the Council's Transport Vision and LCWIP include a number of enhancements for Stoke Road and the junctions to improve the environment for pedestrians and it is considered that measures are already programmed which will contribute to addressing the existing safety conditions nearby.

#### *Layout*

The internal layout includes raised tables to create a low speed layout. The surface treatment in the central core is designed to prioritise the needs of pedestrians and cyclists. The TA states that the access road leading off the core route to Block F will narrow to 4.8m in width.

SBC require the submission of a site layout plan which displays the proposed carriageway widths.

Swept path analysis has been completed to assess whether a large car can ingress and egress the end parking spaces within the development site. The swept path analysis is shown on Drawing No. 160116-TK05-Rev A. The tracking appears to show that dry steering is required to ingress/egress these end spaces.

SBC require the amendment of the layout to ensure vehicles will not need to dry steer to ingress/egress parking spaces.

#### *Car Parking*

The proposed development provides car parking at a ratio of 0.5 spaces per

dwelling across the site, with only Blue Badge / Electric Vehicle charging for commercial units.

A total of 144 parking spaces are proposed to serve the development, comprising:

- 86 parking spaces in Blocks F1 – F4 (154 apartments);
- 12 parking spaces (including 1x accessible space) for Block C (8 houses);
- 38 spaces (including 7x accessible spaces) around Blocks A2 and E (101 dwellings)
- 5 spaces on the access road (including 2x car club spaces)
- 3 spaces in the loading bay close to Block D (24 apartments).

30 motorcycle spaces are provided, equating to 10% of the total number of apartments. 12 motorcycle spaces are provided for Block F, 12 motorcycle spaces for Blocks A2 and E and 6 spaces provided at Blocks B and C.

SBC require the applicant to confirm whether parking controls will be applied to the internal access/spine road to prevent on-street parking between Block D and Block F4. This internal road is approximately 180m in length and may attract on-street parking associated with dwellings within the development or existing dwellings on Stoke Road without the implementation of parking controls.

It is recommended that a Car Parking Management Plan is secured by a condition. The Car Parking Management Plan should include the following details:

- Number of allocated/unallocated parking spaces.
- Allocation and maintenance of EV Charging Points.
- Details of any enforcement measures for allocated spaces and site access road; and
- Car Club Management and details of Car Club operator.

### *Cycle Parking*

It is proposed that cycle parking will be provided on the basis of 1 space per unit for the residential development and in accordance with SBC Highways and Transport Guidance.

For apartments, secure cycle stores will be provided within each block and these stores accommodate 'double racks', with circa 5% provision as Sheffield standards for non-standard cycles. In addition, provision is made for visitor cycle parking in the form of Sheffield Stands located close to each block entrance. At the proposed houses, cycle parking will be accommodated in stores located in rear gardens. For the commercial use, cycle stands are provided close to the building entrances and 4 cycle stands are also proposed around the public square.

SBC Highways and Transport require confirmation of how many of the cycle parking spaces are provided as overhead spaces within the proposed 'double rack' systems.

### *EV Parking*

It is proposed that 10% of car parking spaces will have active charging provision, with additional passive provision. It is understood that the EV Charging Points has been agreed in consultation with Slough's Environmental Quality Team who manage the provision of EV Charging Points in Slough.

### *Trip Generation*

Trip rates were calculated for the assessment by the applicant using TRICS and were agreed for use within the assessment and VISSIM modelling with the Local Highways Authority. On the basis of these trip rates it was calculated that the proposed development will generate 71 two-way vehicle trips during the AM Peak Hour (08:00 – 09:00) and 81 two-way trips during the PM Peak Hour, with 717 daily vehicle trips.

### *Traffic Impact*

It was agreed at pre-application stage that VISSIM modelling would be undertaken to assess the impact of the proposals on the Council's Transport Vision and to take into account recently implemented changes to the Stoke Road / Shaggy Calf Lane / Elliman Avenue Junction. Additionally, it was agreed that stand alone traffic modeling would be completed of the main site access and the signalized junction of Stoke Road / Elliman Avenue / Shaggy Calf Lane.

The VISSIM modeling results forecast that there will be minimal change in car trips between the DS and DM2 scenarios in the AM, Interpeak and PM Peak periods. For the model as a whole, all four time periods mentioned do not experience an increase of more than 0.25%. An increase of 42 two-way vehicle trips is forecast in the AM Peak Hour and an increase of 25 two-way vehicle trips is forecast in the PM Peak Hour. The change in demand for public transport is forecast to be 2% in all time periods.

A separate assessment was undertaken by the applicant based on predicted 2017 traffic flows from the Slough traffic model and the use of growth factors (obtained from TEMPRo) to forecast traffic flows in 2026. It was agreed that traffic from Committed Developments would be included as per the Transport Assessment for the Horlicks development. Traffic was included from the Aspire 2 development site, 172-184 Bath Road site, 26-40 Stoke Road Site, Slough Central Library site and 426-430 Bath Road.

Distribution of the development traffic was undertaken using Journey to Work data collected in the 2011 Census for the Mid-layer Super Output Area (MSOA) Slough 007.

In the Morning Peak Hour the LINSIG assessment shows that the junction would be operating above capacity during the 2026 Do Minimum Scenario based on traffic flows from SBC which show Practical Reserve Capacity (PRC) of -4.2%. Based on the Horlicks TA, the junction would operate with a PRC of -.8.3% in the 2026 + Development assessment for that development.

The predicted effect of adding the proposed development trips to the SBC 2026 Baseline is an increased PRC of 3.1% and a reduced total delay of around 30.73 PCUs per hour.

During the Morning Peak Hour, the LINSIG assessments completed by SBC and Motion both forecast reduced saturation and delay at the junction of Stoke Road / Shaggy Calf Lane / Elliman Avenue after the addition of the Stoke Wharf development.

During the Evening Peak Hour, the LINSIG assessments forecast that the Stoke Road / Shaggy Calf Lane / Elliman Avenue junction operates within capacity using traffic flows provided by SBC and the Motion TA during the 2026

Do Minimum Scenario without development. In the 2026 + Stoke Wharf scenario, capacity is forecast to improve with PRC reducing by 0.2% and 0.1% in the SBC and Motion LINSIG assessments.

The applicant has completed a PICADY assessment which demonstrates that the site access will operate within capacity. However the measurements of minor arm and major arm geometry appear incorrect.

SBC require the recompletion of the PICADY assessment using correct geometries. The PICADY appears to rely on overestimated geometries and states a carriageway width of 8.80m, visibility to the left of 97m and visibility to the right of 208m and forward visibility for right turners of 162m, which all appear overestimated. SBC also require the submission of the measurements completed in AutoCAD for the PICADY assessment.

#### *Servicing and Refuse Collection*

It is proposed that refuse collection will take place from within the site using the core internal routes/turning areas with bin stores provided in appropriate locations, as well as turning/loading area provided in the vicinity of Block D for commercial use.

A loading bay has been provided next to Block D, where one of the commercial units is located which ensures a dedicated area is available for loading/unloading of deliveries associated with its use.

#### *Summary and Conclusions*

Subject to the applicant providing the requested information to allay my concerns I confirm that I have no objection to this application from a transport and highway perspective.

In summary, this response has identified the need for the following further information:

- SBC Highways and Transport require the applicant to consider locations within the site masterplan for the canal bridge scheme which SBC are promoting and have secured funding for.
- SBC Highways and Transport require the right hand visibility splay to be reconsidered given it crosses the proposed bus stop immediately north of the site access.
- SBC require the cost of the Keep Clear markings to be secured within the S106 agreement for the site.
- SBC require the applicant to provide details of how the emergency access will be controlled and how the emergency services would obtain access from St John's Road in the event of an emergency.
- SBC require the submission of a site layout plan which displays the proposed carriageway widths.
- SBC require the amendment of the layout to ensure vehicles will not need to dry steer to ingress/egress parking spaces.
- SBC require the amendment of the layout to ensure vehicles will not need to dry steer to ingress/egress parking spaces.
- SBC require the applicant to confirm whether parking controls will be applied to the internal access/spine road to prevent on-street parking between Block D and Block F4. This internal road is approximately 180m in length and may attract on-street parking associated with dwellings within the development or existing dwellings on Stoke Road without the implementation of parking controls.
- SBC Highways and Transport require confirmation of how many of the

cycle parking spaces are provided as overhead spaces within the proposed 'double rack' systems.

- SBC require the recompletion of the PICADY assessment using correct geometries. The PICADY appears to rely on overestimated geometries and states a carriageway width of 8.80m, visibility to the left of 97m and visibility to the right of 208m and forward visibility for right turners of 162m, which all appear overestimated. SBC also require the submission of the measurements completed in AutoCAD for the PICADY assessment.
- SBC require the completion of SAM compliant travel surveys at 75% occupation, year 3 of occupation and year 5 of occupation. The TP only offers travel surveys at 75% and year 5, which would result in travel patterns becoming ingrained between years 1 and 5 of occupation without intervention.
- SBC Highways and Transport require the Travel Plan to set more ambitious 5-year targets for Modal Shift, with a minimum target of 35% for Single Occupancy Vehicle travel and target of 65% travelling by active/sustainable travel modes. The targeted 2% change from 40% to 38% and 60% to 62% appears unambitious given location of the site, sustainable travel measures proposed and the recent trend towards home working.

#### 6.10.2 **SBC Major Infrastructure Projects Team**

(Abridged; additional extracts from the Major Infrastructure Projects comments are also included at paragraphs 15.7 – 15.13 below)

##### Introduction

This note provides an overview of the proposed cycle route intended to connect the Slough rail station northern forecourt with residential neighbourhoods to the north.

##### Existing Situation

Currently, there is limited permeability for cyclists (and all modes) between the railway station and Slough's northern residential neighbourhoods due to the layout of the existing street network and the Grand Union Canal, which is a barrier to north/south travel. There are three existing options for cyclists travelling between the station and points north, each with their own limitations:

- Stoke Road: route closest to the station; high traffic flows which make it an unattractive and intimidating option for most cyclists and significant constraints which make improved provisions for cyclists challenging
- Wexham Road: advisory cycle lanes are provided, but facility is insufficient to encourage uplift in cycling; width of existing bridge constrains improvement options; moderate traffic flows
- Uxbridge Road: eastern-most canal crossing; dual carriageway and high vehicle flows and speeds (40mph speed limit) is an uncomfortable and intimidating environment for cycling

Similarly, there is poor permeability within the local street network between the canal and the railway station. There are no street connections linking Petersfield Avenue/Mill Street and St Pauls Avenue, requiring all modes to use either Stoke Road or Wexham Road. These streets are approximately 725m apart, which can result in a significant detour length for pedestrians and



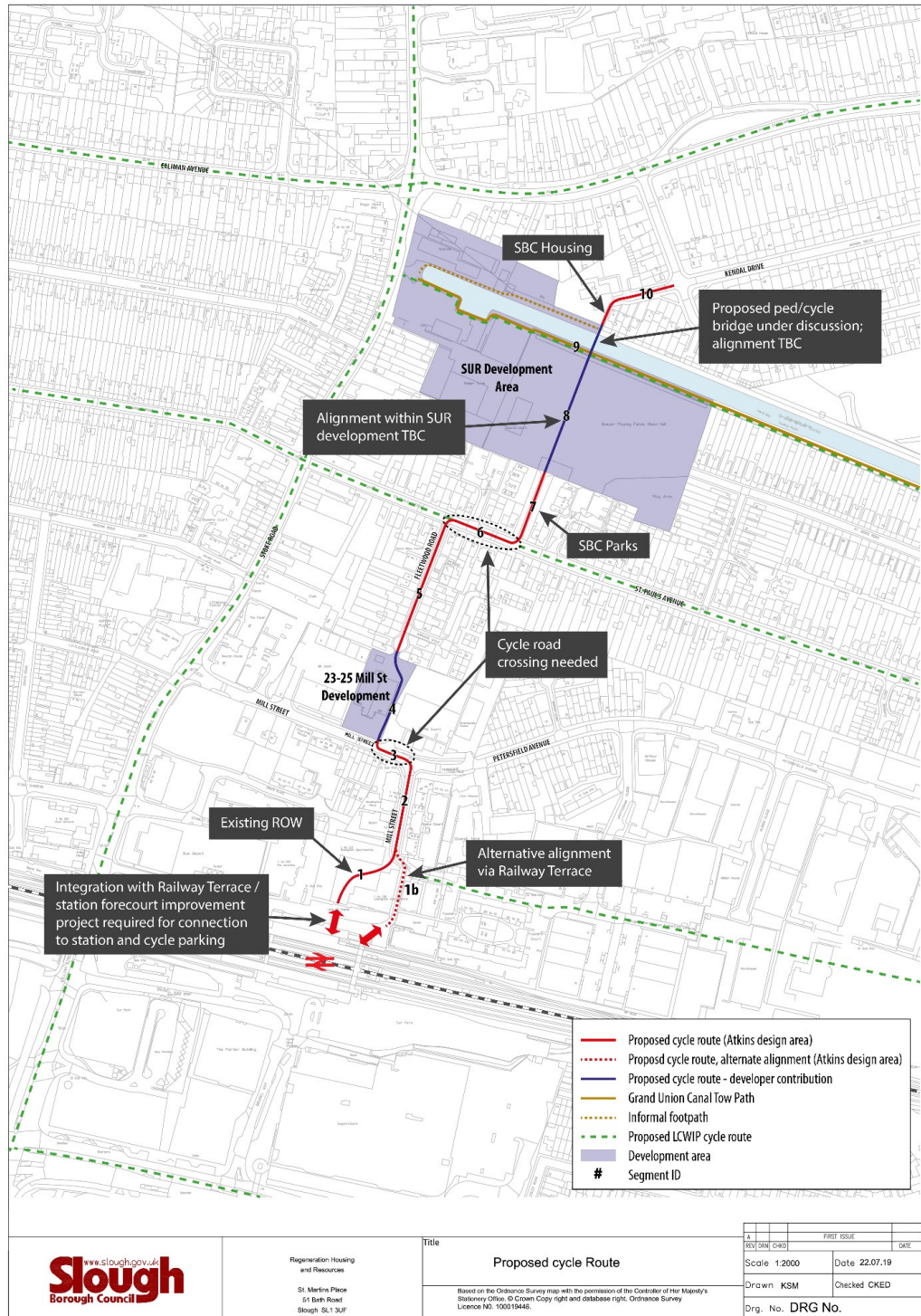


Figure XX: Proposed North/South Cycle Route - Grand Union Canal to Slough Rail Station

cyclists. There is also no on-street linkage further east between Wexham Road and Uxbridge Road; however, cyclists and pedestrians may use the Grand Union Canal tow path.

Proposed Scheme

*Route Overview*

The proposed route seeks to provide a more comfortable, more convenient, relatively direct alternative which makes cycling (and walking) access to the rail

station a more attractive option, supporting SBC's objectives to shift journeys to sustainable modes. The proposed route, shown in 4, would utilise a combination of relatively low traffic streets and developer contributions to improve the permeability of the area for cycling and walking, connecting the railway station to residential neighbourhoods both north and south of the Grand Union Canal, as well as new development.

Two sections of the route will be delivered through planned development – 23-25 Mill Street and the SUR Development (Stoke Wharf). Public cycle and pedestrian access provisions have been/are being incorporated into planning permission for both areas. Timescales for delivery of the development schemes are currently unknown.

A proposed new crossing of the Grand Union Canal is a critical link to improve route directness, wider network connectivity, and the efficacy of the scheme for populations north of the canal. As shown in **Error! Reference source not found.** xx, the proposed crossing would shorten the route by approximately 350m (assuming an alternative connection would be provided on the north side of the canal during site development), resulting in an approximately 4.4-minute shorter journey for pedestrians and 1.3-minute shorter journey for cyclists.<sup>1</sup> Without the direct connection to Kendal Drive, there is a risk that the overall route may have limited appeal to those living in (or destined to) areas north of the canal. Existing cyclists may continue to use Stoke Road or Wexham Road instead as more direct routes, and the scheme may have limited ability to attract less confident cyclists and encourage new cycle trips north of the canal. The potential benefit for pedestrians is pronounced due to the greater time savings, and therefore greater potential overcome the time/distance impediment to walking by creating a shorter link.

#### *LCWIP Integration*

Slough's Local Cycling and Walking Infrastructure Plan (LCWIP) outlines an aspirational cycle network for the Borough to guide future investment. As shown above, the proposed scheme would further enhance the connectivity of the cycle network identified in the LCWIP, intersecting six of the potential LCWIP routes. The scheme would also provide an attractive alternative to the Stoke Road, Wexham Road, and Shaggy Calf Lane LCWIP routes, which have several constraints that may make the introduction of high-quality cycle facilities challenging.

#### *School Survey Feedback*

In early 2020, SBC staff conducted a school travel plan survey for parents of pupils at the Iqra and Willow Primary Schools. Included in the survey were questions related to using the canal tow path for journeys to school if improvements were made. Of the 289 parents who responded to the canal questions, 158 were in favour of improvements and using the tow path to access the school. Though this is a limited sample, the number of responses who indicated they would consider using the tow path for journeys to school suggests that a significant portion of the schools' catchment area includes pupils south/southwest of the canal, who would benefit from the proposed route and new canal crossing.

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<sup>1</sup> Assuming 3mph walking speed, 10mph cycling speed on a shared-use path environment; time savings would be higher if no suitable connection is provided on the north side of the canal via the SUR development.

### *Local Policy Context*

By encouraging and enhancing active travel, the proposed scheme supports the objectives of Slough's Local Transport Plan 3 (LTP3), including:

- to make sustainable transport options accessible to all;
- to enhance social inclusion and regeneration of deprived areas;
- to protect and improve personal health;
- to minimise the noise generated by the transport network, and its impacts;
- to achieve better links between neighbourhoods and access to the natural environment;
- to improve the journey experience of transport users across Slough's transport networks;
- to reduce the number of traffic accidents involving death or injury;
- to minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety on the transport network;
- to reduce transport's CO2 emissions and make the transport network resilient to the effects of climate change;
- to mitigate the effects of travel and the transport system on the natural environment, heritage and landscape;
- ensure that the transport system helps Slough sustain its economic competitiveness and retain its position as an economic hub of the South East; and
- to facilitate the development of new housing in accordance with the LDF.

The scheme also supports A Transport Vision for the 'Centre of Slough', namely the vision principle to 'make walking and cycling to and from the centre of Slough an attractive option.'

### *COVID-19*

In response to the COVID-19 pandemic, encouragement of active travel by providing high quality networks and infrastructure has been a key strategy both nationally (the Government and through DfT) and locally. This is to improve the resiliency and sustainability of the transport network, encourage trips formerly made by public transport to use active modes instead of private car, and support exercise and healthy lifestyles. The proposed quiet cycle route would support this objective by establishing an attractive, more direct north/south route. SBC has applied for Active Travel Funding (ATF) through DfT's COVID-19 response programme to support improvements to the canal towpath. Implementation of the proposed canal crossing and north/south route would complement and tie into future tow path improvements to enhance network connectivity.

#### 6.11 **SBC Parks and Open Spaces Manager**

At present the council maintains the grass, hedges and play area. These costs have not been included in increased sums required. Where landscape management changes have been made, the maintenance costs also need to change as different regimes are more time consuming or have higher material costs. For example meadow maintenance requires a cut and clear at least once a year plus a certain amount of overseeding to sustain new species until established. Cutting and clearing meadows cost more per square metre than gang mow fly cut 16 times per annum as the cutting and collection takes more time and different equipment plus the cost of removing from site and disposing

of green waste.

There are currently no paths within the open space so any increase will bring an increase in cost for sweeping and potential repairs.

We have been having to intensively water new trees in the last 3 years due to dry conditions and extreme heat and this cost us last year £67 per tree (10 waters).

Extra works will be required and possibly new skills learned to maintain certain features as well extra litter picking in areas where litter can be caught such as longer grass and swales all with additional cost. My estimate for meadow maintenance is £2,000 p/a, reseeding meadow with wild flower species £750 p/a for first 3 years, Path maintenance and sweeping £750 p/a, new tree maintenance £70 per tree p/a until established, swale maintenance £3,000 p/a and extra litter picks £1,500 p/a, cricket net and non turf surface £400 p/a. I hope this helps a little in explaining why there are extra costs and roughly what we could expect.

Once we have finalised scale drawings we can get the figures a little more accurate.

#### 6.12 **SBC Environmental Quality Officer - Air Quality**

The air quality assessment has not followed best practice guidance with respect to its approach to assessing air quality impacts of the proposed development. The former builders yard ceased operation in spring 2017 and has not since been contributing to local air quality levels. An increase in vehicle emissions will result from the net gain of 652 daily movements from the proposed development once the builders merchants trips are discounted. This is a significant increase. Therefore, whilst the development will include a new cycle hub and 2 car club spaces that will mitigate some of the impact, it is also requested that the developer be required to provide public rapid EV charging infrastructure.

There are some more minor methodology issues with the construction phase and operational phase (future exposure) assessments. However, the conclusions and approaches to mitigation for these are accepted.

A Construction Environmental Management Plan (CEMP) should be produced for the proposed development in line with table 10 of the LES Technical Report. We would seek to require this by condition for submission to the LPA for approval prior to commencement of works. The plan should include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report. In addition, again in line with the LES requirements, all construction vehicles shall be expected to meet a minimum Euro 6/VI Emission Standard.

Electric vehicle charging is proposed by the developer for future residential occupants. However at this stage details about the location and specification of this are absent. Therefore a condition should be attached to any planning permission granted requiring the applicant to submit details of EV charging provision to the Local Planning Authority for approval. EV charging should be distributed across the site such that there is 10% provision and 10% future cabling for parking for each block. Allocated spaces for houses should have active EV charging provision in addition to the 10% of spaces for flats and 10% cabling for future provision. The two car club spaces provided on the access road should also have dedicated EV charging infrastructure to enable

the car club to run using electric vehicles.

An air quality assessment has been prepared by Chapman BDSP (October 2020).

We expect best practice to be followed in the AQ assessment methodology, with particular reference to the following national and local guidance:

- Slough Low Emission Strategy 2018 – 2025 – available at <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>
- Local Air Quality Management Technical Guidance LAQM.TG(16)
- Environmental Protection UK and Institute of Air Quality Management (IAQM), January 2017, Land-Use Planning & Development Control: Planning for Air Quality
- IAQM, June 2016, Guidance on the assessment of dust from demolition and construction

The assessment has made reference to these documents with the exception of the Council's Low Emission Strategy despite this being specifically detailed in the pre-application advice. In addition, the approach of the IAQM Planning for Air Quality document with respect to extant permissions and real-world emissions has not been followed.

The AQA states that the Proposed Development will not generate any additional trips when compared to the extant use of the Site, and that on this basis the impact of road vehicles generated by the operation of the Proposed Development has therefore not been included in the assessment. However, the Travis Perkins use of the site ceased between April and August 2017, and the latest air quality monitoring data reflecting those vehicles being on the highway network in the vicinity of the proposed development would have been 2016. The AQA states that it has used best practice guidance of the IAQM Land-Use Planning & Development Control: Planning for Air Quality document. However this advises that unlike highways assessments, air quality assessments should disregard extant permissions and be based on real-world increases experienced by receptors – i.e. local residents are not currently experiencing emissions from vehicle trips to Travis Perkins and haven't since 2017. Emissions from that quota of trips are therefore in 'real world' terms new. Therefore the AQ assessment should have included assessment of the impacts of vehicle trips from the development on existing receptors.

The transport assessment does indeed outline that the redevelopment of the site will result in an overall reduction in weekday vehicle movements compared to the former uses of the site. However this assessment includes 397 daily arrivals and 395 daily departures assigned to the former Travis Perkins builders merchant – equating to 93% of 'extant traffic movements. The current traffic movements from the industrial units that remain operational at the site are only 32 two way movements per day. In contrast there predicted to be 350 daily arrivals and 366 daily departures (717 total daily traffic movements) from the future proposed development of the site. In real world emission terms this is a net increase of 652 daily traffic movements.

The construction phase assessment has applied the best practice IAQM dust risk assessment methodology, with dust risks summarised within Table 5.2 of the air quality assessment:

**Table 5.2: Risk of Dust Impacts Prior to Mitigation**

Source	Impact Magnitude	Human Health Risk	Dust Soiling Risk
Demolition	Small	Negligible	Medium
Earthworks	Large	Low	High
Construction	Medium	Low	Medium
Trackout	Medium	Low	Medium

The impact magnitude of construction is given as medium, being assessed as less than 100,000m<sup>3</sup> of construction material. Given that the proposed development is for 312 dwellings plus commercial floor space in 11 blocks up to 8 storeys tall, it would seem that this is likely to be >100,000m<sup>3</sup> of construction material and thus the impact magnitude should be classified as Large. This then results in a dust soiling risk for Construction as High.

For the operational assessment of future exposure by proposed site users, modelling was undertaken using ADMS Roads. Three receptor locations on the façade of the proposed development were assessed in the operational phase: P1 on the western flank of block A1; P2 on the south-western corner of Block B; and P3 on the north-western corner of Block B. The height of the proposed receptors is not detailed in the assessment. For Block B no residential units are proposed on the ground floor and in the operational phase therefore relevant receptors will only be present on the 1<sup>st</sup> and 2<sup>nd</sup> floors of the Block.

In assessing the baseline AQ, the assessment has drawn upon the past monitoring data from two automatic continuous monitoring stations – Salt Hill and Wellington Street. However the Salt Hill monitoring station was decommissioned in 2019 and the level of data capture, due to closure of the site in November 2019 and previous monitor faults, was less than 80% for both nitrogen dioxide (NO<sub>2</sub>) and particulate (PM<sub>10</sub>) levels. This is not referred to or reflected on in the assessment. While the Salt Hill monitoring site was decommissioned in November 2019, another monitoring station, Windmill Road, is present a couple of hundred metres away, which has 99% data capture for 2019 for NO<sub>2</sub> and PM<sub>10</sub> and has been monitoring since Autumn 2017. The Windmill Road site is a roadside location and therefore levels of annual mean NO<sub>2</sub> and PM<sub>10</sub> are correspondingly higher for 2019 than Salt Hill (a background location) at 39ug/m<sup>3</sup> and 23ug/m<sup>3</sup>, respectively.

The predicted concentrations at 2021 for receptor locations P1 to P3 were 25.9 – 26.3ug/m<sup>3</sup>. The assessment has used 2019 background and emission factors as a precautionary proxy for 2021. The results of the detailed modelling assessment predict pollutant concentrations to which future residents would be exposed to be well below (<75% of) the relevant objectives at the Proposed Development. With reference to whole borough dispersion modelling carried out by the Council (for a 2017 baseline) where levels of annual mean NO<sub>2</sub> at Stoke Road were predicted to >40ug/m<sup>3</sup> and the western half of the application site was predicted to lie within the 28-36ug/m<sup>3</sup> contour, the levels predicted within the applicant's air quality assessment would appear to be possibly on the low side. This would indicate levels at the west of the site are below the air quality objective for annual mean nitrogen dioxide, but at about 10-20% below. The site is right on the boundary of two grid squares for Defra background

mapping – the western part of the site is in 497500 180500 and remainder of the site is in 498500 180500. The 498500 180500 grid square background NO<sub>2</sub> concentration for 2019 is higher at 26.2ug/m<sup>3</sup> compared to 22.9ug/m<sup>3</sup> for the grid square used. The applicant's assessment has used the lower value, while the Council's modelling will have used thematic background mapping, blending the rigid 1km grid squares to better represent the real world conditions.

#### Air Quality Mitigation

Construction phase: Construction Phase mitigation recommended by the consultant is reproduced in Appendix E of the AQ assessment. This is based on the IAQM best practice guidance document. The consultant has though excluded the highly recommended IAQM measure relating to NRMM which should be included as per our Low Emission Strategy. The consultant has also excluded any demolition measures. While the former Travis Perkins buildings have been demolished some buildings remain in the NW of the site and good practice should be followed during demolition of these. In addition, again in line with the LES requirements, all construction vehicles shall be expected to meet a minimum Euro 6/VI Emission Standard. This was all referred to in the pre-application advice given.

All appropriate dust mitigation measures should be written into a site specific Construction Environmental Management Plan together with appropriate measures around noise, vibration, light, prevention of contamination, and odour pollution. All highly recommended earthworks and construction dust mitigation measures for high risk developments and highly recommended demolition and trackout dust measures should be tailored to site specific circumstances and included as a minimum. This should be secured by condition.

Operational phase: The AQ assessment does not reference the Council's Low Emission Strategy. This sets out default mitigation measures that form a minimum requirement for each classification of development. All developments are expected to provide electric vehicle charging and minimum gas-fired and compression ignition engine standards. For developments that trigger the need for a Transport Assessment and Travel Plan additional mitigation measures such as having a monitored travel plan, measures to support public transport infrastructure and use, measures to support cycling and walking infrastructure; measures to support the Slough Electric Vehicle Plan and integrate electric car clubs; and measures to control construction phase emissions via a Construction Environmental Management Plan (CEMP) and non-road mobile machinery (NRMM) controls.

The AQ assessment also does not refer to embedded mitigation of highways and air quality impacts that is being proposed in the development, i.e.:

- New cycle hire scheme hub with 12 bike docking station;
- 2 bay EV car club with EV charging provision;
- Improvements to the bus stop facilities on the western site boundary; and
- 10% EV charging provision in parking spaces and ducting for a further 10%.

It is therefore recognised that the applicant has included a number of measures that would provide mitigation towards operational phase impacts –



particularly the cycle hire scheme hub and car club bays. While the applicant is providing the physical bays for the car club operation, the developer should also be contributing towards the EV charging infrastructure and costs of establishing the car club location including offering discounted or free initial membership to dwellings without allocated parking.

The pre-application advice also requested provision of public rapid EV charging facilities within the development. This has not been included. Given the scale of increase of real-world vehicle emissions associated with the proposed development, it is judged that this should also be included within the mitigation package. This would also enable EV ownership for those with parking spaces without active EV charging. This should ideally also be provided at the spaces on the access road for maximum accessibility by the general public.

If the proposed buildings are not to be all electric and alternative heat and power sources are to be implemented, the scope of the AQ assessment should be extended to consider localised impacts where appropriate, in accordance with best practice guidance. If gas boilers were to be used, low NOx boilers should be used in accordance with the Council's Low Emission Strategy.

Electric Vehicle Charging: For charging electric vehicles, 10% of car parking spaces will have active provision, with a further 10% including ducting for future provision. It is not clear from the information currently available where the EV charging infrastructure would be provided, nor how spaces would be allocated. EV charging should be distributed across the site such that there is 10% provision and 10% future cabling for parking for each block.

Within the pre-application advice and the Low Emission Strategy there is a requirement for provision of dedicated EV charging infrastructure for houses. However, as the houses to be constructed under the proposed development are Mews style there appears to be no dedicated parking provision within the curtilage of these properties (e.g. drive or garage). There appear to be 12 parking spaces for Block C but it is not clear whether there is any allocated parking for the houses for Block A1. Allocated spaces for houses should have active EV charging provision in addition to the 10% of spaces for flats and 10% cabling for future provision.

The two car club spaces provided on the access road should also have dedicated EV charging infrastructure to enable the car club to run using electric vehicles.

As outlined above and within the pre-application advice, public rapid EV charging infrastructure should also be incorporated within the development. This would also ensure that there is provision for the future users of the commercial floorspace of the proposed development.

## 6.13 **Environmental Quality Officer - Environmental noise**

The noise assessment conclusions indicate that a CEMP is also appropriate to protect local amenity from noise pollution. This should include site specific mitigation through relevant 'best practicable means for noise and vibration in line with the general guidance of BS5228:2009+A1:2014 (Parts 1 and 2). We would also expect conditional submissions to reflect the suggested measures in 10.5 and 10.14 of the noise assessment.



The noise assessment for the operational phase of the development has concluded that noise levels incident on the western elevation of Block B could represent a medium to high risk on unacceptable noise intrusion. The applicant's consultant has recommended a number of detailed design sound insulation mitigation measures be incorporated into the proposed development to mitigate the impacts of noise (and consequent potential overheating impacts) on future occupants. It is therefore required that a planning condition is applied to any permission granted to require the developer to submit sound insulation details relating to Blocks A1, B and C and the commercial units and mechanical ventilation details relating to the western façade of Block B.

A noise and vibration assessment has been prepared in support of the application by Mayer Brown (October 2020).

The noise assessment does not reflect upon the potential for noise nuisance arising from a funeral directors operating on the northern boundary of the application site adjacent to Block C. The nature of the operation and any restrictions is not clear. Funeral directors can necessarily operate vehicle movements and unloading 24 hours a day, seven days a week from sites including garaging of ambulances and hearses or containing mortuaries.

The noise assessment is based on both attended and unattended noise surveys undertaken between 10-17 September 2020. The consultant has reflected upon the potential impacts of COVID-19 restrictions on traffic flows – using national data from the Department for Transport the consultant has assumed traffic flows during the survey period to be 92-97% of pre-COVID flows on weekdays, while corresponding approximately to pre-COVID flow levels on weekends. The under-estimation of the noise survey results due to COVID-19 restriction was considered by the consultant to be of the order of 0.4dB. It is noted in the assessment that calibration drift was mentioned for the attended surveys but not for the unattended survey. Confirmation of calibration for the unattended survey is required to give the LPA confidence in the monitoring results.

The assessment uses the ProPG Stage assessment approach. The stage 1 assessment concluded that the unmitigated noise risk over the majority of the site would be categorised as having a “negligible” to “low” noise risk, with noise levels increasing to a “medium” risk towards the western boundary of the site adjacent to Stoke Road. Therefore a Stage 2 assessment was considered appropriate.

Within the Stage 2 ProPG assessment the development was considered to follow good design process with the alignment of the proposed blocks and a 10m buffer to Stoke Road – vehicles on which are considered to be the main noise source for the proposed development.

The consultants calculations indicate that noise intrusion into the majority of properties on the site should be readily controlled in line with the guidance of BS 8233: 2014 with the use of “standard” thermal double glazing (e.g. windows glazed with 4mm glass / 16mm cavity / 4mm glass, which would typically offer a performance of around  $R_w$  29dB) and standard trickle vents (e.g. vents offering a notional performance of  $D_{n,e,w}$  32 dB). A higher performance of glazing and/or trickle ventilators is, however, recommended for properties closest to Stoke Road. It was concluded that noise levels incident on the western elevation of Block B could represent a medium to high risk on unacceptable noise intrusion, if there is a material risk of dwellings overheating

which would require windows to be open for extensive periods of time.

Block B need for means of rapid ventilation without the need for windows to be opened. Options suggested by the noise consultant include:

- The use of acoustic passive ventilators – assuming that an appropriate equivalent free area of ventilator can be provided;
- The use of a summer “by pass” / boosted operation of MVHR units;
- The use of additional mechanical systems to provide dedicated “rapid” ventilation of rooms (options previously encountered include proprietary direct input fans which can draw a rapid rate of ventilation through an external louvre; an enhanced extract system to provide more rapid air extraction; etc.)
- The use of comfort cooling.

The applicant’s consultant therefore recommended that internal noise levels can be adequately controlled through the use of appropriate specified glazing and alternative means of ventilation/thermal control provisions.

The conclusions and recommendations of the applicant’s noise assessment are accepted and appropriate mitigation will need to be secured via an appropriate planning condition requiring acoustic glazing and passive ventilation on Blocks A1, B and C, plus need for mechanical ventilation with summer by-pass on western façade of Block B.

With respect to external amenity noise levels, the assessment concludes that noise levels throughout the majority will comfortably deliver noise levels in line with an aspirational value of 55dB LAeq,16hour. Noise levels on the western side of the site overlooking Stoke Road are, however, likely to exceed this value, in particularly the private balconies provided on the western side of Block B which directly overlooks Stoke Road. Notwithstanding this, the design proposals seek to minimise noise levels through the use of “inset” rather than projecting balconies. Noise levels could be further reduced through the use of solid balustrades and acoustically treated soffits (to minimise noise reflections). This should be sought within a detailed application or by condition. It is though noted that future residents will have proximate access to alternative communal and public open space including the Bowyer Playing Fields and new canal side amenity space.

Sound separation between commercial uses and residential properties above should be achievable by implementing effective sound insulation. The noise consultant recommends that the separating floor structure should be designed to achieve a minimum sound insulation performance of DnTw 60dB. They reflect that this specification is substantially better than the minimum statutory requirement for sound insulation required by Approved Document E of the Building Regulations 2010 (as amended) but should be readily deliverable with a solid concrete floor slab underdrawn with a suspended mass acoustic ceiling.

It is therefore recommended that a planning condition is applied to any permission granted requiring the submission and approval of a sound insulation scheme to protect dwellings; and further that a planning condition restricts hours of operation on the commercial units, e.g. to 23.00 hours.

Additional comments, received 28<sup>th</sup> January 2021

It is understood that a number of objections have been raised by neighbours in respect of the proposed development including at least one about potential noise impacts from the development's access road on the property of no.144 Stoke Road. I have revisited the noise assessment and application documents to consider this issue. In short the noise assessment did not consider the access road as a noise source. The road traffic noise from vehicle movements on Stoke Wharf is the dominant noise source in the locality. The proposed access road is in the approximate location of the existing site access to the former Builders Merchant and the Transport Assessment predicts fewer daily vehicle movements with the proposed development compared to the previous use, albeit the Builders Merchant would not have been accessed outside of operational hours. There would also be a public pedestrian thoroughfare along the boundary. A new 2.1m solid timber fence is proposed to be installed in the development landscaping on the boundary of the access road with no. 144 Stoke Road, and this would in it self provide better noise reduction than the existing palisade fencing. However, as the noise assessment has not specifically considered the noise levels that will be experienced by this existing residential receptor as a result of the development, nor how effective the proposed boundary fencing would be in this location, it is appropriate on a precautionary basis to require either an addendum noise assessment or to require acoustic fencing on this boundary location. I presume that there would be a landscaping/ boundary treatment condition on any permission granted and it may be feasible to work this requirement under that condition? It would though be difficult to be prescriptive about the type (acoustic rating) and height of fencing at this point on the basis of the information provided by the applicant currently.

It will also be important that appropriate mitigation is installed, through the Construction Environmental Management Plan already recommended to be secured via condition, in place for the construction phase.

6.14

#### **SBC Environmental Quality Officer - Contamination**

I reviewed the Information submitted with the application for the site above. Please see my comments below:

- A.** Controlled Waters Detailed Quantitative Risk Assessment (Ref. no. J19-028-R02), dated 27<sup>th</sup> September 2019) and prepared by Ground Condition Consultants Ltd.
- The initial site investigation and Preliminary Risk Assessment have identified a number of potential sources of contamination on site, such as Asbestos containing material fragments and debris in Made Ground across the former Travis Perkins area of the site; TPHs and PAHs in soil and groundwater in the east of the former Travis Perkins area, and PAHs in tarmacadam layer.
  - The initial ground gas monitoring also identified some elevated levels of CO<sub>2</sub>, which must be assessed further. The initial gas assessment identifies the site as a Characteristic Situation 1 and considers it to be appropriate for the site with no need for additional monitoring or gas protection measures. However, I recommend that further monitoring is carried out, especially in the areas previously obstructed by buildings, which are proposed for demolition, in order to get a cleared picture of the gas regime for the entire site.
  - Based on these initial findings it is recommended that additional investigation and monitoring is undertaken, together with a proposal of remedial works to be prepared for the full application stage of the development.

- Additional focus must be given to the controlled waters and the potential risk associated with the proposed development.
- B.** Ground Condition Assessment (Re. no. J19-028-R01), dated 31<sup>st</sup> July 2019, and prepared by Ground Condition Consultants Ltd.
- Following the completion of the Generic Quantitative Risk Assessment, an investigation scope was designed to delineate the extent of the hydrocarbon plume in the groundwater and refine the understanding of the groundwater flow directions in order to support a Controlled Water Detailed Quantitative Risk Assessment.
  - During the additional site investigation, visual and olfactory signs of contaminations were encountered in the groundwater in 5 of the Boreholes during drilling and later sampling sessions.
  - Sampling and monitoring identified the initial extent of the hydrocarbon contamination plume in the groundwater.
  - Based on these findings a controlled water risk assessment was undertaken, and the remedial target levels, for the proposed remedial works, will be calculated using the EAs publications.
  - Additional modeling was used to aid the assessment and proposed the most suitable remedial solutions.
  - A detail Site Specific Remedial Strategy is anticipated to be submitted with the full application, addressing but not limited to the issues identified and raised above.
- C.** Remediation Strategy (Ref. no. J20-052-R01), dated October 2020, and prepared by Ground Condition Consultants Ltd.
- Additional intrusive site investigations, aimed at delineating the extent of the soil and groundwater contamination, has identified asbestos and PAHs in soil, and diesel in soil and groundwater. These contaminants of concern will need to be dealt with in order to mitigate the risks to the human health end users. Thus, various remedial options are appraised as part of this report, in Section 3.
  - Section 4 details the proposed Remediation Strategy and the individual tasks required to make the site suitable for the proposed use. The proposed remedial works are considered suitable and their completion should be recorded, and all the necessary evidence should be kept and included in the Final Validation Report.
  - Once works are completed, the Final Validation Report must include full details of all the tasks carried out according to the Verification Plan in Section 5, and up to the standards mentioned.

Based on the above, I have approved submitted reports and recommend a condition.

6.15

**SBC Housing Officer:**

- i) The most pressing need is for 2 bed or larger housing for Rent. We have compromised and not requested Slough Affordable Rent (target rent) and will accept all the rented at SLR levels. However as a minimum Housing want 60% of the provision to be for Rent, and 40% or less to be shared ownership. Shared ownership applicant or not relieving the pressure from the statutory Housing Waiting list.
- ii) Within the rented tenure, there is very little demand for 1 bed units so while Housing will accept a small proportion (below 30%) the greatest need is for 2 bed or bigger. The 2 bed units must be 4 person, the 3 bed can be 5 person, but preference is 6 person.

- iii) Values of the units will impact on affordability, so Housing do not want to have the higher valued properties as shared ownership as it will drive up market values and will not be affordable for applicants from Slough. We want to avoid this situation and result in the S/O units being sold to people without a connection to Slough in the first instance.
- iv) Similarly if the premium valued units are for rent, and RP will not be able to offer an acceptable price to SUR, as the rents chargeable are not market levels but below (SLR).
- v) The properties which are situated below the electricity pylons, whilst not attractive, can be affordable as long as they comply with all the necessary H&S, Build Reg regulations. If these are houses with garden space, the preference is that they should be housing for rent.
- vi) As in most other developments, it is not desirable from a management perspective to mix the affordable rent tenure, with either share ownership or the private tenure. S/O can be situated in a open market/private tenure as effective both are purchasers.

6.16 **SBC Tree Officer:**

The submitted arboricultural method statement and supporting tree plan is in accordance with guidance within BS5837:2012 Trees in relation to design demolition and construction-recommendations. A total of 50 trees, 9 groups and 5 hedges were identified on the site.

The proposal is to retain 13 trees. It is assumed that the agreed loss of public open space and tree loss is broadly acceptable as has been approved by the council. 150 new trees will be planted within the development and the park.

The detailed planting scheme needs further consideration in terms of tree species for example alder has been proposed. Alder trees are very messy and should be excluded from built areas. Consideration to classic water edge trees like weeping willow (maintained as pollards) or aspen could be considered.

Where ever possible flowering trees and shrubs that provide food for pollenating insects should be used, see the Royal Horticultural Society's bee friendly list of plants.

Ecology

Boundary treatments should incorporate where appropriate hedgehog holes 13cm x 13cm to allow mammals to move freely between the gardens.

The large diameter stems of the trees removed should be retained around the site as informal seating/play and vital deadwood habitat.

No objection subject to conditions.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 **National Planning Policy Framework**

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

## Chapter 11: Conserving and enhancing the natural environment

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

- Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
- Core Policy 2 - Green Belt and Open Spaces
- Core Policy 4 - Type of Housing
- Core Policy 5 - Employment
- Core Policy 7 - Transport
- Core Policy 8 - Sustainability and the Environment

### Local Plan for Slough March 2004 policies:

- EN1 - Standard of Design
- EN3 - Landscaping
- EN24 - Protection of Watercourses
- EMP2 - Criteria for Business Developments
- OSC1 - Protection of Public Open Space
- CG4 - Slough Arm of the Grand Union Canal
- T2 - Parking
- T8 - Cycle storage

### The Site Allocations Development Plan Document

The policy for the site (reference SSA17) sets out the following

- *Reason for allocation:*

*To ensure that this site is developed in a comprehensive way which maximises the attractiveness of the canal and the basin. To establish the principle of allowing residential development within the public open space.*

- *Site Planning Requirements:*

Redevelopment proposals should:

- Provide facilities that will attract visitors and form a focal point for users of the towpath and canal
- Open up views from Stoke Road to the Canal Basin
- Retain and enhance the winding hole and pedestrian and cycle access to the basin
- Retain and take opportunities to enhance the nature conservation value of the canal
- Consider the provision of visitor moorings and the north side of the canal
- Provide residential development
- Enhance recreational facilities within the Bowyer Playing Fields

The policy also refers to Core Strategy Policies 2 (Green Belt and Open Spaces) and 4 (Type of Housing), which are noted above.

The site allocation recognises that the above development must be delivered within the following constraints:

- The need to retain a significant area of the existing open space, making compensatory provision for the loss of some of this space and providing public realm / open space around the canal basin.

- The presence of the canal itself and the unique opportunities it provides for development at this site.
- Site access is expected to be from Stoke Road. A secondary access from Kendal Close could be provided, but there should be no access from St John's Road.
- The existing electricity pylon and power lines on the northern side of the basin.

## 8.0 **Planning considerations**

8.1 The planning considerations for this proposal are:

- Principle of development
- The scale of development
- Relationships to neighbouring properties and amenity impacts on these neighbours
- Impacts on recreational users
- Character and appearance
- Housing, including affordable housing
- Highways, transport and parking
- Environment Matters
- Infrastructure provision to be provided by way of Planning Obligations
- Conclusion and planning balance

## 9.0 **Principle of development**

9.1 The site is a mix of previously developed land and open space. As noted in the previous sections of this report, the site is an allocated site, ref. SSA17 as identified in the Site Allocations Development Plan Document. The DPD sets out the reasons for this allocation:

- To ensure that this site is developed in a comprehensive way which maximises the attractiveness of the canal and the canal basin.
- To establish the principle of allowing residential development within the public open space.

The DPD states that “...*only a limited amount of the Bowyer Playing field will be developed adjacent to the canal in a manner which still preserves views to and from the open space. It is considered that the loss of some open space is acceptable, as an exception, on the basis that some new public areas will be created around the canal basin with hard and soft landscaping. There will also be compensatory improvements to the quality and facilities provided within the Bowyer Playing field including the provision of a multi use games area*”. While the DPD does not explicitly state what the quantum of development within this existing open space should be provided, the general form of this part of the proposal - Blocks F1-F4 - largely coincides with an illustrative plan within the Document, which is included here as Figure \*\*.



Figure 3: Sketch illustrative plan for site ref. SSA17 in the Site Allocations DPD.

- 9.2 In addition to the open space included within the allocated site, there is a significant area of former employment land, consisting of the former Travis Perkins site and other land that is owned by the Canal and River Trust. An MOT Testing Centre continues to operate in the north-western corner of the site. None of this land is within any of the protected employment sites identified in the 2004 Local Plan, and it is noted that most of this land has been disused for a significant period. The application form states that there will be 18 full-time jobs within the development. No details of the type of jobs intended are provided, but it is recognised that the commercial spaces will provide some employment opportunities during the operational phase of the development, and a range of shorter-term employment will be provided during the construction phase. It is important that these be provided within occupations that are compatible with the intentions of the Site Allocations DPD. Given the non-protected status of the site in regards to employment and the possibility of relevant employment in the operational phase of the development, there is no objection therefore on grounds of loss of employment.
- 9.3 The acceptability of the range of uses for the commercial space should however be generally in line with the Site Allocations DPD, which sets out that proposals are to “...include a combination of a hotel, retail, bar or commercial uses within the scheme in order to provide facilities that will attract visitors and form a focal point for users of the towpath and canal”. It is noted that the commercial floorspace applied for is use class E which would provide a high degree of flexibility for the type of uses that could be accommodated. While it is recognised that flexibility in the range of possible uses can be helpful for the purpose of enabling the use of many commercial premises that might otherwise be difficult to find occupiers for, in this case the allocation was made on the basis that the non-residential uses would provide facilities for those visiting the site, including both Slough residents and people from outside the Borough. As such, this is a key component of the attractiveness of the site, and the former A class uses noted in the Site Allocation are an integral to the development of the area. The full range of Class E uses is therefore not acceptable in principle for the larger unit within the site which is located adjacent to the canal winding hole and the new Public Square.



10.0 **The scale of the development**

10.1 The National Planning Policy Framework 2019 at paragraphs 124 - 131 encourages new buildings to be of a high quality design that are compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy and saved Local Plan Policies EN1 and EN2. In determining an appropriate scale for the development, it is noted that the Site Allocations policy for Site SSA17 explains that

*There is a need to create an attractive location with high quality urban realm and its own distinct architectural identity. It is also important to maintain an open view of the canal from Stoke Road. As a result the residential development is likely to be at a comparatively high density...*

However the Site Allocations document is not prescriptive and stops short of commenting on the appropriate building scale for the site, albeit that the sketch masterplan at Figure 3 suggests smaller scale buildings than now proposed.

10.2 Significant changes have occurred in the Council's "direction for travel" in the decade since the Site Allocations SPD was adopted, which impacts on the Stoke Road Corridor and on the application site as the outermost site within what is proposed as a revised and expanded Town Centre boundary. The application notes other approvals on nearby sites, including 94-102 Stoke Road and 2 St. Pauls Avenue, which is located to the south of St. Pauls Avenue (planning application P/01295/012 and others). This is understood to comprise the now completed development at that site, which includes part-4 and part-5 storey buildings. The form of buildings proposed at Stoke Wharf is significantly higher in the central part of the site and along the canal, (although they are lower than the 10-storey maximum approved for the Horlicks factory site in Stoke Poges Lane; planning ref. P/00094/039 and subsequent applications).

10.3 The application includes a Townscape and Visual Impact Assessment (TVIA), which includes 8 viewpoints as existing and with the buildings shown in outline on proposed views from points outside the development. The TVIA is available on the Council's web pages as document 016 in the list of publicly available documents at the following link:

<https://www.sbcplanning.co.uk/search.php>

10.4 The viewpoints are all outside the application site, at distances ranging from approximately 100m to 800m. A selection of these views will be included in the presentation (PowerPoint) for the Committee meeting. While the viewpoints chosen can only illustrate a sample of a very large number of possible viewpoints from various locations and distances, these demonstrate that the taller buildings will be highly visible from outside the site in some views, but that they will form only a minor component of background views from the majority of viewpoints. Viewpoint 8, from the northern side of Shaggy Calf Lane at its intersection with Stoke Road is approximately 100m from the northern boundary of the site and is the most visible viewpoint from those chosen. While the outlook from within nearby properties must also be considered with respect to any detriment to residential amenity (refer Section

11 below), Viewpoint 8 provides a useful representation of the maximum streetscape impact that would result from the development. The development would result in a marked change in the existing view, but is not considered to be incompatible with the aspirations to regenerate the site as noted in the 2010 Site Allocations document.

10.5 The scale of the proposed buildings is as follows:

Block reference	Height (storeys)	Units per block	Typology
A1	3	9	Townhouses
A2	4	34	Apartments
B	3 / 4	16	Apartments with ground floor commercial space
C	2	8	Mews houses
D	5	24	Apartments with ground floor commercial space
E1 / E2:		67	Apartments
E1	8		Apartments
E2	5		Apartments
F1	6	35	Apartments
F2	7	42	Apartments
F3	7	42	Apartments
F4	6	35	Apartments

10.6 Overall, the maximum scale of built forms is considered to be acceptable in principle. Some questions remain over whether the right mix of built forms and building heights has been achieved, and in particular how these relate to impacts on a limited number of neighbouring residential occupiers and also on users of the existing and new recreational spaces that also form part of the development. These aspects of the scheme are addressed in Sections 12 and 13 of this report.

#### 11.0 **Relationships to neighbouring properties and amenity impacts on these neighbours**

11.1 The following neighbouring properties have been considered with respect to impacts on privacy and amenity:

- 132-144 Stoke Road (evens): sense of enclosure, loss of outlook, over dominance, overlooking and potential overlooking from Buildings A1 and A2.
- Opposite side of Stoke Road.
- 2 - 12 Shaggy Calf Lane: overlooking from Block C.
- Properties to the north at Kendal Close and Grasmere Avenue.
- St John's Road: Potential for overlooking from Block F4.
- Properties to the south of the Bowyer Recreation Ground.

#### 132-144 Stoke Road

11.2 The properties at 132-144 Stoke Road (evens) form a terrace between the main site entrance and St Pauls Church, and would be enclosed by Block A1 (three-storey town houses) to the north and Block A2 to the west (four-storey flatted block with a pitched roof). Separation between Block A1 and the northern side boundary at 144 Stoke Road is approximately 17m. At second

floor level, each house would have a south facing terrace, and design changes have been requested that would increase the parapet height on the south side of these terraces to 1.5m, to reduce the potential for overlooking from this level. In addition, the proposals also provide tree planting along the internal access road to the north of 144. In combination with the above measure, it is considered that this is sufficient to ensure no loss of amenity as a result of overlooking. However, amended plans have not been received at the time of writing. Any amendments received will require further review by officers, and will be reported in the amendment sheet.

- 11.3 It is noted that for the majority of future occupiers, the main access road will be located close to the northern boundary of 144 Stoke Road. While occupiers of Blocks B and C will have access to car parking on the north side of the canal, car owners in the rest of the development will rely largely or solely on this main access road. It is noted that the new road junction onto Stoke Road is in almost exactly the same location as the existing access that served the former builder's yard. However, the residential use will be qualitatively different from the former yard use, and any noise impacts that would result from this should be mitigated by a suitable acoustic fence on the adjoining boundary. In line with Environmental Quality (Noise) officer comments in Section 6, a noise assessment should be undertaken that will be required to demonstrate that the impact of traffic noise would not result in a loss of residential amenity. A suitably worded condition is recommended for any planning permission that is granted, to safeguard the amenities of the occupiers of 144 Stoke Road.
- 11.4 The four-storey flats proposed at Block A2 would be located to the rear of 132-144 Stoke Road and are not considered acceptable in their submitted form. These properties all have long rear gardens, which results in window to window separation distances at first floor level of approximately 37m between the northern part of Block A2 and number 144, increasing to over 40m where the block steps further from the common boundaries to the rear of numbers 132 - 140. However, for 144 Stoke Road, the windows in the closest element of Block A2 would be 3 - 4 m from their rear boundary. While 144 does have an ancillary building at the rear of their garden, which increases the horizontal separation from overlooking windows to the garden, to 10 - 12m at the front of the ancillary building, the degree of overlooking and loss of amenity for the use of the rear garden by occupiers would be unacceptable. While this overlooking issue could be overcome by a minor change in the positions of the proposed windows, from the proposed buildings western to southern elevation, the proximity of the four storey flank wall would be oppressive and overbearing.
- 11.5 The rest of Block A2 would be set further from the rear boundaries at numbers 132 - 140. However the distances to rear boundaries in the worst case scenario (at the southern end of the terrace) are a minimum of 9.5m from rear windows and 7.5m to 8m from the edges of balconies. A total of nine flats at first to third floor levels, all with balconies, would have their direct outlook into the adjacent rear gardens, again with an unacceptable loss of amenity for these neighbouring occupiers in the use of their rear gardens. While three of these houses have ancillary buildings across the width of their gardens and these would serve to screen views from lower level windows at Block A2, the others either have small buildings or none at all. All six gardens would be

overlooked by the higher level windows and balconies. It is not considered that adding solid screens to the balconies, use of Juliet balconies, or their complete removal would succeed in mitigating these impacts.

- 11.6 As a result, the application will only be acceptable if satisfactory amendments are provided to this building. The applicants have been advised that the building needs to be substantially reduced in height, and that all west-facing balconies would need to be removed. It is considered that the building will need to be limited to three storeys high and that with the possible exception of the northern element of the building it should have a flat rather than gabled roof, in order to limit its dominance on the properties to the west. However it may be possible to retain a higher element in the north-eastern part of the building, where the current design provides a key area of closure to the southern side of the new open space to the north. Any amendments received will require further review by officers, and will be reported in the amendment sheet.

Opposite side of Stoke Road

- 11.7 Block B will be a three storey building, with inset balconies for the street frontage flats and projecting properties facing the canal. Minimum separation distances between windows (and any balcony to window views) at properties on the opposite side of Stoke Road will be from the southern end of Block B, at 25m window to window and 27m from the closest inset balcony. It is considered that this degree of separation is acceptable in this location. where changes to urban form and scale resulting from the 2010 site allocation have been long anticipated. However, it is considered that the more open views potentially available from balconies should be mitigated by introducing appropriate screening materials. This can be provided by a suitably worded condition if planning permission that is granted.
- 11.8 In Block A1 as submitted, the wall facing Stoke Road is devoid of windows or any other openings. As noted above in relation to impacts on 144 Stoke Road and adjacent properties, amended drawings have been requested for this building, and in addition to changes intended to prevent overlooking these will also include elevational changes on the Stoke Road elevation. These are expected to include new window openings on and may also more closely align this end of the building with the front building line at 132-144 Stoke Road to the south and to Block B to the north. Any amendments received will be reported in the amendment sheet, and while impacts from any new windows on properties opposite will be required, it is noted that separation distances of at least 22m are anticipated here, which is considered to be an acceptable minimum separation distance across a busy street in an urban situation.
- 11.9 As noted in paragraph 11.3 above, the entrance to the main access road within the development will be in the existing location to the former builders' yard, between Block A1 and 144 Stoke Road. This is likely to result in some additional traffic movements for residents opposite the site. However any additional impacts are considered to be at a similar scale to that anticipated by the allocation of the site for more intensive residential use in the 2010 DPD.

2 - 12 Shaggy Calf Lane: overlooking from Block C

- 11.10 Distance from the rear of Block C to the rear boundary at the adjacent properties on Shaggy Calf Lane is approximately 5m. The eight two-storey houses here would all have a single rear facing bedroom window in this elevation. This would result in an unacceptable degree of overlooking into neighbour's gardens from first floor level. It is considered that this could be addressed by suitable design changes such as the introduction of angled bay windows that direct outlook to more oblique views than would otherwise be the case, and amended drawings have been requested to address this issue. It will be important to ensure that any amendments do not give rise to different issues of perceived overlooking. Any revised drawings received will be reported in the amendment sheet to be circulated prior to the Planning Committee meeting. It is noted also that the building itself is two-storeys in height with a flat roof. There are no concerns with this scale in relation to neighbours to the north.

Properties to the north at Kendal Close and Grasmere Avenue.

- 11.11 With respect to the taller buildings adjacent to the southern side of the canal, Blocks D and F1 - F4, the closest properties to the north are flats and maisonettes at Kendal Close and a terrace of single-storey bungalows on Grasmere Avenue. 9-17 Kendal Close is a three storey block of flats which is oriented towards Kendal Close, and would have angled views towards these taller proposed buildings within the development site. This angled relationship and a minimum separation of 45 metres will ensure that there is no loss of amenity to these neighbouring flats. Directly to the east of the flats, 5 - 8 Kendal Close are a terrace of mid 20<sup>th</sup> century dwellings with private rear gardens, which are separated from the canal by an intermittent band of vegetation. Minimum window to window separation is in the order of 39m reducing to 37m from the closest proposed balconies (at Block F2), while the estimated separation distance from the existing rear garden boundaries is in the order of 24m. Subject to balcony screen treatment being submitted and approved by condition, it is considered that this provides sufficient separation to ensure the future privacy of occupiers at these properties.
- 11.12 The single-storey terrace of bungalows at 143 and 145 Grasmere Avenue and 1 - 4 Kendal Close are sited on a staggered arrangement, the closest of which would be approximately 42m from windows at Block F4. This is also considered sufficient to preserve the amenities of occupiers at these properties, subject however to the balcony screen treatment being required by condition as noted above for the Kendal Close properties.

St John's Road: Potential for overlooking from Block F4.

- 11.13 The closest property in St John's Road shares a boundary with the north-eastern corner of Bowyer Playing Fields. Separation from this side boundary will be approximately 27m from windows at Block F4 and a little over 25m from the balconies. Windows serving 18 flats, a stairwell, and 12 balconies will face eastwards, potentially with views across rear gardens at St John's Road. There will be no direct window-to-window views; nevertheless residents at these properties may perceive the building as overlooking them, particularly with regard to future occupiers using the balconies. It is considered that this

would require mitigation by introducing suitable balcony screens to limit views. In addition, there is considerable scope for additional tree planting in the adjacent retained open ground at the north-eastern corner of the Playing Fields. Some additional planting is shown on the submitted landscape plan, and it is strongly recommended that additional planting using advanced grade specimens are added to the final scheme, to further filter any views between Block F4 and the adjacent rear gardens. This can be provided by way of a suitably worded condition.

#### Properties to the south of the Bowyer Recreation Ground.

- 11.14 Properties to the south of the Bowyer Recreation Ground will retain long separation distances from Blocks F1 - F4, which will be at least 65m to side boundaries and flank walls at the eastern-most terrace at Troutbeck Close and for all of Greendale Mews, and over 80m to the rear garden boundaries at 55 / 55A St Pauls Avenue and properties to the east. Properties to the eastern side of Troutbeck Close will, at its northern end, experience some inter-visibility with Block E. The closest (east-facing) balconies are set on four levels of this five storey building, and as proposed would be 40m from the front elevation of the closest property in this part of Troutbeck Close. Reinforcement of existing structural landscaping within the south-western corner of Bowyer Playing Field would assist in filtering any views; however the houses on this site of the Close would themselves screen the private rear gardens at these properties from any overlooking.
- 11.15 On the western side of Troutbeck Close, views from the south facing windows in Block E2 will be largely towards the rear garden of the northern most properties, which are within a three-storey apartment block. Minimum separation from the closest balconies to this rear garden area is in the order of 17m. Balcony screen barriers will therefore be required on the closest balconies to ensure that there is no unacceptable loss of privacy for these neighbouring occupiers, and denser landscape structural planting than currently proposed in the Landscape Strategy is also recommended to ensure that any perception of overlooking is minimised.

#### Light impacts

- 11.16 A Daylight and Sunlight Assessment was provided with the application, which assesses the schemes impacts on natural light to the following surrounding properties:
- 4 - 10 Shaggy Calf Lane
  - 1 - 17 Kendal Close
  - 143 - 145 Grasmere Avenue.
  - 11-17 Troutbeck Close
  - 132-144 Stoke Road (evens)
  - 141-165 Stoke Road (odds, opposite the site)
- 11.17 The findings of the Daylight and Sunlight Assessment demonstrate that there would be no impact on internal living conditions for these closest neighbouring residential properties. The study does not analyse light impact on their external amenity spaces, but it is noted that they are sufficiently distant for there to be little or no impact in terms of meeting the BRE minimum criteria for

acceptable impacts. The minimum standard is that amenity space should receive at least two hours of direct sunlight at ground level on 21<sup>st</sup> March (of any given year - the spring equinox, when the length of day and night is equal; hence this is a proxy for average daylight conditions.)

- 11.18 An External Architectural Lighting report was submitted with the application. Concerns have been raised in the ePetition about light pollution and light spill from the development. This was being assessed at the time of writing, and further assessment on this issue will be provided in the amendment sheet.

Conclusion regarding impacts on neighbours

- 11.19 Support for the scheme is dependent on changes noted above, including the number floors of accommodation to be provided at Block A2 and, where impacts of overlooking particularly from balconies can be mitigated by additional structural landscaping, by additional tree planting to screen views into rear gardens at St Johns Road and Troutbeck Close. If these changes cannot be achieved, the existing site layout would result in unacceptable impacts on the amenity of neighbouring occupiers at 132-144 Stoke Road and to a lesser extent, at St Johns Road and Troutbeck Close.

**12.0 Impacts on recreational users**

- 12.1 The loss of public open space has been objected to in letters from neighbours and in the ePetition that opposes the application. The 2010 Site Allocations sets out that only a limited amount of the Bowyer Playing field will be developed adjacent to the canal, and recognises that the loss of this space would only be acceptable if sufficient compensatory provision of recreational facilities is made, including additional public open space around the canal basin. In this proposal, the area to be developed for non-recreational uses within the Bowyers Recreation Ground amounts to approximately 5000 sq.m. This is will be taken up by Blocks F1-F4 and the eastern part of the access road that will serve these blocks. In addition, drainage features on the south side of the access road in the form of swales and to the eastern elevation of Block F4, with a possible infiltration pond, will occupy approximately 800 sq.m. While the swales can be provided as landscape areas that are integrated into an enhance park landscape, the creation of new public space is therefore an integral part of the proposals. This will be provided within the western part of the site.
- 12.2 A Landscape Design Statement submitted with the application sets out the design approach to providing new and enhanced recreational and public realm areas. It sets out a series of landscape typologies, and is copied below as Figure 4. The new public areas will be provided principally within "The Wharf" character area. While it is noted that there is at present an informal car parking area at the western end of the Canal, in the general area to be occupied by Block B, almost all of this area is currently inaccessible. At present, the winding hole and the western end of the canal tow path are heavily constrained by the presence of palisade fencing around the former employment sites to the south of the canal, and similarly, the now disused buildings on the northern side of the canal are largely surrounded by a chain link fence (in addition the MoT centre provides a non-recreational facility to residents). The regeneration

of these areas includes several smaller new open spaces all of which are within 'The Wharf' character area. These are identified on the detailed site layout plans as follows:

- Public Square;
- South Wharf; and - North Wharf.



**Figure 4: Landscape character areas**

- 12.3 There are also two smaller new areas of public realm on the north and south sides of Block D. Taken together, and excluding the access roads on both sides of the canal and car parking on its northern side, where they fall within 'The Wharf' character area, these four areas provide an additional 2850 sq.m of public realm.
- 12.4 On the north side of the canal, there is also an area of approximately 950 sq.m. of currently undesignated open space within the site boundary, to eastern side of the high voltage pylon and Block C. This is identified within the site plans as "Landscape TBC", and is outside the character areas shown at Figure 4 above.
- 12.5 As noted at paragraph 9.1 above, amongst a range of criteria for any acceptable redevelopment proposal the development should:
- Provide facilities that will attract visitors and form a focal point for users of the towpath and canal;
  - Retain and enhance the winding hole and pedestrian and cycle access to the basin;
  - Retain and take opportunities to enhance the nature conservation value of the canal; and
  - Enhance recreational facilities within the Bowyer Playing Fields.

These criteria are considered in turn:



Attracting visitors to a focal point for users of the towpath and canal

- 12.6 The application supports this aim by providing the Public Square as a key focal point within the development. This is an area of about 800 sq.m. to the south of the winding hole, which is partially enclosed by Blocks A1 to the west, A2 on its southern side, and Block D to the east. Block D itself will include a ground floor commercial space intended as flexible floorspace (Use Class E). As set out in Section 9 in this report, the acceptability of the proposals is subject to the use of this space as a restaurant or café. While some of the Public Square is expected to be available for external seating and dining use in conjunction with this business(or businesses - the unit could be subdivided if this proves economically feasible) , the majority of it will be available for unimpeded public use. Additional public realm areas to the north and south of Block D provide key links to focus users moving through the site to or from the Public Square; on the north side, effectively widening the tow path into a wider canal-side space and on the south side, providing a key physical and visual link between Bowyer Playing Fields and the Public Square.
- 12.7 The South Wharf area along with pedestrian and cyclist use of the access road will also lead people towards the Public Square. The South Wharf itself will provide a different activity area around the end of the canal, partially overhung by Block B, and enclosed on its south side by Block A. A canoe launching pontoon is proposed at the very western end of the canal, in the 'undercroft' area overhung by Block B, and this is intended to create new recreational opportunities for recreational users of the canal.
- 12.8 Within Block B itself, a smaller commercial unit will be provided at ground floor level on the north side of the building. This could be available for more general commercial use within Block B, although ideally would be utilised for a purpose aligning to the overall aspirations of the Site Allocation policy. To support that, it is suggested that its use is restricted to former A class uses or a D class community use, unless or until a sustained period of marketing demonstrates that there is insufficient demand for one of these uses.
- 12.9 Also on the north side of the canal, the North Wharf area would provide a further area of public realm, which is intended as a focus for visiting canal boats. Pump-out facilities will be provided for canal boat users.
- 12.10 The provision of a canoe launching pontoon at the end of the canal will assist in increasing the active recreational use of the canal. Active recreation provision would be improved if storage for a canoe club or similar activities, changing facility and public toilets are also provided. A condition could be provided to ensure the availability of public accessible toilets are provided within Block D, and location of canoe storage on the northern side of the canal should also be provided within the area where detailed landscape proposals have yet to be provided. It is considered that these will need to be provided by a combination of section 106 obligations and conditions,

Retained and enhanced winding hole and pedestrian / cycle access

- 12.11 The winding hole is a historic feature of the canal that dates from its earliest

years, which was necessary to make the western end of the canal accessible for commercial vessels. As identified above, the retention and enhancement of the winding hole is integral to the design of the Public Square, and together with the adjacent corner of Block A1 it forms a slight 'pinch point' that provides a distinct space in the South Wharf area. The two spaces provide enhanced pedestrian access along the south side of the canal, while cycle access will be enhanced by proposals funded by the Local Economic Partnership (LEP), which are set out in more detail in the Major Infrastructure Projects submission for the application at Section 6 above, and in the Highways and Transport section of this report. The LEP funded proposals include a footbridge across the canal. This is entirely separate from this application, and it is noted that the enhancements to Bowyer Playing Fields will include a shared pedestrian /slow cycle route that will improve cycle connections between the railway station and town centre on the one hand, and the application site and other points further north on the other, irrespective of whether the footbridge proposal is implemented or not.

- 12.12 Proposals for the North Wharf area will also enhance pedestrian connectivity on the northern side of the canal and improve cycle access to this part of the site.

Enhancing the nature conservation value of the canal

- 12.13 An Ecology Report was submitted with the application, which states that there are no habitats of international, national, county or local importance that would be directly affected by the proposals. Nevertheless the Canal and River Trust has commented on the loss of reed beds at the western end of the canal that would result from shading from the overhanging Block B. The Council's consultant ecologist has commented in her consultation response (Section 6.9 in this report) that the Report lacks a detailed impact assessment of whether or not the impacts of the development are significant. Further information has been requested, and any update on this will be provided in the amendment sheet.
- 12.14 The Ecology Report suggests landscaping using primarily native species and / or other species and plant varieties with known wildlife benefits. Surface water drainage proposals provide for a swale and possible infiltration pond on the south side of the eastern part of the access road that will serve Blocks F1-F4, and while further information is required about the efficacy of this method of surface water disposal and the ability of the swales to support wetland vegetation, it is suggested that reed beds and / or other water-tolerant plantings could be provided in the swales which would improve the habitat value of the site. While somewhat removed from the canal itself, this would support the Site Allocations aspiration to improve the conservation values of the site.
- 12.15 No proposals have come forward in the application for the area identified on the proposed site layout plans as "Landscape TBC". It is considered that opportunities for further landscaping of this area should be explored. This would provide three benefits:
- It would maximise this opportunities in this part of the site to enhance

the nature conservation value of the canal and assist in meeting this criteria for the site;

- The provision of an additional 950 sq.m. of open space would further balance the loss of open space in Bowyer Play Fields; and
- It would provide further valuable open space which will be beneficial as the Town Centre becomes further developed.

This area could potentially be secured as permanent open space within the section 106 agreement that will be required to secure infrastructure made necessary by the development.

#### Enhancing recreational facilities within the Bowyer Playing Fields

- 12.16 The proposals will provide additional paths and landscaping to provide a pleasant circular walking route within the retained open space, and a shared pedestrian / slow cycle path mainly to the western side of the park which would link St Pauls Avenue with the access road and public square. This is shown in more details at Figure 5, in Section 15 of this report. As noted above, a swale and possible infiltration pond would be provided to separate the eastern part of the access road from the parkland, and this also provides opportunities for a new landscape feature. Improved links between the park and the canal tow path would be provided at both ends of the existing park, with existing gaps in the existing hedgerow in the north-eastern and north-western corners of the park widened and with significant appreciable areas of parkland retained and enhanced in these locations.
- 12.17 The proposals also include replacement of the existing MUGA, cricket net and children play area with new equipment. The MUGA and cricket net would be located further east in the site, well separated from both new and existing neighbouring residential properties. In the submitted proposals, the play area is relocated to the north-west corner of the park. This provides close proximity to the restaurant / café in Block D; however further detail is required as to how adequate separation would be provided from the shared pedestrian / cycle path, which would run around this end of the site. This could be provided in a detailed landscaping condition.
- 12.18 The proposal would result in the loss of existing trees and hedgerow along the canal and a number of specimen trees in the northern and western sides of the Playing Fields. These would be replaced by planting of new trees, with 42 currently proposed within the park. As noted in relation to neighbour impacts in Section 12 of this report, additional planting is however recommended to improve the relationship between the development and properties to the east of Block F4 on St Johns Road and to the south of Block E2, at Troutbeck Close. This would also result in an improvement in the overall visual qualities of the Playing Fields.

#### Concluding comments on impacts on recreational use

- 12.19 The areas of new public realm as stated in the application are considered to be overstated as they appear to include areas that would be utilised for other purposes, such as the access road where this would be part of a shared space. While an interesting range of species has been selected for soft landscaping, these are likely to require adjustment through the submission of more detailed

plans which can be provided by way of appropriate condition. Hard landscaping materials as indicated in the Landscape Design Strategy are however not of a quality commensurate with this key location, and these would require careful review and selection through the conditions approval process, if planning permission is approved.

12.20 Subject to the conditions and section 106 provisions recommended in this section of the report, the proposals would be well provided for in terms of additional high quality public open space, which is a key aspect of the acceptability of the allocation of part of Bowyer Playing Fields in the 2010 Site Allocations document to residential use. With the addition of the currently undesignated area of open space land on the north side of the canal, it is considered that there would be no permanent detriment to the provision of good quality recreational space for existing and future Slough residents, and that the proposals would succeed in providing enhanced recreational space for a range of residents.

### 13.0 **Character and appearance**

#### The design challenge

13.1 The application site presents an almost unique opportunity in Slough to secure a high quality water-side development, and given its location at the end of the Slough Arm of the Grand Union Canal and a significant public open space, the proposals represents a one-time opportunity to maximise the potential presented by the site for the future development of Slough. In terms of character, it is crucial therefore that the design, as well as scale, of buildings is right for the site.

#### Design evolution

13.2 As set out in the Design and Access Statement (DAS), the applicants engaged with the Council in pre-application discussions on the proposals in 2019 under a Planning Performance Agreement (PPA), and a Design South East review panel was also held in July 2019. Formal comments were provided by the Council and the applicants undertook a public consultation exercise in September of that year.

13.3 Discussions under the Planning Performance Agreement centred on bulk, location and design of buildings and the way in which loss of public open space at Bowyer Playing Fields would be compensated for in the development. Significant changes through the course of discussions were a reduction in the area of the park on which development was proposed, changes in the form of the A blocks and adjustments to Block D resulted in more public realm area around the winding hole to create the Public Square. The four F blocks have remained relatively constant throughout the scheme, and changes to the area within Bowyer Playing Fields to facilitate improved links to the canal tow path at the norther-eastern and north-western corners of the park as existing. Block E went through a number of design iterations that centred around variations in height, ad the amount of housing to be provided on the north side of the canal was reduced due to issues with proximity to the high voltage lines. Viability of affordable housing provision also formed a key concern with discussions

although no concrete proposals were tabled and in addition no detailed internal layouts were considered.

- 13.4 Subsequent to the main PPA process, further revisions were considered in late August / September 2020. Due to viability concerns as noted above, the proposed units numbers increased from 270 to 312, and other changes included a one storey increase in height for Block D and the southern part of Block E, simplification of some aspects of design such as changes in roof forms at Block E2 from the gabled form presented in 2019 to a flat roof, and elimination of most of the inset balconies in favour of projecting balconies.
- 13.5 While officers have been very supportive of some of these changes, not all of the changes are necessarily considered to represent design improvements, and these changes must be considered in the planning balance in their ability to deliver an acceptable scheme.

#### The overall design approach

- 13.6 The architectural design approach takes a similar character area approach to that noted at Section 12 above (the landscape character approach was developed from the architects design approach). The proposal uses a modern and sometimes minimalist style of architecture, with appropriate detailing including areas of pulled brick, patterned balcony screening where appropriate and, around building entrances, hit and miss brick to provide design interest to the building. The approach taken includes a unified palette of materials to tie the different character areas together, and to assist in creating a high quality overall composition. Details such as rainwater downpipes and balcony screens are important details to be considered in the success of the design approach, and it would be essential to ensure the use of good quality exterior materials. As also noted in relation to hard landscaping, the success of the development in delivering a new character area for Slough will be dependent also on the selection of high quality materials for the public realm areas of the development.

#### Detailed aspects of site design

- 13.7 The approach to the development and design of buildings facing Stoke Road is a particularly important aspect of achieving the design challenge noted at paragraph 13.1. As submitted, the design of Block A1 does not make an appropriate and significant contribution to the streetscene as a gateway to the development, nor does it provide a sufficiently coherent design language as compared to the other two buildings which will enclose the Public Square. While the elevated nature of most of Block B will allow views of the canal from Stoke Road, Block A does the opposite, and would block views without offering a strong architectural feature that would successfully provide an additional marker to the views that are just ahead (for those travelling north on Stoke Road). Discussions are continuing with the applicant's team on the detailed design of this block. Taking into account initial amendments that have informed that discussion but at the time of writing were not yet fully developed, it is considered that an appropriate design solution to this part of the site can be provided. Any amended plans received prior to the Committee meeting will be reported in an update, and it is noted that the recommendation for approval at Section 1 of this report is dependent on the design of this part of the site being satisfactorily resolved prior to planning permission being granted.

- 13.8 It is noted also that, following discussions with Highways Officers, a new bus shelter has been proposed in front of Block A1 to serve an extension and relocation southwards of the existing bus stop which is located adjacent to the north-west corner of the site. The bus stop is an integral part of the Council's programme of sustainable transport improvements to Stoke Road, and if appropriately designed and laid out this will assist in focusing attention to the site. However the presence of this structure amplifies the design challenge for the approach from Stoke Road, and careful integration of the bus shelter into the design of this gateway area is required. It is considered that a bespoke design for a bus stop in this area would assist in this.
- 13.9 Changes in the height of Block A2 could also necessitate other changes in building design, primarily to height, if the development is to be maintained at the 312 residential units applied for. It is considered that there is scope for adding height to one or more of the buildings in the development to achieve this, and if this was to be done then this would require additional notification and consultation to be carried out. This point will be updated in the amendment sheet.

#### Impacts on microclimate

- 13.13 Impacts of building height on the microclimates of the key public spaces are key to the overall design approach. A Wind Study Report has been provided with the application, which investigates comfort levels for future users as expressed in the Lawson scale of comfort. This models ground level wind speeds and relates them to different uses at which different (and increasing) wind speeds can be tolerated. The Wind Study Report notes that the area under Block B, and between Blocks D and E, are likely to be the most impacted public areas in terms of increased wind speed created by deflection of prevailing winds. Mitigation is suggested, mainly in the form of additional tree planting with a preference for evergreen species. Porous screening under Block B is also suggested, although it is noted that this is not compatible with this building's role in framing views from Stoke Road to the canal.
- 13.14 The wind study recommends that public seating should be located at least 1m from the face of buildings, to avoid downdrafts. However it is not explicit in whether this, together with additional landscaping, would be need to ensure that comfortable sitting environments are created in the most important public and private spaces. It is considered that the in key public areas within the development, the target in terms of the Lawson comfort levels should be for comfortable 'pedestrian sitting' environments in any outdoor dining areas and other public seating (maximum wind speed 4m/s). 'Pedestrian standing' and 'pedestrian walking' allow for slightly higher wind speeds in appropriate locations. It is considered however that the wind study gives insufficient details in terms of these key comfort criteria, and further analysis of the key public spaces needs to be quantified in an updated Wind Study Report, with reference to impacts of any improvements that may be provided by additional tree planting in locations compatible with the landscape strategy, and any changes to the design of individual buildings. Additional information has been requested to address this, and any provided prior to the Committee meeting will be reported in the amendment sheet.

14.0 **Housing**

14.1 The 2010 Site Allocations DPD recognises that, due to the need to create an attractive location with high quality urban realm and a distinct architectural identity, the residential component of the site development was envisaged at being at a comparatively high density and not particularly suited to providing a higher proportion of family housing. The proposed development would have a residential density of 86 dwellings per hectare (based on the provision of 312 dwellings across a site area of 3.62ha). The homes comply with the Council's internal space standards, which were adopted in 2018, and set out minimum floor areas suitable for occupation by households of various sizes. Based on those floor areas, the mix of accommodation types is as follows:

Unit Type	Number	Percentage
Studio	31	10%
1-Bed 2 person flat	126	41%
2-Bed 3 person flats	24	8%
2-Bed 4 person flats	114	37%
2-Bed mews houses (4 people)	8	2%
3-Bed townhouses (5 people)	9	3%
<b>Total</b>	<b>312</b>	<b>100%</b>

14.2 The proportion of houses is low, which is consistent with the Site Allocations DPDs advice that this site could be treated as an exception to the Local Plan's usual pattern of providing family housing in sites outside the Town Centre.

14.3 The majority of flats would have a private balcony or, for ground floor flats and houses, a private terrace. The Block F flats would have shared amenity spaces between the blocks, either at podium level or, between Blocks F3 and F4, at the same level as the park. A feature of the scheme is the ready access to the improved Bowyer Recreational Grounds and new public space around the Canal, along with the opportunity to explore the Canal further afield. As such, the development would offer excellent levels of amenity for future residents.

14.4 However, the proposed provision of affordable housing is very low. As submitted, 15.8% is considered by the applicant to be the maximum quantum of affordable housing that is viable at the site, with tenure strongly tilted towards intermediate tenures. That offer does not include provision for any financial contributions towards infrastructure made necessary by the development, including maintenance of the new landscaping at Bowyer Playing Fields which is an integral part of the proposals. This would clearly lead to an even less policy compliant position in regards to the overall social, environmental and physical infrastructure to be provided and would not be representative of sustainable development. The mix and tenure of affordable housing offered is also not in line with the Borough's affordable housing needs. The Housing Managers consultation response, provided above at Section 6\*\*\* in this report, sets out that the need is predominantly for larger unit numbers.

The largest provided in the development are 3-bedroom houses in Block A1, which are identified as market housing. The next tier of units provided, in terms of size, are the 2-bed 'mews houses' in Block C and 2-bedroom four-person flats which are distributed across most of the remaining blocks. The Council's Developers Guide Part 2 (2017) provides for the following split of affordable housing tenures on brownfield sites where, as in this case, viability is an apparent issue (the percentage are however higher for greenfield land):

- Slough Affordable rent 5%
- Slough Living rent 17%
- Intermediate (including intermediate rent and shared ownership) 13%

As offered in the application, the mix of unit sizes and the tenure split is as follows:

	<u>Studio</u> <u>units</u>	<u>1B</u> <u>3P</u>	<u>2B</u> <u>3P</u>	<u>2B</u> <u>4P</u>	<u>2B</u> <u>house</u>	<u>3B</u> <u>house</u>	<u>Subtotals</u> <u>&amp; Total</u>	<u>% of</u> <u>total</u>
Market housing	31	108	18	98	-	9	264	<b>84.6</b>
Affordable home ownership	-	8	4	12	8	-	32	<b>10.3</b>
Slough living rent	-	10	2	4	-	-	16	<b>5.1</b>
<b>%, all tenures:</b>	<b>10%</b>	<b>40%</b>	<b>8%</b>	<b>37%</b>	<b>3%</b>	<b>3%</b>		
<b>Subtotals / Total:</b>	<b>31</b>	<b>126</b>	<b>24</b>	<b>114</b>	<b>8</b>	<b>9</b>	<b>312</b>	<b>100</b>

- 14.5 With 10.3% as affordable shared ownership and 5.1% as Slough Living Rent, this is a very significant shortfall in both unit numbers and in the tenure to be provided. No Slough affordable rental units are being offered.
- 14.6 The applicants have submitted a Financial Viability Assessment (FVA), which makes a case that the scheme would not be viable if a policy compliant quantum of affordable housing is required. This has been reviewed by the Council's independent viability advisor, who considers that a more policy compliant position can be achieved.
- 14.7 The affordable housing offer also has other implications for the acceptability of the development. As outlined in the submitted Design and Access Statement, the proposals were subject to detailed discussions with officers in 2019. It was advised then that the acceptability of the quantum of development as proposed would depend in part on the ability of the scheme to provide a policy compliant affordable housing contribution or something close to it. While proposed unit numbers have been increased since those discussions, this has not improved the number of affordable housing units that were proposed at that stage of the design development. In light of the Housing Managers consultation comments at Section 6, which highlights that units in the affordable offer would be viable for acquisition by a Registered Provider, officers have therefore questioned whether the distribution of units of different size throughout the scheme has an impact also on its ability to provide a more policy-compliant mix of unit sizes and tenures. It is noted that the affordable units included in the FVA are the full compliment of residential units in Blocks B, C and D. While Block C comprises the mews houses on the north side of the canal and is identified for shared ownership, Blocks B and D both occupy prime position adjacent to the canal and the new wharf-side public open space. The residential units at Block B are identified for Slough living rent, while Block D would provide additional shared ownership units. The Housing



preference is for 2B4P units, as in the absence of sufficient affordable rental houses in the Borough to provide for those on the Council's housing list this is the fall-back position for housing families.

- 14.8 Further advice is being sought by officers on the above matters, including whether a review of internal layout could be capable of delivering a more policy compliant mix of affordable housing tenures while also going towards meeting the most pressing areas of housing need.
- 14.9 Currently, there is disagreement over the FVA and at the time of writing it appears that there is not an adequate justification for going below the 35% affordable threshold and not providing a policy compliant planning obligation to secure necessary infrastructure related contributions the application cannot be considered to represent a sustainable form of development nor can it regarded as being in accordance with Core Strategy policies 4 and 10. If a non-compliant affordable housing percentage and tenure split is accepted, future review(s) of the scheme's viability would be required to ensure that if there is any significant increase in values above costs, a greater contribution to affordable housing (and other necessary infrastructure contributions) could be made. The applicant has stated that they are willing to undertake early and late stage reviews. The outcome of further discussions will be reported on the meeting amendment sheet.

## **15.0 Highways, transport and parking**

- 15.1 Paragraph 106 of the NPPF 2019 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. While the site is not currently within the Town Centre, this policy is considered applicable in this edge-of-centre location.
- 15.2 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
- 15.3 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.
- 15.4 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.
- 15.5 The Transport and Highways officer has provided detailed comments at Section 6.10 in this report, which include an account of how issues have been considered

and resolved during the course of the application. As noted there, the significant aspects of the proposal have now been addressed and officers are content with the scheme from a Highways and Transport perspective. A number of additional submissions will be required by conditions, if planning permission is granted.

- 15.6 The Highways Officer has requested clarification on a number of detailed points, and subject to these being resolved has no objection to the proposals. Financial contributions towards sustainable transport infrastructure and Highways works are sought from the developer, as noted in Section 17 below.

Canal footbridge

- 15.7 Emerging plans being developed by the Council's Major Infrastructure Team in conjunction with the Local Economic Partnership provide for the Stoke Road to be incorporated into the wider transport improvements in the Centre of Slough, including provision for a future pedestrian bridge and enhanced public transport and improvements to the bus stop on Stoke Road.

- 15.8 The site layout provides for a possible future bridge across the canal, although this proposal is entirely separate from the current application. This is provided for by a landscaped area between Blocks D and F1, which as set out in the application plans provides a direct link between the canal tow path and the park. As noted in the consultation comments at Section 6.10.2, the bridge proposal is part of a proposed cycle and pedestrian route between the railway station and residential areas on both the north and south sides of the canal, which has been proposed by the Council's Major Infrastructure Projects Team in order to provide a more comfortable and convenient alternative to using Stoke Road. While it is not included in the works originally envisaged in the Site Allocation DPD, it is considered to be compatible with these long-standing proposals and the aspirations to improve the 'destination' qualities of the site.

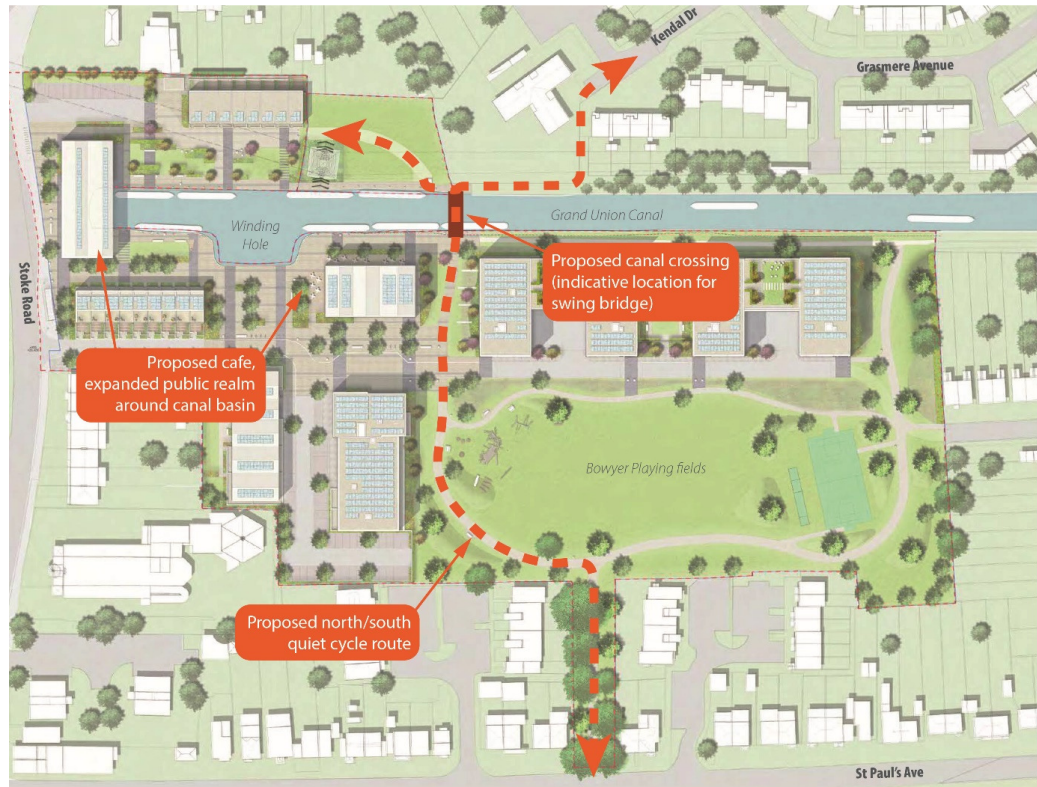
- 15.9 The Council's Infrastructure Manager has confirmed that LEP funding has already been secured for the bridge, although no detailed design works have been undertaken. If the proposal does progress, it would be the subject of a separate application. It should be noted that the support of the Canals and Rivers Trust as landowner would be required in order it to further progress the bridge proposal.

- 15.10 The Council's Infrastructure Manager's comments above (abridged) also state that:

*Integration and coordination of the proposed cycle route and proposed Stoke Wharf development is critical to ensure that not only the development is better linked to the rail station and town centre by active modes, but also that a new canal crossing can be implemented to extend the route to the north and improve the connectivity and permeability of the area for active travel....*

*The planning documents indicate how the proposed cycle route and canal crossing could complement and further enhance the development. ....*

Based on the initial site plans provided in the planning documents, an overlay of the proposed north/south cycle route and an indicative location for the canal crossing (Figure 5 below). This is intended to illustrate how a canal crossing could be integrated into the area to both support the objectives of the north/south cycle route and to complement the proposed development.



**Figure 5: Indicative sketch illustrating the proposed north/south cycle route.**

15.11 The applicant has engaged with the Councils Major Infrastructure Team in the course of the application, and it noted that the possible footbridge location noted is relatively well integrated into the application proposals. In practice, a location a few metres the west, marginally closer to Block D and further from Block F1, would be more feasible in that

- it increases separation from the adjacent ground floor apartment in Block F1;
- the ground floor layout and café use proposed for Block D incorporates a plant room and cycle store on the corner of the building that would be closest to the bridge landing so there would be no privacy impacts on residential occupiers in this building; and
- the northern landing could be located within the application site boundary.

Other potential locations have been considered by the Major Infrastructure Team; however the above location is the most compatible with the current development proposals.

15.11 It is noted that the Canal and River Trust (CRT) have reservations about providing a bridge across the Canal, and that further permissions would be required including from the Council, from CRT as landowner of the tow path and from DEFRA. While the footbridge project is at an early stage of planning and a construction timeframe is not currently known, it is however considered that in this location the project is both compatible with and complimentary to the current application proposals. The project can be accommodated by ensuring that the external layout, including the key elements of structural landscaping such as key tree planting, can accommodate the footbridge project at a future date. This can be provided for by a combination of condition requirements and by safeguarding the bridge landings on both sides of the canal, where these are in Council ownership, in the section 106 agreement.

Conclusion on highways / transport and footbridge

- 15.12 While the canal footbridge is outside of this application, the above discussion is intended to inform elected members and all other interested parties of how the proposals are able to compliment each other.
- 15.13 Subject to detailed matters raised in the Highways Officer's submission being clarified and resolved where necessary prior to planning permission being granted and to the Section 106 financial contributions noted below in Section 18.0 of this report, it is considered that the application raises no substantive issues related to roads and sustainable transport that cannot be dealt with by conditions.

16.0 **Environment Matters**

- 16.1 Issues related to air quality, environmental noise both during construction and operation of the development, and previous uses of the site that have led to ground contamination, are considered in detail at Sections 6.12 - 6.14 in this report. With respect to contamination, the application provides an opportunity for this to be properly remediated. Subject to the recommended conditions, it is considered that the proposal will not result in any unacceptable impacts related to these environmental quality issues.

Burnham Beeches Special Area of Conservation

- 16.2 Natural England's comments and objection in relation to effects on Burnham Beeches Special Area of Conservation referred to a South Buckinghamshire SPD which is not adopted in or applicable to Slough. However, the principle of providing mitigation for any identified significant effects is accepted. While the application includes a Habitats Regulations Assessment Screening document, Natural England has asked for additional information that could satisfy requirements of an Appropriate Assessment. The application agrees that a suitable strategy will need to be agreed between the applicant, Slough Borough Council and Natural England, and secured through a planning obligation in order to determine that there will not be any in-combination effect as a result of recreation pressure on the Burnham Beeches SAC. At that stage, when the mitigation measures are defined, the Appropriate Assessment should be completed.
- 16.3 Informal discussions with Natural England regarding all proposed future development in Slough and the need for mitigation have been held and a way forward identified. This is based on financial contributions to be provided for mitigation works within Slough, with Upton Court Park identified as a key site for such works. Further comment is being sought from Natural England, and it is noted that for another recent application within the buffer zone (Montem Lane, ref. P/07383/010) that this statutory body is seeking formal adoption of the proposal as a town wide approach for future major development within the 5.6km zone referred to. Further internal discussions on this matter continue including adopting the Appropriate Assessment. Legal advice may be sought. It is hoped further discussion with Natural England will result in withdrawal of the objection. An update on this matter will be reported on the meeting amendment sheet together with any need to change the recommendation. An update will be provided on the meeting amendment sheet with the expectation of withdrawal of the objection.

## 17.0 **Issues in objection letters and ePetition**

17.1 The majority of issues raised are addressed in the above discussion. However two issues remain for further discussion:

- Lack of relevant local residents consultation
- Lack of planning communication

17.2 Due to the Pandemic, in May 2020 the government introduced changes to the publicity for planning applications and has recently confirmed these will be in place until 31 December 2021. Since 1<sup>st</sup> June 2020, Slough Borough Council has publicised planning applications by:

- Display a site notice at each property for which an application for planning permission is made, giving details of the planning application and the website where details about the application can be found.
- Place a public notice in a local newspaper, if that is a requirement for the type of planning application.
- Publish a weekly list of registered planning applications on our website, [www.slough.gov.uk/planning-and-building-control](http://www.slough.gov.uk/planning-and-building-control)
- Use social media such as Facebook and Twitter to provide a link to a weekly list of registered planning applications.
- Inform local parish councils, neighbourhood and community groups by email.
- Cease sending letters to the neighbours of properties for which an application for planning permission is made.

These changes have been publicised on the Council's website since June last year.

17.3 The Statement of Community Involvement provided in the application describes the consultation that was undertaken by the applicant in 2019. Some objectors appear to have confused this Statement with a Council by the same name, the SBC Statement of Community Involvement (SCI), which was published in 2006. An extract of the Council's SCI is included in the applicant's document, which sets out the Council's consultation methods for Local Plan and related policy documents, as they existed at that time. This may have led to some confusion as to what publicity methods the Council would use for a planning application, as opposed to planning policy documents and, as noted above, the changes in consultation brought about by the current pandemic have changed arrangements as well.

## 18.0 **Planning Obligation**

18.1 A Section 106 planning obligation agreement is required to make the development acceptable. Headings of key obligations are below but cannot be completed unless negotiations regarding the amount and type of affordable housing and financial contributions are satisfactorily resolved :

Financial contributions for:

- Education	£747,582
- Additional open space maintenance	£155,250
- Air quality mitigation	£50,000
- Sustainable transport infrastructure	£100,000
- Travel Plan monitoring	£6,000
- HRA Mitigation	£109,980

(subject to the outcome of further discussion with Natural England)

## All index linked BCIS

### Non financial items:

- Affordable Housing: up to 35%, with tenure to be agreed.
- Viability review mechanism (subject to valuer's advice).
- Safeguarding bridge landings on both sides of the canal for a future canal footbridge.
- Travel Plan.
- Information Pack for residents and prospective purchasers re travel plan, parking space allocation.

18.2 The contributions listed above are all considered to meet the tests of paragraph 56 of the NPPF in that they are necessary to make the scheme acceptable in planning terms, they are directly related to the development and are fairly and reasonably related in scale and kind to the development proposed.

### 19.0 **Conclusion and planning balance**

19.1 The housing scheme, in general, makes good use of an area of previously developed land. The loss of some open space is mitigated by new provision combined with enhancement of the existing open space, as proposed in the Site Allocations DPD (2010). The layout has many good features in particular those related to regeneration of former employment land and the provision of a very significant area of new public realm. . While the layout and scale of development has in places resulted in some undesirable features, these can on balance be accepted if the overall package in particular the affordable housing and planning obligation items are satisfactory. At present the affordable housing and contributions available are not acceptable. The outcome of continuing negotiations on these matters will be reported on the meeting amendment sheet including any change to the recommendation if a satisfactory outcome is not reached. The proposed mitigation for the possible adverse effects on Burnham Beeches (re Habitats Regulations Assessment) and Natural England's concerns require further discussions with this key statutory consultee at the time of writing, with the aim of the objection being withdrawn. An update on this matter will be reported on the meeting amendment sheet together with any need to change the recommendation.

19.2 Regarding the planning balance there are significant benefits from the provision of 312 new homes in a sustainable location and making use, in part, of previously developed land. The proposal currently includes 15.8% affordable housing with no contributions towards infrastructure factored in. This is given limited weight at this time. If the applicant is able to provide affordable housing which is policy compliant together with the appropriate infrastructure to facilitate the development and mitigate the impacts of the development then a more significant benefit would be provided and this would then be given substantial weight in the planning balance. Securing financial contributions for infrastructure needed as a result of new demand generated by the development will avoid some public expenditure on providing the infrastructure, and the degree of benefit will be dependent upon the outcome of further negotiations. Enhancements to the existing parkland at Bowyer Playing Fields and new canal-side areas for recreation and biodiversity will benefit the local community. A public rapid EV charger and on-site car club is also a benefit in terms of air quality. The possible adverse effect of extra trips on Burnham Beeches is a disbenefit, but mitigation

works should resolve this and would also be of wider benefit in Slough if the mitigation works are carried out within the Borough, as currently proposed.

19.3 Any decision needs to take account of there being no 5 year supply of housing at present and NPPF paragraph 11 presumption in favour of sustainable development.

19.4 Subject to resolution of the outstanding points noted in the recommendation at Section 1.0 of this report, and to the satisfactory conclusion of affordable housing and financial contributions, on balance it is recommended that planning permission should be granted in this case as the benefits outweigh any adverse impacts and conflicts with specific policies and guidance.

## 20.0 **PART C: RECOMMENDATION**

20.1 Having considered the relevant policies set out below, and comments from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to

- 1) The satisfactory resolution of the outstanding Natural England objection.
- 2) Securing acceptable design amendments as set out in Sections 11- 13 of the report, including
  - Block A1 and relationship with approach to the development from Stoke Road;
  - Block A2 , with particular reference to impacts on neighbours;
  - Microclimate.
- 3) Review of internal layouts to ascertain whether a more efficient affordable housing layout can be provided.
- 4) Provision of a storage area / building for use by a canoe club or similar recreational activities and public toilets.
- 5) Satisfactory resolution of outstanding matters related to surface water drainage and on-site ecology.
- 6) Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space maintenance costs and to secure on site car-club spaces, membership and EV charging, a travel plan and monitoring, future residents' information pack, highways agreement, affordable housing, and viability review.
- 7) Finalising conditions; and any other minor changes.
- 8) Agreement of the pre-commencement conditions with the applicant/agent.

OR

Refuse the application if the outstanding matters are not satisfactorily concluded

or if the completion of the Section 106 planning obligation is not finalised by 31<sup>st</sup> May 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.



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

## 1. Commence within three years

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. Drawing numbers

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

TBC

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

## 3. Archaeology

No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

The Development shall take place in accordance with the approved Written Scheme of Investigation and the development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work, in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of the National Planning Policy Framework.

## 1. Construction and Environmental Management Plan (CEMP)

No development shall commence until a Construction and Environmental Management Plan (CEMP) 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) location and operation of cranes / other non-road mobile machinery,
- (ii) non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- (iii) all construction vehicles to meet a minimum Euro 6/VI Emission Standard.
- (iv) A noise management strategy including community liaison and communication, and complaints procedures,
- (v) control of dust, smell and other effluvia,
- (vi) control of surface water run off, and
- (vii) site security arrangements including hoardings.

The development shall be carried out in accordance with the approved scheme or otherwise, as 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, and the guidance set out in the NPPF 2019.

## 2. Construction Traffic Management Plan

Prior to the commencement of any works of demolition or construction, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The CTMP shall include: Construction traffic routes; provisions for loading and off-loading, parking, turning provision, visitors and construction vehicles (to a minimum Euro 6/VI Standard) and NRMM controls (stage IIIB); measures to be made on site; measures to prevent mud or other waste materials from being deposited on the highway; and a programme for demolition and construction. The CTMP shall be fully implemented in accordance with the approved details and retained throughout the construction phase of the development.

REASON: In the interest of minimising danger and inconvenience to local and strategic highway users and in the interests of air quality and to ensure minimal disruption is caused neighbouring businesses and residents in accordance with policies 7 and 8 of the Slough Borough Council Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

## 3. Canal Edge and Canal Infrastructure Plan

Prior to the commencement of any works to the canal, the canal towpath and or its surroundings, a Canal Edge and Canal Infrastructure Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- Details of any proposed modifications to canal banks.
- Details of the location and appearance of canal infrastructure.
- Details of mitigation measures required to protect the structural integrity, ecology and amenity of the canal corridor.

The development shall be carried out in accordance with the approved details.

REASON: In the interests of users of the Slough Arm Canal, its environment and the amenity of existing and future residents.

#### 4. Works adjacent to pylon

No works shall be carried out within the vicinity of the High Voltage cables and pylons within the application and no erection of cranes or other non-mobile machinery for the construction phase of the development shall take place until a Crane Management Plan and Method of Working have been submitted to and approved in writing by the Local Planning Authority in consultation with SSE. The approved Crane Management Plan and Method of Working shall then be implemented in accordance with the approved details.

REASON: To ensure the safety of construction workers, future occupiers and members of the public visiting the development, and that the safe operation of the electricity infrastructure is not compromised in the construction and / or operational phase(s) of the development.

#### 5. Pre-commencement Tree Protection

Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) a full specification for the installation of boundary treatment works.
- e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) a specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- j) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- k) Boundary treatments within the RPA
- l) Methodology and detailed assessment of root pruning
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist

n) Reporting of inspection and supervision

o) Methods to improve the rooting environment for retained and proposed trees and landscaping

The development thereafter shall be implemented in strict accordance with the approved details.

REASON: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with (Core Strategy 2006 - 2026 (adopted December 2008) and pursuant to section 197 of the Town and Country Planning Act 1990.

#### 6. Canalside works of Blocks F1-F4

Prior to any construction works to any of the Blocks F1 - F4 above basement level, details of boundary treatments and the canalside elevations of the F Blocks shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- The height, materials and appearance of the boundary treatment to be employed to separate the amenity spaces between the F Blocks and the canal.
- Details of the treatment of car ventilation openings in the canalside elevation walls.
- The materials and appearance of the external wall of the lower ground floor of the F Block on the canal elevation.

REASON: In the interests of the character and appearance of the canal corridor.

#### 7. CCTV

Prior to commencement above slab level, the applicant shall submit a CCTV operational requirements study for this development including detailed plans of the location of each camera and the standard that they must achieve for both public and private realm,. Where applicable to internal areas of buildings, the applicant submitted details shall include CCTV plans to show how the recommendations of the CCTV operational requirements study have been implemented and how external cameras will be monitored by local authority.

REASON: In order to minimise opportunities for crime and anti-social behaviour 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 and the requirements of the National Planning Policy Framework (2019).

#### 8. Secure by design

Prior to commencement of works above slab level, written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

REASON: In order to minimise opportunities for crime and anti-social behaviour 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 and the requirements

of the National Planning Policy Framework (2019).

9. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Remediation Strategy (Ref. no. J20-052-R01), dated October 2020, and prepared by Ground Condition Consultants Ltd., 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. 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, together with evidence of the independent qualified person that verified it.

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.

10. Noise assessment

Prior to the first occupation of the development, a detailed Noise Assessment And Mitigation Design Report(s) shall be prepared relating to the operational phase of the development, in accordance BS4142:2014+A1:2019 and with reference to BS8233:2014. The assessment must demonstrate:

- (i) how the overall sound rating level any plant will not exceed 0dB(A) above the background noise levels 1m from the nearest window at existing and proposed noise sensitive receptors;
- (ii) how noise levels from site operations will not exceed 50 dB LAeq(1 hr) during the hours of 07:00 to 23:00 or 45 dB LAeq(1 hr) during the hours of 23:00-07:00 or 60 dB LAeq(15 mins) during the hours of 23:00-07:00 as determined by measurement or calculation at free field locations representing facades of dwellings at existing noise sensitive receptors; and
- (iii) how internal noise levels for future occupants of the site do not breach criteria set out within BS8233:2014.

Confirmation of the findings of the assessment shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details prior to first occupation, and then retained and maintained for the lifetime of the development.

REASON: To ensure occupants of both existing residents and future residential occupiers within the development are not exposed to unacceptable noise levels. In accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

11. Building sustainability and energy efficiency - residential

Details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the residential part of the the developments shall be submitted to and approved in writing by the Local Planning Authority. No residential unit shall be used or first occupied (other than for construction purposes) until the approved details have been implemented, and the approved

details shall be retained for the lifetime of the development.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

12. Building sustainability and energy efficiency - non-residential

Details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the non-residential part of the development shall be submitted to and approved in writing, and the approved measures shall be implemented in full prior to the first occupation of the non-residential components of the development. The development shall then be retained and maintained in accordance with the approved details for the lifetime of the development.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

13. Piling - Environment Agency

Piling using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority in consultation with the Environment Agency. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed foundation does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N6 of 'The Environment Agency's approach to groundwater protection'.

14. Interference with Telecommunication Signals

A report and any mitigation in relation to interference with any existing or approved and extant telecommunication signals, related to that part of the development, shall be carried out by a competent person and shall have been submitted to and approved in writing by the Local Planning Authority. Any agreed details for mitigation shall be fully implemented before that individual part of the development is commenced.

REASON: To reduce the potential for interference with existing and proposed telecommunications signals, in with Local Plan Policy EN6, and the requirements of the National Planning Policy Framework.

15. Prior to occupation: Landscape (Soft and Hard)

Prior to completion or first occupation of the development hereby approved, (whichever is the sooner), details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority, and hard landscaping and sub-surface requirements (e.g. tree pits and routing of other infrastructure) shall be completed prior to first occupation of the

development. Soft landscaping shall be carried out strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- (i) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- (ii) location, type and materials to be used for hard landscaping including specifications, where applicable for:
  - a) permeable paving
  - b) tree pit design
  - c) underground modular systems
  - d) Sustainable urban drainage integration
  - e) use within tree Root Protection Areas (RPAs);
  - f) details of canalside planting, including its location and a planting specification; and
  - g) details of the all surfacing materials including towpath re-surfacing
- (iii) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- (iv) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- (v) types and dimensions of all boundary treatments

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

REASON: Required to safeguard and enhance the character and amenity of the area, in the interests of visual amenity of the canal corridor, its biodiversity and structural integrity to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with and Core Strategy Policy 8.

#### 16. Landscape & Ecological Management Plan

Prior to completion or first occupation of the development hereby approved, whichever is the sooner; a landscape and ecological management plan shall be submitted to, and approved in writing by, the Local Planning Authority. The management plan should be prepared by a qualified and experienced ecologist and landscape architect consultant and should include the following elements:

- a) A statement of the overall design vision for the development and for individual trees retained as part of the development – including amenity classification, nature conservation value and accessibility.
- b) Type and frequency of management operations to achieve and sustain canopy, understorey and ground cover, and to provide reinstatement including planting where tree loss or vandalism occurs.

- c) Frequency of safety inspections, which should be at least three yearly in areas of high risk, less often in lower risk areas
- d) Confirmation that the tree pruning work is carried out by suitably qualified and insured tree contractors to British Standard 3998 (2010).
- e) Special measures relating to Protected Species or habitats, e.g. intensive operations to avoid March - June nesting season or flowering period.
- f) Inspection for pests, vermin and diseases and proposed remedial measures.
- g) Recommendations relating to how trees within the immediate vicinity of properties or within private areas are to be protected, such that these are retained without the loss of their canopy or value as habitat.
- h) Confirmation of cyclical management plan assessments and revisions to evaluate the plan's success and identification of any proposed actions.
- j) Details of ecological improvements and treatments in accordance with guidance set out within BS42040:2013 Biodiversity code of practice.

REASON: Required to ensure that all areas of the development are satisfactorily safeguarded, managed and maintained in the long term /in perpetuity in the interest of nature conservation and the visual amenity of the area and to accord with policies Core Strategy 2006 - 2026 (adopted December 2008) of the Slough Borough Council.

#### 17. Removal of trees and vegetation

Removal of trees and other vegetation shall be undertaken outside of the bird-nesting season (March to September inclusive for most British bird species), unless details of any clearance works under the supervision of a suitably qualified ecologist have first been submitted to and approved in writing by the Local Planning Authority. Vegetation clearance shall then be carried out only in accordance with the approved details.

REASON: In the interest of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Core Policy 9 of the Slough Borough Council Core Strategy 2008. the National Planning Policy Framework and the Wildlife and Countryside Act 1981 (as amended).

#### 18. External lighting

No external lighting related to development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination (as demonstrated on a lux plan). The external lighting shall be maintained and retained in accordance with the approved details.

REASON: In the interests of the security and appearance of the development and the biodiversity of the canal corridor.

#### 19. Non-residential uses

Use of commercial premises to be restricted to former A class uses, and for the commercial unit in Block B, for class D community uses, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the development provides visitor and community facilities consistent with Site Allocation Policy SSA17 in the SBC Site Allocations DPD (2010).

#### 20. Thames Water

No development shall be occupied until confirmation has been provided that



either:

- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or
- a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied.

Where a development 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 no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

## 21. Details of Car Parking including EV

Prior to the first occupation of each block or phase, the residential and, where applicable, non-residential car parking provision for the block or phase shall be provided, include 10% Electrical Charging Points and 10% passive provision for future Electrical Charging for the flatted and mixed use commercial / residential blocks, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework

## 22. Details and Samples of materials

Prior to any above ground works commencing within any building, details of the external materials including paint colours, cladding, any stonework, brickwork (including patterns/ detailing) down pipes, gutters, edging details to flat roofs, balustrades, balconies, glazed facades, and framing, including the details of bond, colour, mortar mix and mortar colour on all external facades and roofs of the buildings, balcony screens, details of any green walls and green roofs, all set out clearly to coordinate the materials and details to and between each part of the building(s) relating to that buildings, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works as part of the submissions to be approved, and no part of the development applied for shall be used or occupied prior to the implementation of the approved details. The development shall be carried out strictly 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 the agreed Design Codes for the development and 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 2019.

23. Street Furniture

Details of the locations of the benches, litter bins, way-finding signage and any other street furniture shall be submitted to and approved in writing by the local planning authority, prior to first occupation of the relevant development. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The development within the relevant part of the site applied for shall be carried out in accordance with the approved details prior to the occupation of that part of the development and shall be permanently retained and maintained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance Policies EN1 and 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 Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

24. Landscaping retention and replacement

Any tree which forms part of the approved landscaping scheme which fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced no later than the next planting season by a tree of the same species, and of a size and maturity to be approved by the Local Planning Authority, unless further specific permission has been given by the Local Planning Authority for other suitable replacement planting.

REASON: In the interests of the visual amenity of the area and of neighbouring properties and to ensure replacement trees are planted / replanted in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the NPPF 2019.

25. Wheelchair User Dwellings

A minimum of 5% of the total residential units within the development shall be provided as Wheelchair Adaptable Homes and shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings. The detailed plans of these dwellings shall be submitted to and approved in writing by the Local Planning Authority as prior to first occupation of the residential development. The Wheelchair Adaptable Homes shall be shown on the submitted plans and shall be implemented in accordance with the approved plans.

REASON: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 3, 4 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

26. Delivery and Servicing Plan

Prior to first occupation of any commercial unit, a site servicing strategy or Delivery and Servicing Plan (DSP) for the relevant Plot, including vehicle tracking, for the relevant Development Plot shall be submitted to and approved in writing by

the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant phase or block. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in each Plot.

REASON: In order to ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policies 7 and 10 of the adopted Core Strategy 2006-2026, the National Planning Policy Framework 2019 and the guidance contained in the Council's Developer's Guide Part 3 (2008).

27. Approved non residential land uses within Plot A

Notwithstanding the information in the approved plans and subject to the provisions within the relevant conditions set out in this planning permission, the following specified land uses are permitted within the specified floorspace:

- Retail (former Class A1),
- Financial and professional services (former Class A2),
- Food and Drink (former Class A3 )
- Public houses, wine bars or other drinking establishments (former Class A4)

REASON: To ensure no major retail and other uses are provided on the site that would affect the viability of the town or neighbourhood centres, and to ensure the protection of the amenities of future residents, in accordance with Core Policies 1, 5, 6 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework (2019).

28. Opening hours for non-residential land uses

The non-residential premises within Plot A shall not be opened for business on Christmas Day and New Years Day and shall not be opened for business outside the hours of 8 a.m. and 10 p.m. on Sundays and Good Friday and 7 a.m. and 11 p.m. on all other days. Notwithstanding arrangements to be approved in the DSP, no deliveries may be made earlier than half an hour before the earliest morning opening times for each day as provided for in this condition, and no later than 7.30 p.m. in the evening, Monday to Saturdays only and excluding Sundays, Good Friday, Christmas Day and New Years Day.

REASON: To protect the amenities of future residents, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 and the National Planning Policy Framework (2019).

29. Quantum of Cycle Parking

The private residential cycle parking provision for the development shall be at a ratio of no less than 1 cycle parking space per dwelling excluding any public or visitor cycle parking. The cycle parking spaces shall be fully completed prior to first occupation of the relevant residential blocks, and permanently retained thereafter.

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, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

### 30. Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aeriels, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without written approval from the Local Planning Authority.

REASON: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

### 31. Travel Plans

The development shall not be occupied until the residential and non-residential Travel Plans, including provision for periodic updating, have been submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, with periodic updates as provided for in each of the Travel Plans, for the lifetime of the development.

REASON: To control the level of car-based traffic within the surrounding road network and encourage alternative sustainable modes of travel in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

### 32. Car Park Management Plan

The development shall not be occupied until until a Car Park Management Plan (CPMP) for the car parking provision has been submitted to and approved in writing by the Local Planning Authority. The CPMP shall include details of the management and enforcement regime of the proposed car parking spaces including how car parking spaces will be allocated, managed and parking enforced by the management company or agent, or other appropriate body/organisation. The Car Park Management Plan will also set out the details of the management and maintenance regimes for the EV Car Club scheme and on-site provision of rapid EV charger(s). The development shall be carried out strictly in accordance with the approved Car Park Management Plan and the measures therein shall continue to operate in for the lifetime of the development.

REASON: To provide an appropriate managed car parking scheme for residents and visitors to the development, to ensure the low car parking levels are maintained and to provide car parking restraint generally in accordance with

Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

33. Play equipment spec including play equipment for children with disabilities

The landscaping details shall include details of play equipment, including play equipment for children with disabilities. The development shall be carried out strictly in accordance with the approved details and the approved details shall be retained and maintained for the lifetime of the development, unless details of replacement equipment have first been submitted to and approved in writing by the local planning authority in which case the replacement equipment shall similarly be retained and maintained for the lifetime of the development.

REASON: To provide a satisfactory play area in accordance with Policy OSC5 of the Adopted Local Plan (2004), Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

34. Permitted development rights commercial units

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no changes from the following approved uses shall be permitted, without the written approval of the Local Planning Authority:

- Retail (former Class A1),
- Financial and professional services (former Class A2),
- Food and Drink (former Class A3), and
- Public houses, wine bars or other drinking establishments (former Class A4).

REASON: To ensure that the uses will be in accordance with the ancillary uses identified for the site in Site Allocation SSA23 in the Slough Local Development Framework Site Allocations DPD (adopted November 2010) and in accordance with the National Planning Policy Framework (2019) paragraphs 91 and 92.

35. Odour Abatement System

Prior to commencement of works on Blocks B and D, details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system shall be submitted to and approved in writing by the Local Planning Authority, including provision of internal extract ducts within the structure of the building(s), and the height of any exterior extract ducts and vertical discharge outlets, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to occupation of the relevant development plot or part thereof and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

REASON: To ensure the amenities of residential occupiers of the development, in accordance with Policy 8 of the Slough Borough Council Core Strategy 2008.

36. Fire Strategy

Prior to commencement of works above foundation level a Fire Strategy for the avoidance of fire and protection of occupants in any fire event, including details of sprinkler systems or of alternative means of controlling fire within the buildings,

and demonstrating how emergency access by Fire Service vehicles and crew members and other features considered necessary by the Royal Berkshire Fire and Rescue Service will be provided to the respective Plots, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved Fire Strategy, and the approved details shall be retained in operational condition for the lifetime of the development.

REASON: To provide sufficient level of safety for occupiers and property, in accordance with Policy 8 of the Slough Borough Council Core Strategy 2008 and the National Planning Policy Framework (2019).

#### INFORMATIVES:

- 1) In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments or additional information. Subject to the outstanding matters being resolved, it is the view of the Local Planning Authority that the proposed development is capable of improving the economic, social and environmental conditions of the area for the reasons given in this notice and it is therefore in accordance with the National Planning Policy Framework.
- 2) The applicant is advised that the decision notice should be read alongside a s106 Legal Agreement which contains Planning Obligations entered into in connection with the planning permission.
- 3) The developer can request information to support the discharge of water supply condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval. Thames Water advises that a Gravity connection to the 900mm (manhole 1601 or 0601) sewer would be preferable, but connection to manhole 9702 (225mm) would also be acceptable, based on a gravity connection to the network.
- 4) The following advice is provided in relation to meeting Secured by Design standards:
  - External Communal entrances: All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of LPS1175 Issue 8 B3
  - Developments with more than two floors are required to have a visitor door entry system and access control system.
  - All external and internal Communal entrance doors access will be controlled via an electronic remote release locking systems with audio/visual intercom links 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.
  - The Access control system will be required to record and store images for a minimum of 30 days.
  - Tradesperson's release mechanisms are not permitted as they have been proven to be a cause of ASB and unlawful access to residential

areas

- Post boxes location to be compliant with the standard
- Compartmentalisation: The Access control system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
- Secure communal lobbies: Any internal door sets should meet the same specification as above be access controlled (ground floor and residential floor lobbies)
- Secure undercroft parking areas: LPS1175SR2 gates incorporating an electronic access controlled system that allows the driver to operate the system without leaving the vehicle
- Bin and cycle store doors: Must be robust and secure (meet the minimum physical security standards of LPS 1175 issue 8 B3, with electronic access control. 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.

5) Tree works:

The following British Standards should be referred to in regards to works to trees:

- a) BS: 3998:2010 Tree work – Recommendations
- b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations

6) Landscaping standards

The following British Standards should be referred to in regards to landscaping:

- a) BS: 3882:2015 Specification for topsoil
- b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
- c) BS: 3998:2010 Tree work – Recommendations
- d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
- e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
- f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
- g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
- i) BS: 8601:2013 Specification for subsoil and requirements for use

Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

“An overarching recommendation is to follow *BS 8545: Trees: From Nursery to*

*independence in the Landscape. Recommendations* and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

7) Canal & River Trust

The applicant/developer is advised to review the Canal & River Trust’s “Code of Practice for Works affecting the Canal & River Trust and contact the Trust’s Works Engineer ([John.Pryer@canalrivertrust.org.uk](mailto:John.Pryer@canalrivertrust.org.uk)) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyandour-code-of-practice>)”.

The applicant/developer is advised that surface water discharge to the Grand Union Canal will require prior consent from the Canal & River Trust and should contact Chris Lee in the Canal & River Trust’s Utilities team regarding such an agreement ([chris.lee@canalrivertrust.org.uk](mailto:chris.lee@canalrivertrust.org.uk)).

The applicant/developer is advised that the proposed works require written consent from the Canal & River Trust, and they should contact the Canal & River Trust’s Estates team ([Bernadette.mcnicholas@canalrivertrust.org.uk](mailto:Bernadette.mcnicholas@canalrivertrust.org.uk)) regarding the required agreement.

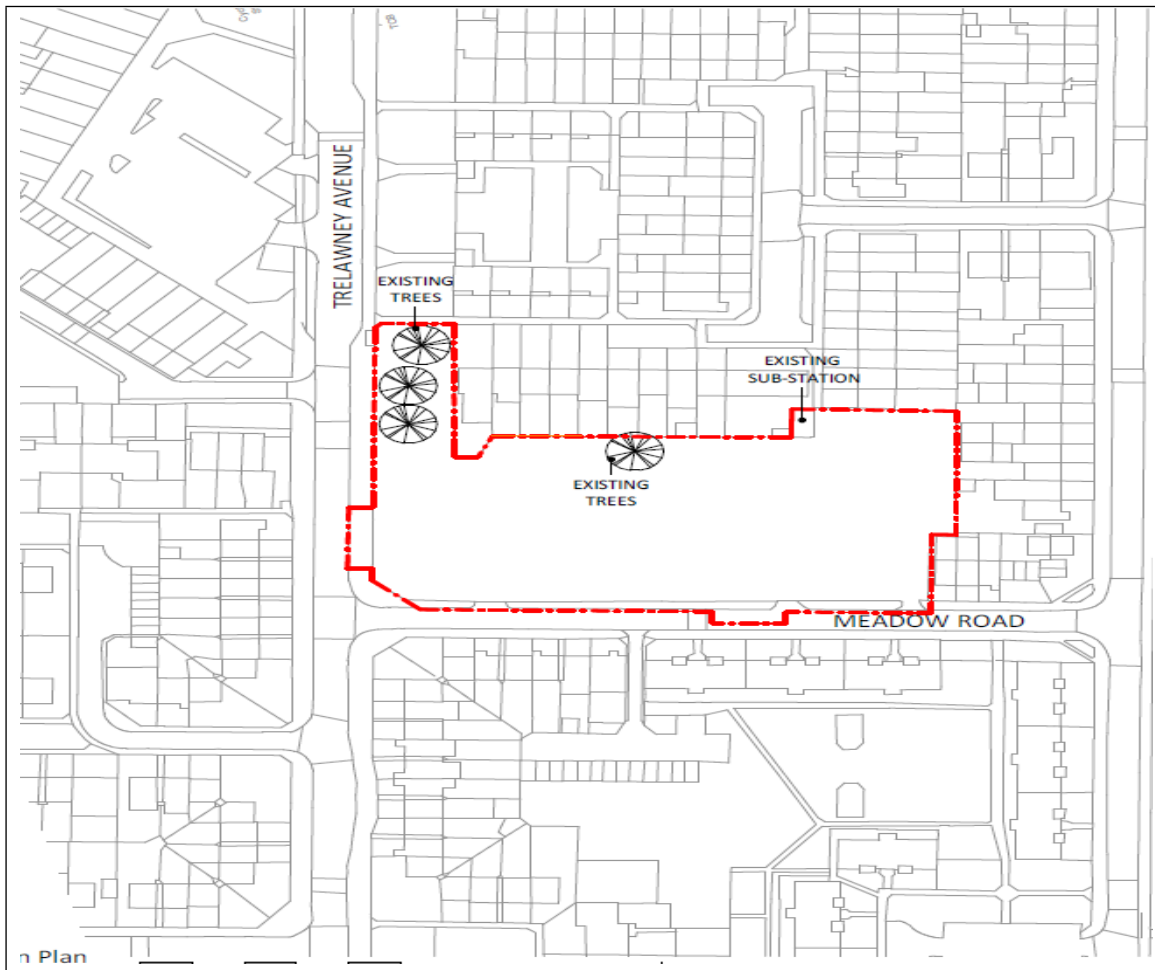




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Registration Date:	09-Nov-2020	Application No:	S/00745/000
Officer:	Alex Harrison	Ward:	Langley Kedermister
Applicant:	Slough Borough Council	Application Type:	Major
		13 Week Date:	8 February 2021
Agent:	Ben Thomas, Savills Savills, 33 Margaret Street, London, W1G 0JD		
Location:	Land to the south of Trelawney Avenue and to the east of Meadow Road, Slough		
Proposal:	Construction a mixed use development including a community hub, comprising council offices (use class E), library (use class F.1), community space (use class F.1 ) 4 residential units (use class C3) and 20 Sheltered Housing units (use class C2), parking and landscaping works		

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



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for Approval subject to finalising conditions and any other minor changes subject to the following:

- Outstanding drainage issues are addressed.
- Completion of a Unilateral Undertaking to secure affordable housing and highways works.

1.2 The proposal comprises a major planning application, therefore the development is required to be determined by Slough Borough Council Planning Committee.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 The application proposal seeks full planning permission to redevelop the site to provide two separate buildings:

- Building A is located at the northern part of the site with a principal frontage onto Trelawney Avenue. The building will provide a community hub on the ground and first floors and 4no affordable housing apartments on the third floor.
- Building B is located at the western boundary onto Meadow road and will provide 20no sheltered accommodation apartments.

The development also includes the provision of a car park with 70 spaces, provision for 20 private and 6 visitor cycle parking spaces, amenity landscaping and a new substation.

2.2 In greater detail, Building A will provide a community hub that comprises a community hall, library, consultation rooms, office space and a café. Floorspace for each, as clarified by the agent, is broken down as follows:

Community floorspace – 651sqm  
Office space – 555sqm

Part of the second floor will be used to provide 4no flats which will comprise affordable housing units. The mix of units will comprise 1no 1-bed flat and 3no 2-bed flats. Each unit will have its own private integral terrace area.

The building will be a brick faced structure which is three storeys in height and with seam metal finished pitched roofs. The principal entrance to the

community uses will be off Trelawney Avenue with a secondary entrance provided on the southern elevation off the car park. The entrance core for the residential units would be accessed separately on the southern elevation. The community and office uses are provided with 43 parking spaces and the flats will have 6 allocated spaces. The car park area will not be available for public parking and will be gated.

- 2.3 The application states that the community hub will provide a range of services to the residents of the area, including a Library, café, community space, health and wellbeing rooms and back-office working space for Council Staff in support of Council services. The community space is located on the ground floor and would be available for the public with the space being available for a range of uses including exercise classes, community group meetings and private hire. The proposed office spaces is intended for SBC staff and it is intended approximately 40 desk spaces would be available. The library is proposed as a replacement facility for the existing.
- 2.4 Building B is a 2 storey building that fronts Meadow Road and provides 20no sheltered accommodation apartments. Each apartment has its own private balcony or terrace and the building includes a communal roof terrace for residents as well. Additionally, some outdoor communal amenity space is provided adjacent to the building. 21 parking spaces are allocated for this proposed use.
- 2.5 The accommodation proposed in Building B will be available to Slough Borough Council tenants and is a form of specialized supported housing which is defined as:

*“specialised supported housing” means supported housing —*

*(a) which is designed, structurally altered, refurbished or designated for occupation by, and made available to, residents who require specialised services or support in order to enable them to live, or to adjust to living, independently within the community”*

Allocations would be managed by the Council’s Adult Social Care dept.

- 2.6 The accommodation is designed to be self contained to allow for independent living. The intended occupants of the apartments will not be of a need level where they would require hospital treatment or regular ambulance visits and it is not intended to have 24/7 care staff on site but there the proposal will include a call system to alert staff to situations. The building will also be secure in terms of access.
- 2.7 The application is accompanied by the following documents:
- Application Forms and Certificates;
  - Planning Statement
  - Design and Access Statement
  - Transport Statement, including Car Parking Strategy and

- Management Plan
- Drainage Strategy and Drainage Pro-forma;
- Energy and Sustainability Strategy
- Daylight and Sunlight;
- Tree Survey, Arboricultural Impact Assessment
- Site Investigation
- Operational Statement Sheltered Accommodation
- Operational Statement Hub

### 3.0 **Application Site**

3.1 The application site is a cleared area of land that sits to the south of Trelawney Avenue and east of Meadow Road. It is currently boarded on all boundaries. Previously, the site contained a terrace of 6no bungalows that fronted Trelawney Avenue, The Merrymakers Public House and associated parking and garden which fronted Meadow Road and a number of Council garages. The site is approximately 0.6ha in size.

3.2 The site is located east of Slough Town Centre and is within the village of Langley, located approximately 1km south of Langley railway station, adjacent to Kedermister Park.

3.3 In terms of surroundings, the land uses immediately adjacent the site tend to be residential with the predominant house type being two storey terraced dwellings although there are variations in the area with 3 storey flat blocks apparent.

3.4 To the northeast of the site lies a local centre, characterized by 3 storey buildings which provides a number of retail units at ground floor with maisonettes above

3.5 The site is cleared of any building but some trees remain on the eastern boundary of the site. The site is not within a Conservation Area.

### 4.0 **Relevant Site History**

4.1 There is no relevant site history for the site.

### 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 10/11/20. The application was advertised as a major application in the 20/11/20 edition of The Slough Express.

5.2 At the time of writing, 0 letters of representation have been received from residents and occupiers of neighbouring properties.

### 6.0 **Consultations**

## 6.1 Thames Water

### Waste Comments

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't 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/Planningyour-development/Working-near-or-diverting-our-pipes>

### Water Comments

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/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.

## 6.2 Lead Local Flood Authority

The drainage proposals submitted do not provide the level of detail required for us to provide a substantial response, the following information is required.

### Surface Water Drainage

- Background information on the proposed design. Including proposal; proposed site levels, plans of surface water drainage and any SuDS featured in the scheme. Please provide further information including catchment areas, cover levels, pipe invert levels & gradients across the proposed site. Also can you provide the flow control and manhole details.
- The potential risk from all sources of flooding should be assessed, in accordance with the "Flood risk and surface water drainage Planning guidance" from Slough which requires 'Planning applications must demonstrate that flood risk, from all sources of flooding, has been accounted for.' Please consider the flood risk to the site occurring from overwhelmed sewers and drainage systems'.
- Evidence of and information on the existing surface water flow paths of undeveloped (greenfield) sites
- Evidence of and information on the existing drainage network for

previously developed (brownfield) sites. Please clarify if the existing site drains to a soakaway.

- Evidence that the proposed drainage will follow the same pattern as the existing. This avoids directing flow to other locations.
- Identification of and information on areas that may have been affected by failures in the existing drainage regime
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753 using the Simple Index Approach as outlined in Box 26.2 (or an approved method from the Ciria SuDS Manual C753).
- 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.
- 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.
- Please demonstrate with a drawing to scale that you have sufficient space to accommodate the attenuation volume required.
- If not using infiltration for drainage - please provide confirmation from Thames Water that they will accept the proposed surface water runoff flows for the site.
- Please provide a drawing showing permeable/impermeable areas for the development demonstrating how the impermeable area used for the hydraulic calculations has been derived.
- Please provide a drawing showing proposed overall level strategy for the site and how this interacts with the proposed drainage strategy.
- 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. Can clarification be provided on the attenuation volume provided.
- Evidence that Urban Creep has been considered (if applicable) in the application and that a 10% increase in impermeable area has been used in calculations to account for this.

#### Foul Water Drainage

- Please provide evidence that Thames Water are happy to accept the proposed diversion. And evidence they are willing to accept the foul flows to the proposed manhole.

At the time of publication, additional information had been submitted and the LLFA had been reconsulted.



### 6.3 Environmental Protection - Noise

The noise assessment for this application was completed from 4th – 5th November 2020, with additional monitoring undertaken on 4th and 6th November 2020. The dominant noise source was identified as road traffic on Trelawney Avenue and aircraft flyovers associated with the operation of Heathrow Airport.

#### Internal Noise Levels

Noise survey results indicate that noise on site has low noise risk exposure. Assuming standard double glazing (4mm/6mm/16mm) and trickle ventilation set to open, internal noise levels are unlikely to be breached with windows closed for all residential units. L<sub>Amax</sub> levels will also be unlikely to exceed 45dB 10 times per night with this mitigation applied. For the commercial and office space, internal noise levels are unlikely to be breached with standard mitigation applied.

In regards to the residential units, future occupants may need to keep windows open for cooling purposes, particularly in summer. With windows open, noise levels are expected to reduce by 15dB, therefore at location 1, accounting for this reduction and correcting for the building set back distance from the road, internal noise levels are expected to be 43dB L<sub>Aeq</sub>16h and 35dB L<sub>Aeq</sub>8h, therefore internal noise level criteria will be exceeded by 8dB and 5dB during the day and night, respectively. At location 2, internal noise levels are expected to be 39dB L<sub>Aeq</sub>16h and 30dB L<sub>Aeq</sub>8h, therefore mitigation would only be required to reduce daytime noise impact.

The above mitigation is only required under the assumption that windows will need to be kept open for extended periods of time for cooling purposes. A suitable solution would be to provide mechanical ventilation with cooling, which would ensure that internal noise levels and temperature can be maintained without the need to open windows. Alternatively, the applicant could submit an overheating assessment to determine whether overheating is likely with the proposed glazing and trickle ventilation implemented. In the case that overheating was likely, mechanical ventilation would be required.

#### External Noise Levels

Regarding external amenity, noise levels are suitable on both facades of building B (equivalent to monitoring location 2). Building A (equivalent to monitoring location 1) is in excess of the external noise level by 3dB, however as the future occupant can use the external space at their own discretion, this is not considered an issue and it is recommended that the balconies are retained with no additional mitigation necessary.

#### Plant Noise

The assessment does not take into consideration potential disturbance caused by plant noise. There is an existing sub-station which may cause disturbance to future occupants, particularly if it has additional acoustic qualities (tonality, impulsivity) however due to the distance between the residential units and this sub-station, impact may be low. Another sub-station is proposed in the southern area of the site, which may cause disturbance to nearby existing residents. The assessment also does not

consider any new noise sources that may be introduced in relation to the operation of the commercial part of Building A.

To address these issues, a revised noise assessment must be completed in line with BS4142, addressing all proposed plant noise on the development site. Plant noise must not exceed background noise levels at 1m from the façade of the nearest dwellings. The rating level should include a correction for any acoustic features (e.g. tonal qualities and/or distinct impulses) by applying a penalty to the specific noise level in line with the guidance. If the assessment indicates that exceedance of the background noise level is likely, the assessment must include suitable proposed mitigation to ensure noise levels remain below background levels. This may include: the selection of low-noise models, installation on suitable anti-vibration mounts, locating plant far from noise sensitive windows (e.g. at roof level) and additional screening/barriers.

#### Construction

Disturbance caused by the construction phase of the development on existing residents has not been considered in this assessment. Details of the proposed construction plant, predicted noise levels and potential impact on existing residential receptors nearby the development must be provided within a revised noise assessment, along with mitigation to reduce this impact. This may include implementation of Best Practicable Means (BPM), site hoarding and community liaison.

#### Conclusion

In summary, the following information is required:

- Submission of an overheating assessment to indicate whether overheating is likely with implementation of standard glazing and trickle ventilation, with a recommendation for the installation of mechanical ventilation if overheating is likely  
OR
- Confirmation and details of mechanical ventilation to be installed in place of trickle ventilation. This is applicable only to those units which exceed internal noise levels during the day or night with windows open.
- Submission of a revised noise assessment which considers:
  - The impact of both existing and proposed plant noise on existing nearby residential receptors and future residential receptors of the development
  - Details of the proposed construction plant, predicted noise levels and potential impact on existing residential receptors nearby the development, with additional detail on proposed mitigation

#### 6.4 Environmental Quality – Air Quality

\*Comments are carried over from the Pre-app advice\*

In line with the Low Emission Strategy Technical Guidance (Section 3.3), the development is classified as having a minor air quality impact and exposure of future residents to poor air quality is unlikely due to the development location, therefore a detailed air quality assessment is not required. Inclusion of Type 1 mitigation is required for this development.

However, the nature of the

development and the combined uses on site, make this site ideal for low emission innovation and sustainable travel. Within this context it is recommended that an EV hub is built out on the site to accommodate residential, local authority and visitors EV demands and to future proof the site parking management.

It is noted that SBC parking standards require provision of a high quantity of parking spaces (see table below). The developer proposes to reduce parking to 63 spaces and should explore options to reduce parking further this is because the Council has ambitions to reduce local traffic congestion, improve air quality, and reduce transport carbon emissions, through improved low emission public transport and increase modal shift.

For example, car parking associated with the Council office can be reduced if some vehicles from the Council's pool fleet are reallocated to this site, this is possible once we know the full details relating to the Council office use whether this will include field officers (those who need to visit residents and businesses).

As Langley station is only a 20-minute walk from the development site, it is not unfeasible to reduce parking for the office use and provision of 41 cycle spaces is welcomed to support a reduction in parking.

**Table 2 – Car Parking Provision**

Land Use	Schedule	Required Parking Spaces by SBC Standards	Minimum / Maximum	Proposed Car Parking Provision
Library	430 sqm	14	Minimum	32 (inc. 2 accessible)
Council office	700 sqm	18	Maximum	
Sheltered 1-bed units	21 units	26	Minimum	21 (inc. 3 accessible)
1-bed flat	2 units	2.5	Minimum	10 (inc. 1 accessible)
2-bed flat	2 units	3.5	Minimum	
3-bed flat	2 units	3.5	Minimum	
<b>Total</b>		<b>67</b>	<b>Maximum</b>	<b>63 (inc.6 accessible)</b>

**Mitigation:**

- It is recommended that an EV hub is built on the site, in line with the provisions within table 7 of the Low Emission Strategy Technical Guidance and specifically the Low Emission Programme, there should EV charger provision for residential, office, library and visitor parking. It is recommended that car parking spaces that are dedicated for the residential flats have 100% (5 dual fast EV chargers (7kW) provision. It is recommended the sheltered units, council office and library has at least 4 dual fast EV chargers (7kW) and one 50kW /4kW DC/AC rapid charger built on the site.
- It is recommended that at least one dedicate EV car club space is allocated to the development, a contribution will be sought to operate the car club.
- A Construction Environmental Management Plan must be produced and submitted to the Local Planning Authority for approval. It must include details of dust and noise mitigation.
- If the site is to consider gas fired heating (including CHP) subject to a carbon life cycle assessment then the gas fired heating plant should meet the minimum emission standards in table 7 of the low emission

- strategy
- All construction vehicles shall meet a minimum Euro VI Emission Standard
- All non-road mobile machinery (NRMM) shall meet the criteria in table 10 of the low emission strategy.

## 6.5 Highways

### Vehicular Access

WSP Drawing 70073852-TP-SK-13-E displays the access and the servicing bays for the site. The access drawing confirms that the existing access points on Meadow Road will be reinstated to standard footways. The site access is designed with corner radii of 4.5m and swept path analysis has been provided on Drawing No. 70073852-TP-ATR-003-Rev-E which demonstrates a large car and 7.5t Box Van can ingress/egress the site using the proposed access junction.

The agent has amended the drawing to demonstrate that the correct visibility splay of 2.4m x 25m required by the Manual for Streets is achievable at the junction of Trelawney Avenue and Meadow Road and from the proposed site access on Meadow Road.

An additional drawing has been submitted which demonstrates that when the footway on Trelawney Avenue is occupied by parked vehicles, achievable visibility is 2.4m x 13.7m when the footway is occupied by parked vehicles and that 2.4m x 19.1m of visibility is available. The footway parking is an existing problem and the loading bay will be infrequently occupied by delivery vans.

SBC have considered publicly available collision data from Crashmap for Meadow Road and Trelawney Avenue. The data shows that there have been no recorded injury accidents on Meadow Road since 2015 when one serious accident was recorded at the junction of Trelawney Avenue with Meadow Road and a Slight accident was recorded east of Meadow Road on Trelawney Avenue.

SBC Highways and Transport require the applicant to enter into an agreement to provide parking controls at the proposed access junction to ensure cars ingressing/egressing the development at the same time can pass each other. The swept paths indicate vehicles will need the full unobstructed width of Meadow Road to be able to achieve this.

### Access by Sustainable Travel Modes

Dedicated pedestrian accesses will be provided via Meadow Road and Trelawney Avenue and from the communal parking area at the rear of the buildings. The footways on Trelawney Avenue and Zebra Crossing connect the site to the Trelawney Avenue shopping parade which is less than 5 minutes' walk from site and offers a number of shops including a Co-op, Greengrocers, Butchers, Dry Cleaners and Opticians.

The site is located in close proximity to the bus stops for the Trelawney Avenue Surgery which is less than 5 minutes' walk from the site. The 7 Bus Service stops every 10 minutes and provides a service linking north Slough with Heathrow stopping at Britwell, Slough Town Centre, Langley and Heathrow Airport. The

The site is situated approximately 1800m (23 minutes' walk) from Langley Railway Station where train services are available to key destinations within the sub-region such as London Paddington, Maidenhead and Reading.

#### Trip Generation and Traffic Impact

The site's trip generation potential has been calculated by using the TRICS trip survey database to obtain surveyed trip data from similar sites. The net trip generation of the site has been calculated by subtracting the trip generation for the site's extant land use.

The TS Addendum has been updated to remove TRICS survey sites which SBC considered incomparable with the proposed development site. The agent's amended calculation forecasts the proposed development will generate 37 two-way vehicle trips during the AM Peak Hour and 57 two-way vehicle trips during the PM Peak Hour. With the subtraction of trips generated by the site's previous use, the sites net trip generation is 34 two-way trips in the AM Peak Hour and 35 two-way trips in the PM Peak Hour.

SBC Highways and Transport now consider the trip survey data used for the trip generation acceptable.

SBC do not wish to object to the proposed development on the basis of the site's trip generation. The forecast trip generation is not expected to have a severe impact on the local highway network given the forecast number of trips equal roughly one additional trip every two minutes. The trips will disperse in different directions across the local road network and therefore the impact of additional trips will be negligible.

#### Layout

The agent has now completed swept path analysis of the most recent site masterplan, as requested by SBC Highways and Transport. This is shown on WSP Drawing 70073852-TP-ATR-002 and 70073852-TP-ATR-003 revision E. The swept paths have been completed using a large car measuring 5.079m long and 1.872m wide. This exercise has demonstrated that a large car will be able to ingress and egress the most difficult spaces within the proposed development.

SBC Highways and Transport consider the proposed site layout and swept paths for the layout acceptable.

#### Vehicle Parking Provision

The agent has amended the masterplan to provide a tarmacked pedestrian path to the rear of the accessible parking spaces, as per SBC Highways and Transport comments.

The amended masterplan included within the TS Addendum reduces the parking provision for the office Land Use from 21 car parking spaces to 19 car parking spaces. 68 parking spaces are now proposed to serve the proposed development.

The Slough Borough Council parking standards require the provision of upto 78 parking spaces, assuming the parking standards for a communal

parking layout are applied. The number of parking spaces required by the Slough Parking Standards is summarized below in Table 1:

*Table 1: Parking Spaces Required by the Slough Borough Council Parking Standards*

	Parking Standard		Requirement	
	Car	Cycle	Car	Cycle
Library (650sqm)	Max. Min. 1 to 30sqm	1 per 10 staff	22	
Council Offices (975sqm)	Max. 1 to 40sqm	1 to 125sqm	24	8
1 Bed Sheltered (20)	Min. 1.25p per unit	1	25	20
1 Bed Flat Private (1)	Min. 1.5	1	1	1
2 Bed Flats Private (3)	Min. 2.0	1	5	3
<b>Total Spaces Required</b>			<b>78</b>	<b>32</b>

Source: SBC Developer's Guide – Part 3: Highways and Transport.

Therefore there is a shortfall of 10 parking spaces when considered against the maximum requirements of the Slough Borough Council Parking Standards. The proposed 21 spaces for sheltered 1-bed dwellings is a shortfall against the minimum of 25 required, however, this is considered acceptable given flats and sheltered housing typically result in lower car ownership levels. The site is also located within a reasonably sustainable location in close proximity to the bus stops for the Trelawney Avenue Surgery which is less than 5 minutes' walk from the site. The Trelawney Avenue shopping parade is located less than 5 minutes' walk from site and offers a number of shops including a Co-op, Greengrocers, Butchers, Dry Cleaners and Opticians.

SBC accept the principles of a Car Parking Management Plan set out in Chapter 5 of the Transport Statement. The Car Parking Management plan will assist with the operation of the proposed communal car parking and manage allocation of spaces between differing land uses (SBC understanding parking for each dwelling will remain unallocated).

The agent has confirmed that the entrance for the private car park would be controlled by card or key activated and that in relation to visitor parking, visitors to the site would be expected to park off-site and may utilize on-street parking along Meadow Road and has stated that, further to monitoring, a TRO could be implemented to prevent uncontrolled parking by visitors.

SBC Highways and Transport have no objection to the proposed parking provision given car ownership levels are typically lower in flatted housing and in sheltered housing. The proposed parking provision is considered suitable to serve the needs of the proposed development.

SBC require the applicant to enter into an agreement to provide parking controls at the proposed access junction and along Meadow Road as mitigation for the proposed development. Parking controls will be required at the proposed access junction to ensure cars ingressing/egressing the development at the same time can pass each other.

This is to ensure parking for existing residents of Meadow Road is protected and that short-stay parking will be available for visitors.

#### Electric Vehicle Parking

10% of the proposed car parking spaces will be fitted with active Electric Vehicle Charging Points (EVCP) from the opening of the development and 20% of spaces will be provided with passive provision for EVCP for future conversion to live charging to meet future uptake of electric vehicles on site.

#### Cycle Parking

Long stay cycle parking will be provided for staff and visitors for the community uses will be able to utilize short stay cycle parking provided in close proximity to the pedestrian accesses on Trelawney Avenue.

The proposed development provides a total of 25 long-stay cycle parking spaces. 10 for the use of the library and office employees, four for the residential units of Building A and 11 for the sheltered accommodation units which include five spaces for scooters/buggies (45.5% of provision).

The applicant has amended the site masterplan to provide six Sheffield Stands for short-stay visitor parking. Four Sheffield stands would be provided for Building A providing eight spaces. Two Sheffield stands would be provided for Building B provides four short-stay spaces for the residential element of the building.

SBC Highways and Transport accept the proposed cycle parking on-site and do not wish to object to the proposed development on the basis of proposed cycle parking.

#### Deliveries and Servicing Strategy

Two loading bays are proposed, one off-street on Trelawney Avenue and another on-street on Meadow Road, as illustrated in WSP Drawing SK-13-D. The loading bay on Trelawney Avenue will measure 2.5m in width and 16.0m long. The bay is long enough to accommodate an 8m long Luton Box van, with a 2.0m space from the back of the van to allow operatives to safely load and unload once the van is parked in the bay. The loading bay on Meadow Road has a width of 3m and a length of 14m to allow for safe kerbside operations by upto 12-metre-long rigid HGVs. Whilst this loading bay will remove some on-street parking spaces, the loss is compensated by the reinstatement of the kerb/footway across the previous accessed to the site. Swept path analysis has been provided which shows a 7.5ton box van can ingress and egress the site on WSP Drawing SK-013-D.

The loading bays have been designed in accordance with the Transport for London Kerbside Loading Guidance (2017), which have been used in the absence of local standards to design the infrastructure for servicing operations.

SBC accept the proposed servicing strategy and agree the topics for inclusion within the Delivery Servicing Management Plan set out in section 5.3 of the TS. It is recommended a full DSMP for the site could be secured by condition.

SBC also require the applicant to contribute towards the cost of a TRO for

Trelawney Avenue and Meadow Road to restrict use of the servicing bays to loading/unloading of delivery vehicles only.

#### Refuse Collection

Residential waste will be collected from Meadow Road and commercial waste collection will be arranged via private services, with the arrangements to be confirmed within the DSMP.

A bin holding area for use only on collection day, is shown on the proposed site drawings and 3D visuals (Drawing No. 154232-P-STL-203-A). The 3D visuals show the bin holding area is a tarmacked area with no fence in close proximity to the site access.

If the bin holding area is uncontrolled, this raises the possibility that vehicles could park in the bin holding area and interfere with safe operation of the site access.

The agent has confirmed that the bin holding area will be kerbed and will be elevated above the level of the footway. Therefore vehicles will be unlikely to access the bin holding area.

SBC Highways and Transport require the submission of details of how the bin holding area will be controlled. A double kerb or low wall could be provided with a narrow dropped kerb opening the width of a single EuroBin. Any wall should not exceed 600mm in height to avoid comprising intervisibility between vehicles leaving the site and vehicles travelling northbound along Meadow Road. It is recommended that these details are secured by condition.

#### **Summary and Conclusions**

Subject to conditions, I confirm that I have no objection to this application from a transport and highway perspective.

#### 6.6 Landscape

I have reviewed the landscaping plan which conform to general landscaping principles and the suggested trees/plants will match the location so happy to approve the scheme.

But, as the retention of the four mature trees incorporated within the scheme been reviewed with Jonathan Mills. If not then I strongly suggest a protection programme be developed to avoid root compaction and branch damage due to their proximate to the development and the landscape environment statues of the trees to the local area.

#### 6.7 Arboricultural Officer

The submitted arboricultural report, Method statement and Tree protection plan provide enough measures to ensure that the important trees are retained if all aspects of the method statement and tree protection plan are fully implemented.

The submitted Landscape strategy plan dwg. no. 154232-STL-00-xx-DR-L-



007 provides a good level of new planting around the development.

*Prunus cerasifera* 'Pissardii' has been specified which is a fairly short lived tree which is difficult to maintain. This species should be exchanged for *Prunus serrula* 'Tibetica' or similar species.

The submitted plan of the roof garden does not provide enough details, but the general approach is acceptable

The remaining aspects of the landscape scheme are acceptable.

#### Recommendation

No objection, subject to the alteration of the tree species as recommended above. The implementation of arboricultural method statement and tree protection plan must be a condition of any approval.

Please apply a landscape condition to secure the soft and hard landscape details for the ground level and roof top garden.

### 6.8 Crime Prevention Design Advisor

I have some concerns in relation to community safety/crime prevention design, specifically these relate to a possible desire line through the development, safe access to the pagoda and boundary treatment . If these are not addressed I feel that the development may not meet the requirements of; The National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127 (part f), which states that; 'Planning policies and decisions should ensure that developments... create places that are safe, inclusive and accessible

With the above in mind, I offer the following advice in the hope that it will assist the authority and applicants in creating a safer and more sustainable development, should approval be granted:

#### Rear Gate access to Randolph Rd

During the PRE Application meeting of 30th September 2020, I raised concerns regarding (risk associated with) the proposed pedestrian route through the site (from Meadow Road to Randolph Rd). Slough BC Development Highways Office Imran Agha has since confirmed that the route through to Randolph Rd "is neither a public right of way, nor adopted highway and that the route did not serve a critical desire line therefore Imran Agha supported the permanent closure of this route.

In general all routes should lead directly to where people want to go and serve a defined purpose. Permeability for permeability's sake should be avoided. However, I note that a 'gated access' has been proposed on the shared boundary of Randolph Rd. If approved this could provide a desire line through the developments, allowing individuals unauthorised access to vehicles and private ground floor residential rooms. From the DAS this gate is shown as secure however no information has to its function or management has been indicated, Mechanical gates are not suitable as they are invariably left open for convenience, and over the life time of the development this could become the norm. I therefore have concerns regarding the sustainability and security of this gated access.

I ask that this gate be omitted for the proposed development, if

however it must remain, the gate must be 1.8m in height and securely pad locked top and bottom, in addition information regarding the gates role, function and management must be submitted prior to planning approval is granted

#### Pagoda

Pagoda in top right hand corner next to pedestrian gate leading to Randolph Road. The location of the pagoda lacks surveillance from the Sheltered accommodation that it serves, In addition, as no direct pedestrian foot path has been provided, residents wishing to use the pagoda will be need to transvers the car park. It is not unreasonable to assume that some residents may have visual, mobility or hearing impairments and as such will have to deal with cars pulling onto and reversing across their path, I do not consider this pagoda to be 'safe and accessible'. If the pagoda is 'under used' I question what it will be used for, again (see above) I have concerns regarding the gated access adjacent to it. If this gate is left open, the secluded pagoda could become an area where unauthorised individual could gather and in turn be prone to ASB. The pagoda must be inclusive to the sheltered accommodation complex, its use and ownership should be obvious to both residents and members of the public.

- Therefore I ask that it is relocated and incorporated into the sheltered accommodation amenity space and protected (enclosed by 1.8m open topped railings)

#### Boundary treatment:

A key boundary treatment is the main 1.2m vehicular and pedestrian pass gate, from the illustrative plans this type and style of gate at 1.2m could easily be climbed. The parking area and rear amenity space of sheltered accommodation should be secured with a fob activated electronic vehicle/pedestrian gate to prevent unauthorised access to this area. The gate should be visibly permeable and operational without the need to exit the vehicle. Again - mechanical gates are not suitable as they are invariable left open for convenience.

- To safeguard the privacy and security of vulnerable residents I ask that the Vehicle gate and pedestrian pass gate height be increased to 1.8 m, the gates and fencing should extent between the two buildings

I agree that an oppressive appearance must be avoided, however given the sheltered accommodation shared this site with a car park and given the inclusion of the rear gate on Randolph Rd, to protect the privacy of vulnerable residents, unauthorised access and movement around foot print the building must also be avoided, I therefor ask that development provide clear demarcation between front public facing and rear 'amenity space'. As 1.2m front railings can easily be climbed I ask that applicant include a secondary 1.5m open topped metal railing fence line with defensive planting as shown.

- I ask that amended plans be submitted prior to planning approval being granted

#### Postal service for Apartments above community hub:

I have been unable to locate any details relating to the provision for postal services. Unrestricted access to private communal areas should be

prevented. Trades buttons should not be present on any visitor entry system fundamentally undermining the physical security of the building whilst providing a legitimate excuse for someone intent on unauthorised access. Ref Secured By Design – Homes 2019 – Section 32 Taking into consideration the submitted plans, postal services should be provided externally with robust post boxes located close to the communal entrance to provide surveillance to them from the dwellings they serve.

Physical security and Access Control for Sheltered Accommodation:

To ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents, creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'. I ask that the following condition be placed.

*Condition: Prior to commencement of works above slab level, written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.*

Following the submission of amended details:

Having reviewed the amended plans, TVP welcomes the proposed changes to the layout that, include the removal of the rear gate access to Randolph Rd, re-positioning of the Pagoda and revised boundary treatment. (Details of which are covered within my earlier response of 26/11/2020 (please see below).

As previously discussed, Physical security and access control for Sheltered Accommodation will be critical. To ensure that the development achieves the highest standards of design in terms of safety and security, safeguarding future residents, creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'. I ask that the following condition be placed:

*Prior to commencement of works above slab level, written details as to how the development will achieve the Secured by Design Award shall be submitted to and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details and shall not be occupied or used until confirmation of that said details has been received by the authority.*

6.9 Education

On the basis that Education has requested contributions for the Langley Police Station site then we would also seek contributions for this site. Both are similar having more than 15 units although the majority are supported/sheltered properties. To be consistent we either need to waive contributions for both or request for both.

As we have requested contributions we will also seek contributions for the Trelawney Ave site.

## 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 5: Delivering a sufficient supply of homes

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 Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 6 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

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

#### 7.4 Core Policy 1 - Spatial Vision and Strategic Objectives for Slough

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

7.5 The Adopted Local Plan for Slough 2004 (Saved Policies)

7.6 Policy EN1 – Standard of Design  
Policy EN3 – Landscaping  
Policy EN5 – Design and Crime Prevention  
Policy H22 – Elderly Persons, Nursing and Care Homes  
Policy T2 - Parking Restraint  
Policy T8 – Cycling Network and Facilities  
Policy T9 – Bus Network and Facilities

7.7 Other Relevant Documents/Guidance

7.8 Local Development Framework Site Allocations Development Plan Document  
Slough Borough Council Developer’s Guide Parts 1-4  
Proposals Map 2010

7.9 Planning and Compulsory Purchase Act 2004

7.10 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 July 2019. 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.

7.11 Emerging Preferred Spatial Strategy for the Local Plan for Slough

7.12 One of the principles of the Emerging Preferred Spatial Strategy is to deliver major comprehensive redevelopment within the “Centre of Slough”. The emerging Spatial Strategy has then been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

It is important that key sites within the town centre or on the edge are developed in a comprehensive manner and that all of the necessary linkages and infrastructure are provided.

## 8.0 **Planning Assessment**

8.1 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
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Air quality and Noise impacts
- Sustainable design and construction
- Surface water drainage
- Affordable housing and Infrastructure

## 9.0 **Principle of development**

9.1 The application proposes a number of uses on the site. The principal uses would be a community hub which would account for all of the non residential floorspace proposed and 20 sheltered accommodation apartments. Secondly, 4 affordable housing flats are proposed. The remainder of the site will become landscaped areas or parking and manoeuvring space associated with the proposed uses.

9.2 Core Policy 1 of the Slough Core Strategy relates to the spatial strategy for Slough. It states that development should take place within the built up area and predominantly on previously developed land. In respect of the community facility development, Core Policy 6 directs all new community facilities to the shopping area in order to improve the town's image and to assist in enhancing its attractiveness. It states all community facilities and services should be retained.

9.3 It is noted that the proposal is not in the shopping area, however it is proposed to serve the community within proximity to the site and is therefore required to be located within that area. The proposed library is located close to the existing library that it will replace and the site is considered generally to be in a sustainable location and is closely located to the local centre and public transport links which makes it an accessible site. The facility will be provided on previously developed land and would provide new or improved facilities for the community, the principle of development of this use in this location is therefore considered to be acceptable.

9.4 In respect of residential development, Core Policy 1 states that proposals for high density housing should be located in Slough town centre. Outside of the town centre the scale and density of development should relate to

the site's current/proposed accessibility, character and surroundings.

- 9.5 Core Policy 4 of the Core Strategy states that high density housing should be located in Slough town centre. In the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.
- 9.6 Core Policy 4 also states that there should no net loss of family accommodation. 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.
- 9.7 The residential proposal would provide 4 flats within the community facility building. Flats are more akin to high density development however it is clear that the provision of 4 units on this site, as part of a mixed use development, would not amount to a high density residential scheme. The units proposed will not provide family housing but will be affordable housing units which is proposed even though the scheme does not proposed development that triggers an affordable housing requirement, this can be considered to be a significant benefit of the scheme. The residential element of the scheme is clearly ancillary to the principal uses proposed and would not result in an overdevelopment of the site and can be considered acceptable in principle.
- 9.8 In respect of the sheltered accommodation units Local Plan Saved Policy 22 states that such accommodation has to be, located close to local facilities and transport links, include appropriate live in accommodation/facilities for staff, provides appropriate parking and amenity space and does not adversely affect the amenity of neighbouring residents.
- 9.9 As stated the site is considered to be in a sustainable location. There are bus stops within short walking distance of the site and a local centre offering services to the north east meaning the sheltered accommodation units would be close to necessary facilities. The principle of this type of accommodation in this location is therefore acceptable. The other requirements are considered later in this report.
- 9.10 The development is therefore considered to be acceptable as a matter of principle and the development would result in the redevelopment of previously developed land in line with the goals of the NPPF. The acceptability of the scheme will be considered with the individual merits of the proposal.
- 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 Policies EN1 and EN2

- 10.2 The site sits on a prominent corner in the area. Trelawney Avenue is a well used through road subject to significant vehicle and pedestrian movements on a daily basis. Meadow Road is more of a secondary street used primarily as access to residential properties on the road and the roads beyond. The scale of building in the area is predominantly two storeys in height but it is noted that there are instances of 3 storey buildings as well as bungalows that make up the area as well.
- 10.3 The layout of the site is proposed as such that it results in frontage development onto both Trelawney Avenue and Meadow Road. This is considered to be positive as the development does not turn its back on the public realm, rather it serves as an enhancement to the character of the area. The development will introduce built form to this area on a site that has been boarded up for a significant period.
- 10.4 Building A is proposed as a 3 storey building fronting Trelawney Avenue. The building is largely constructed in brick with external cladding to the second floor and the roof is proposed as long-strip metal. The roof is proposed as a three-pitch arrangement to keep the height of the building lower than would be if it were a single structure. The appearance of the brickwork is varied on the elevations to break up the extent of façade that would be bricked. The proposed elevation treatment was proposed following discussions with Officers to provide some variety/contrast and this has been achieved with the materials choice and brickwork proposed.
- 10.5 The proposed window and door arrangements on Building A give the building a civic character which is appropriate given its predominant use as a community facility. The entrance is framed through projecting brickwork and a bespoke glazing arrangement and this is considered to be a positive element of the design of the building.
- 10.6 The cladding of the second storey represents a change in materials and the rhythm of the façade is also varied as it incorporates integral balcony areas for the 4 flats proposed on this floor. The rhythm is disrupted by the balconies but the impact does not adversely affect the appearance of the building.
- 10.7 The proposed roof is not a common material for this area. The amended plans have changed the appearance of the material so that it contrasts with the second floor cladding. This has the effect of breaking up the visual impact of the roof and second floor so that it does not become an overly dominant part of the scheme.
- 10.8 The impact of Building A is such that it would be higher than any other building in the immediate area but its role as a community hub building means that a larger scale that acts as a variation in the area will not adversely affect the character and appearance of the area.



- 10.9 Building B is proposed as a 2 storey building fronting onto Meadow Road. It sits as a secondary building on the development which is considered appropriate for the public realm area it addresses. The majority of building on Meadow Road are 2 storey although there is a 3 storey building of flats opposite the siting of Building B. The scale is not considered to harm the character of the area.
- 10.10 The footprint of Building B is such that it creates a linear form, dictated by its frontage width. The design of the building has been amended over the course of the application as the originally proposed balconies and terraces had a 'bolt-on' metal appearance and it was considered that they should be integrated into the building. The revised design has introduced brick built frames to the frontage elevation which house the balcony and terraces which is considered to be a positive improvement to the design the metal railings of the balcony and terrace enclosures provide a contrast in appearance which helps to break up the extent of brick façade.
- 10.11 The eastern elevation has retained the original balcony and terrace proposal which is somewhat unfortunate but it is noted that this elevation is not visible from the public realm which significantly reduces its impact on the character and appearance of the area.
- 10.12 The roof area of Building B is to be a communal roof terrace for residents of the building. A number structures are visible from the plans. The solid structures house the stairwell and lift to allow access to the garden area. These will provide beyond the parapet walling but have been sited away from the Meadow Road side of the building to reduce their impact on the streetscene. It is considered that there would be no significant adverse impact on the character of the area from this arrangement.
- 10.13 In respect of the site layout the majority of the site will become the car park to serve the development this is proposed largely out of the view from the public realm. The parking space arrangement is broken up with landscaping which creates a softening effect. The boundary areas of the site are generally treated with amenity landscaping and the extent of tree planting proposed has been increased since the initial submission.
- 10.14 In respect of landscaping an additional outdoor amenity space is proposed adjacent to Building b for residents of the apartments and a path and seating is shown on an existing landscape area to the east of the site. The landscaping proposal provides a soft edge to the development and is considered to contribute positively to the character and appearance of the area.
- 10.15 The proposed development is considered to result in an enhancement to the character of the area, currently, as previously developed land, it has a negative impact. The buildings are designed so that they would integrate into the streetscene without causing a significantly adverse impact and the proposal is therefore considered to be acceptable in light of Policy 8 of the

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 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 Polies EN1 and EN2.
- 11.2 The site is currently vacant and the development of two buildings from this proposal would have a visual impact on outlook from surrounding properties. The existing outlook onto the site is open for the reasons given above. The site is in a predominantly residential area with residential properties adjacent to the site to all sides.
- 11.3 The presence of Trelawney Avenue and Meadow Road mean that the siting of the proposed buildings achieves suitable separation distances to dwelling son the other side of separating road. The location of the building also means that they are away from the majority of dwellings that back onto the site on Randolph Road and proposed tree planting on this boundary will soften the impact further.
- 11.4 Building B has a number of windows on it south facing elevation. These windows look towards 47 Meadow Road to the immediate south and it is considered that the outlook from these windows would looking into the garden area of this dwelling. This would not be an acceptable relationship however it can be mitigated against by requiring the first floor windows to be fitted with obscure glazing and be non-opening. The windows are secondary windows to the living rooms of the units they serve and therefore these mitigation measures will not result in a poor standard of accommodation for occupiers and would safeguard the amenity of No.47 Meadow Road.
- 11.5 Building A is located with a frontage onto Trelawney Avenue. There is suitable separation distance with existing buildings on the other side of Trelawney Avenue and to the west on Meadow Road. The building does have a relationship with terraced homes to the east on Randolph Road. Most notable is that the side wall of Building a would be closely located to the rear boundary of 20 Randolph Road, the northern most dwelling on the terrace. This dwelling has been extended at ground floor level which results in Building B sitting approximately 10m from the rear of this extension. Therefore the outlook from this property would change to a three storey blank façade. Given the distance the direct view towards Building A would have an overbearing impact to this property.
- 11.6 The impact has been assessed as part of the daylight/.sunlight assessment which was also revised to take account of overshadowing impacts as well. The assessment determines that 20 Randolph Road will continue to receive acceptable levels of natural light although the assessment acknowledges there would be an impact. In terms of the

outlook, Building A will be seen as overbearing but its siting will not entirely block the rear outlook from the property and there would be views beyond either side of the building. The flat roof of the rear extension at No 20 has a number of small roof lanterns that also provide light to the rooms.

- 11.7 The impact on the amenity of No.20 is acknowledged and its overbearing nature is such that it is an adverse impact. However, given the circumstances in the previous paragraph, it is not considered to be a significantly adverse impact and the benefits to the community that would be gained through the development are considered to outweigh the disbenefit of this impact. It is noted that there has been no objection from any residents to this proposal.
- 11.8 There are impacts noted from this development and the assessment above has determined that the impacts are not significantly adverse to the extent that it would warrant a reason to refuse planning permission when considered against the benefits that are to be gained from this proposal. The proposal is therefore considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.
- 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 good standard of amenity for all existing and future occupants of land and buildings
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 12.3 Building A provides 4 affordable house apartments. It is noted that each of these units exceeds the nationally prescribed space standards for dwelling which is acceptable. It is also acknowledged that that layouts are such that all habitable rooms receive direct natural light from windows. Each unit also has its own terrace area that is not overlooked by another unit.
- 12.4 Two of the units have kitchens that are not served by natural light and are unlikely to receive suitable secondary light given their arrangement and distance from other windows. This is an unfortunate circumstance and while it alone is not considered to be a sufficient reason to refuse planning permission, it is not considered to be a high standard of design. It was requested that rooflights be included to give natural light to these rooms but the amended scheme has not included these. It is considered reasonable to require some natural light to these areas and therefore a condition will be included requiring the installation of a light source such as rooflights or sunpipe to improve living conditions at these two units.
- 12.5 The 20 apartments that are proposed in Building B are all 1 bed units and it is acknowledged that each of these units significantly exceeds the

national space standards. The units are of comfortable size and can accommodate adaptations that may be required for occupants. Each unit has its own private balcony/terrace which is not overlooked by any other unit and the development includes a communal roof terrace and amenity space at ground floor.

12.6 Building B also includes specific space for scooter/buggy storage and office space if required by staff. Overall the sheltered accommodation units are considered to provide a good level of amenity for occupiers.

12.7 The application is considered to be acceptable in light of the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

### **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 Initial comments from the Highways Officer raised a number of points to be addressed. Further information was submitted which addressed the points raised and the Highways Officer therefore has no objections subject to conditions that are included as part of the recommendation.

13.4 In terms of vehicular parking it is noted that there is a shortfall of 10 spaces in accordance with the Council's standards however there is no objection to this due to the accessibility of other modes of transport close to the site and the acknowledgement that the nature of the uses would suggest lower car usage. For example, the parking standards require 22 spaces for the community floorspace however the car park is not publicly accessible and it is therefore highly unlikely that the community use will demand 22 spaces during its operations. A condition is proposed that would require approval of the parking allocations split, it is considered necessary to ensure the residential units have compliant parking provision and the sheltered accommodation units each have an allocated space as well as space for visitors parking.

13.5 The additional information that was provided has demonstrated that the access and parking layout can be safely manoeuvred by vehicles. The servicing and waste arrangements are also considered to be acceptable and would not affect the functioning of the car park.

- 13.6 On the basis of the above comments and the comments of the Highways Officer the proposed development is not considered to have an adverse impact on highway safety and convenience and is acceptable in light of Policy 7 of the Core Strategy 2006 – 2026.
- 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.
- 14.2 Following some initial comments raising concerns, the Crime Prevention Design Advisor raises no objections to the development.
- 14.3 Of key importance for this development is achieving safe and secure access at the site. The amended details have removed a retained gate on the eastern elevation which will stop access into the site from that boundary. The car park area is secured by gate and will only be accessed by staff and residents using the site, there is no public parking with this proposal which makes management easier.
- 14.4 Entry to the sheltered accommodation and the four flats in Building A will be done through secure access installations which create a safer environment for residents.
- 14.5 The combination of proposed boundary treatments and amenity landscaping means that the site is not permeable from the public realm which contributes towards creating a safe environment.
- 14.6 The Crime Prevention Design Advisor has requested a condition requiring the development to meet secured by design standards and this is considered to be reasonable. On the basis of the comments above the proposed development is considered to be acceptable in light of crime prevention and therefore compliant with Core Policy 12 of The Core Strategy 2006 - 2026
- 16.0 **Sustainable Design and Construction**
- 16.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developers Guide is due to be updated to take account of recent changes and changing practice. In the interim to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.
- 16.2 The proposed development has taken account of this requirement and has

proposed a number of measures to ensure it meets the required standard.

- 16.3 For residential units heating is provided through air source heat pumps that would serve under floor heating. Heatpumps will also be installed to provide hot water to the units.
- 16.4 For the community hub and office space heating is proposed through electric panel heaters and with hot water provided through electrical heaters that function when used. Building A includes a number of PV Panels and air source heat pumps.
- 16.5 On the basis of the considerations above the proposed development is considered to be acceptable in light of Core Policy 8 of the Core Strategy 2006 -2026 in respect of sustainable design and energy.

**17.0 Air quality/Noise impacts**

- 17.1 The application site is not situated within an Air Quality Management Area (AQMA). The Council's Technical Officer notes that there would likely be a minor impact on air quality due to trip numbers associated with the development.
- 17.2 The Environmental Quality Officer recommends that an EV hub is built on the site and there should EV charger provision for residential, office, library and visitor parking. The scheme proposes 10% of spaces to have EV chargers and associated infrastructure for the future conversion of a further 20% which is acceptable in planning terms. The Officer recommended that car parking spaces that are dedicated for the residential flats have 100% (5 dual fast EV chargers (7kW) provision and this is considered to be appropriate. It was also recommended the sheltered units, council office and library has at least 4 dual fast EV chargers (7kW) and one 50kW /4kW DC/AC rapid charger built on the site which again is appropriate. In order to secure this arrangement, it is proposed that a condition is included for a car park management plan which would include a requirement to have the EV charging proposals agreed along with other matters such as confirming the residential and non-residential allocations.
- 17.3 Noise survey results indicate that noise on site has low noise risk exposure. The Environmental Quality Officer notes that noise levels are potentially going to be exceeded during summer months if windows are left open. Mitigation can be provided through installing mechanical ventilation with cooling, which would ensure that internal noise levels and temperature can be maintained without the need to open windows. The applicant has agreed to this proposal and condition is proposed to be included that would require approval of the proposed system.
- 17.4 The Officer also notes that no noise assessment has been provided to assess impacts on plant installations that would occur as part of this proposal. The request for a revised noise assessment is noted however it

is considered reasonable to reserve this information as a condition that would require an assessment to be submitted along with finalised details of the proposed plant and equipment to be installed. Such a condition is proposed.

- 17.5 It is therefore considered that the proposed scheme does not have a harmful impact in respect of noise and air quality impacts and conditions are able to address outstanding matters. Therefore the proposed development is considered to be acceptable in light of Core Policy 8 of the Core Strategy 2006 -2026 in respect of sustainable design and energy.

**18.0 Surface Water Drainage**

- 18.1 The site is located within flood zone 1 and therefore flood risk is minimal.

- 18.2 A mains sewer pipe runs east/west through the site and consent from Thames Water will be required to undertake works in that area. Thames Water have raised no objection to the scheme in their consultation.

- 18.3 The Lead Local Flood Authority had provided an initial response to the application asking for additional information to aid their assessment. Additional information has been sent to the Authority and a response is awaited. Given that the site is within Flood Zone 1 and is previously developed land, it is anticipated that drainage proposals will be found to be acceptable. Any consultation responses will be included for Members in the amendments sheet but at the time of publication the recommendation reflects the need to address the comments of the Lead Local Flood Authority.

**19.0 Affordable Housing and Infrastructure**

- 19.1 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.

- 19.2 The development proposed is a Slough Urban Renewal scheme and the council is the landowner of the site. As a result it is not possible for the Council to obligate itself for planning obligations through a Section 106 agreement. It is possible to secure necessary contributions through a Unilateral Undertaking which would be produced and agreed prior to the grant of any planning permission.

- 19.3 In respect of financial contributions a request has been made for Education contributions. Education contributions are sought from residential units. The scheme proposes 4 residential units in Building A but the trigger for contributions, in accordance with the Developer's Guide, is 15 units. The sheltered accommodation apartments proposed are a C2 use class (residential institutions) and not residential development per se. It is therefore considered that a contribution for Education in this instance

is does not meet the necessary requirements and should not be sought.

- 19.4 A request is also made for provision of car club spaces and a contribution to their maintenance. It is considered that this site would not be suitable for car club provision. The nature of car club spaces are that they are to be accessible to people that require them however as stated earlier the car park for this development is to be secure with access only for residents and staff of the community building and sheltered accommodation. It therefore makes the provision of a car club space incompatible with the nature of the development. The Crime Prevention Design Advisor places significant importance on security for this development and therefore, in this instance, a car club space and contribution will not be sought.
- 19.5 The scheme includes the provision of 4 affordable housing units and as these are considered to be a benefit of the scheme they will need to be secured. The application as agreed to provide a Unilateral Undertaking that would secure the units as affordable.
- 19.6 The Highways Officer has requested that highway works that require a Traffic Regulation Order are also secured through the planning permission and this too has been agreed to be secured as part of the Undertaking.
- 19.7 Therefore the requirement for a Unilateral Undertaking would secure the necessary commitments from the applicant and there are no concerns in respect of infrastructure impacts. The recommendation for this application is subject to the completion of the Unilateral Undertaking.

## 20.0 **Planning Balance**

- 20.1 In the application of the appropriate balance it is considered that there are significant benefits to be had through the provision of a building that can house and host a number of community uses, 20 secure sheltered accommodation apartments and the provision of 4 affordable housing units. The provision of landscaping and redeveloping a vacant site also bring benefits to the area. There is a noted impact on the outlook from the rear of neighbouring property at 20 Randolph Road.
- 20.2 On balance it is recommended that planning permission should be granted in this case as the benefits significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

## 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 is approved subject to addressing the outstanding drainage comments, the completion of a Unilateral Undertaking and the conditions set out below:
- 21.2 **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. 154232-P-STL-001 Rev A, Dated 09/11/2020, Recd On 21/12/2020

(b) Drawing No. 154232-P-STL-002 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(c) Drawing No. 154232-P-STL-003 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(d) Drawing No. 154232-P-STL-004 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(e) Drawing No. 154232-P-STL-005 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(f) Drawing No. 154232-P-STL-006 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(g) Drawing No. 154232-P-STL-100 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(h) Drawing No. 154232-P-STL-101 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(i) Drawing No. 154232-P-STL-102 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(j) Drawing No. 154232-P-STL-103 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(k) Drawing No. 154232-P-STL-104 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(l) Drawing No. 154232-P-STL-105 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(m) Drawing No. 154232-P-STL-106 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(n) Drawing No. 154232-P-STL-200 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(o) Drawing No. 154232-P-STL-201 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(p) Drawing No. 154232-P-STL-300 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(q) Drawing No. 154232-P-STL-301 Rev A, Dated 17/12/2020, Recd On 21/12/2020

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. Notwithstanding the details in the approved plans, no development

shall take place above ground works level, until details of the proposed external facing materials, including any paint colours, glazed facades and roof material of the buildings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be used or occupied prior to the implementation of the approved details. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory external appearance of the development and to respect the setting of nearby listed buildings in accordance with Policies EN1 and EN17 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

4. Notwithstanding the details in the approved plans, no development shall take place until details of the proposed external materials to be used in the construction of the access road, car park, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved unless otherwise agreed in writing by the Local Planning Authority.

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. None of the uses hereby approved shall commence until details have been submitted to and approved in writing by the Local Planning Authority for a scheme of 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. The scheme shall be implemented in accordance with the approved details and thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

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

6. Notwithstanding the details in the approved plans, none of the uses hereby approved shall commence until full details of hard and soft landscaping proposals, including fully details of the roof terrace garden hereby approved, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

7. None of the uses hereby approved shall commence until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

8. No development shall take place above slab level until written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

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, 2012.

9. No development shall begin until details of a scheme (Construction and Environmental Management Plan) 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 foundationsThe development shall be carried out in accordance with the approved scheme or otherwise, as agreed 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, and the guidance set out in the National Planning Policy Framework (2019).
10. Prior to the occupation of any residential unit or any sheltered accommodation apartment hereby approved, details of the proposed system of Mechanical Filtered Ventilation (including proposals for overheating mitigation) within each flat shall be submitted to and

approved in writing by the Local Planning Authority. The development shall be carried in full accordance with the approved details prior first occupation and retained as such at all times in the future. Each Mechanical Filtered Ventilation unit shall then be used and maintained in accordance with the manufactures requirements at all times in the future.

REASON to ensure existing and future residents are not subjected to unacceptable levels of pollution once the development is inhabited, 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, 2019.

11. Notwithstanding the provisions of the Town & Country Planning General Development Order 1988 the total gross floorspace of the non residential uses in Building A hereby approved shall not exceed 651 sq m for the community uses and 555 sq m for the office use and no extension or alteration either external or internal, involving an increase in floorspace including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking.

12. Pursuant to Condition 11, the office floorspace hereby approved shall be used only by staff either employed by Slough Borough Council, public sector agencies or voluntary sector organisations and shall not be sub- divided or let to another occupier.

REASON The site is out of the town centre and therefore not appropriate for office development on accordance with Policy 5 of the Core Strategy 2002-2026 and 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 in accordance with Policy EN1 of The Local Plan for Slough 2004.

13. Pursuant to Condition 11, the community hub floor space hereby approved shall be used for uses within use classes E(e), E(f), F1(a), F1(b), F1(c), F1(d), F1(e), and F2(b) and for no other purpose (including any other purpose in Classes E or F of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON : To ensure the development is implemented and retained as a flexible community facility in the interests of the amenities of the area and to comply with Policy 5 of the Core Strategy 2002-2026 and Policy EN1 of The Local Plan for Slough 2004

14. None of the uses hereby permitted shall commence until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include provisions to :

a) Ensure that spaces cannot be owned/let/allocated to anyone who is

not a resident or does not have a car/need a parking space.

b) Demonstrate the allocation of residential and non-residential parking spaces.

c) Set out the EV charging space arrangements showing location of EV chargers and accessibility arrangements/allocations.

d) How use of charging point spaces by non plug-in vehicles will be restricted.

e) Allocation of any visitor spaces.

None of the uses hereby approved shall commence until the car park management scheme has been implemented as approved. Thereafter the allocation and use of car and electric vehicle parking spaces shall be in accordance with the approved scheme.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area and to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019

15. None of the uses hereby approved shall commence until details have been submitted to an approved in writing by the Local Planning authority of the proposed plant and equipment installations required to facilities the development hereby approved. The details shall include the specifications of the plant and equipment and an associated noise assessment that assesses the impact of their installation. The works shall then be carried out in accordance with the approved details and thereafter be retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed installations do not result in noise impacts that adversely affect neighbouring residential amenity in the interests of Policy 8 of the Core strategy 2006 - 2026

16. The development hereby approved shall be implemented to fully include the proposals and measures set out in the Energy Strategy produced by Desco Ltd, reference 2046-50-RPT-04, Issue 3, dated 6 November 2020 unless otherwise agreed in writing with the Local Planning Authority.

Reasons: To ensure that the development provides sustainable energy benefits to the development in the interests of Policy 8 of the Core Strategy 2006 - 2066.

17. The windows to be created in the first floor southern elevation of Building B 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 H15 of The Adopted Local Plan for Slough 2004.

18. The development hereby approved shall be implemented to fully include recommendations and arboricultural protection method statement as set out in the Tree Condition Survey, Arboricultural Implications Assessment and Protection Recommendations report produced by Goodger Design Associates dated 30 October 2020 unless otherwise agreed in writing with the Local Planning Authority.

Reasons: To ensure that the development does not affect the amenity value provided by retained trees in the interests of Policy 8 of the Core Strategy 2006 - 2066.

19. No construction or development shall commence on site until a Construction Traffic Management Plan has been submitted and approved in writing by the Local Planning Authority. The CTMP shall include details of: hours of construction, duration of construction, hours of deliveries, traffic management measures, 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 machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance. Any deliveries of the mast or construction materials shall be scheduled to occur outside the peak periods of 0700 – 1000 and 1600 – 1900. The Plan shall thereafter be implemented as approved before the 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.

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

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

21. No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

22. No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be

kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

23. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details. No surface water from the development shall drain onto the public highway.

REASON: To minimise danger and inconvenience to highway users.

24. Notwithstanding the details in the approved plans, none of the uses hereby approved shall commence until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to first use of the development and shall be retained at all times in the future for this purpose.

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

25. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway

26. No part of the development hereby permitted shall be occupied until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include provisions to :
- a) Ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
  - b) Ensure spaces are not permanently linked to dwellings.
  - c) State how electric vehicle charging point spaces will be made available to residents with plug in vehicles.
  - d) How use of charging point spaces by non plug-in vehicles will be restricted.
  - e) Allocation of any visitor spaces. No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter the allocation and use of car and electric vehicle parking spaces shall be in accordance with the approved scheme.

REASON to provide mitigation towards the impacts on the adjacent Air

Quality Management Area and to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019

27. Notwithstanding the details in the approved plans, no part of the development shall commence use until the design of the bin storage areas has been agreed with SBC in accordance with the standards set out in the Slough Developers Guide. The bin storage shall be provided in accordance with these plans prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that adequate refuse storage is provided to serve the development

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

REASON To ensure that the site is adequately risk assessed for the proposed development, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

29. 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 Core Policy 8 of The Slough Local Development Framework, Core



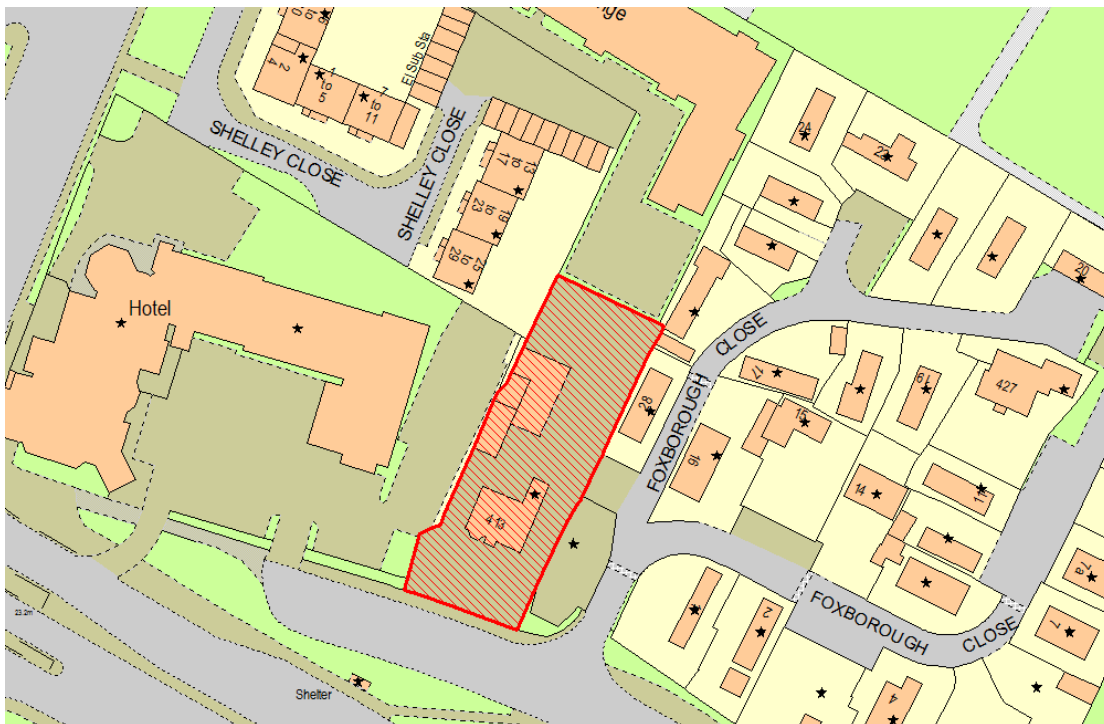
30. Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure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

REASON To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

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Registration Date:	03-Jul-2020	Application No:	P/00331/004
Officer:	Michael Scott	Ward:	Foxborough
Applicant:	Mapgro	Application Type:	Major
		Extension of Time:	12 Feb 2021
Agent:	Zyntax Chartered Architects, 8, Arborfield Close, Slough, SL1 2JW		
Location:	Austin Brothers, 413, London Road, Slough, SL3 8PS		
Proposal:	Construction of 14no. flats comprising 10no. 2-bedroom flats, 3no. 1-bedroom flats and 1no. studio flat with associated parking and amenity.		

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



## **Second SUPPLEMENTARY REPORT**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to: no substantive concerns are raised by the Local Lead Flood Authority; in order to finalise conditions and agree pre-commencement conditions; and any other minor changes
- 1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

### **2.0 Introduction**

- 2.1 At the meeting of the Planning Committee on 13th January 2021, Members deferred the determination of the application; so that, officers could hold further discussions with colleagues in Planning Policy and with the Highway Authority regarding the implications of the parking proposals.
- 2.2 Members sought a view from Planning Policy on the proposed recommendation to approve the application in the context of the Council's parking standards, and an understanding of the interpretation more widely in the Borough. This second supplementary report considers that issue and restates the significance of central Government planning policy, which was highlighted in the first supplementary report to the meeting in January 2021.
- 2.3 The original report submitted to the Planning Committee in October 2020 is also attached as an appendix, as that considered the other material planning considerations.
- 2.4 Since the January Committee meeting the applicant has further increased the width of the car port parking spaces from 2700mm. to 3000mm. to accord with the request from the Highway Authority. This leads to a slight change in the floorspace of the flat alongside in the proposed building. There would be no change of significance to the overall space standards of the accommodation.
- 2.5 Additionally, the applicant has submitted an updated transport consultant's report setting out their justification for the revised car parking provision based on the car ownership data requested by the Highway Authority.

### 3.0 **Response from discussion with Policy and the Highway Authority**

#### 3.1 Head of Policy has made the following comments:--

The Council's parking standards have been in operation since the 2004 Local Plan and have worked very well. There have been a lot of changes in policy since then which have meant that the standards have had to be applied in a flexible way, particularly with regards to development in the centre of Slough. They will have to be reviewed as part of the work on the Local Transport Plan, Local Plan and the various environmental strategies that the Council is developing.

In doing so we will have to take account of paragraph 105 of the NPPF which states that if setting local parking standards for residential and non residential development, policies should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision for spaces for charging plug-in and other ultra emission vehicles.

The Core Strategy takes account of these sorts of factors in seeking a range of parking provision in different uses in different locations in the Borough. In some cases this involves applying maximum standards which restrict the provision of parking in places like the town centre.

Paragraph 7.132 states that Minimum parking standards may however continue to be applied to any small scale residential development that is allowed within existing residential areas. Core Policy 7 states "*...the level of parking within residential development will be appropriate to both its location and the scale of development and taking account of the local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents*".

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. All planning applications have to be treated upon their merits and if refusing planning applications it is necessary to show what harm there is to the relevant policy.

In this particular application it should be noted that the site is not

currently in residential use and it is not in a predominantly residential area. This means that paragraph 7.132 does not apply and it can be considered differently to applications within existing suburban residential areas.

When judged against the elements in Core Policy 7 it has to be decided whether there are any local parking problems, whether the lack of additional on site parking would have an impact upon the street scene, whether there are road safety problems associated with the site and whether the lack of additional parking would have an impact upon the amenities of adjoining residents.

Whilst it may be considered an unsustainable location because of lack of access to shops and local facilities, it has to be considered whether this can be overcome by the fact that each household will have access to a car and there is a good bus service to Slough town centre.

As a result, although the proposed development does not meet the Council's minimum car parking standard, it has to be decided whether the scale of shortfall will cause significant harm to any of the factors set out in local and national planning policy.

- 3.2 The Highway Authority have responded since receiving the car ownership data they requested from the applicant; amended drawings showing the increased width of the car ports; and, further to a discussion with the Head of Policy, as follows:--

This document provides Slough Borough Council's final consultation response on Highways and Transport issues for application P/00331/004 at 413 London Road, Langley, Slough. A Transport Statement has been produced by i-Transport which considers transport and highways issues.

Highways and Transport Comments were initially provided by SBC on 2<sup>nd</sup> December 2020 and additional transport information has been submitted in response within a technical note (Ref: MC/GT/ITB16328-002) on 14<sup>th</sup> December 2020 and 25<sup>th</sup> January '21.

SBC also provided highways and transport comments on a previous planning application (P/00331/003) for a development of the same quantum on the site. No Transport Statement or Technical Note accompanied that submission considering transport issues such as parking provision, vehicle tracking or refuse collection.

### **Application Description**

The planning application is for the development of 14 dwellings comprising:

- 10 2-bedroom apartments;
- 3 1-bedroom apartments; and

- 1 studio flat

18 parking spaces are proposed with the provision of 14 allocated parking spaces at a ratio of 1 allocated parking space per dwelling. It is proposed that four parking spaces would be provided for the use of visitors.

18 Electric Vehicle Charging Points (EVCP) are proposed, in excess of the requirements that one Electric Charging Point per dwelling is provided as per Table 7 of the Slough Low Emissions Strategy (2018 – 2025).

## **SBC Highways and Transport Comments**

### **Vehicular Access**

The proposed crossover has been situated on the site's western boundary at the request of SBC to provide the best possible separation between the site access and the junction of Foxborough Close and the London Road service road. Drawing No. ITB16328-GA-001-Rev C displays visibility from the proposed site access, displaying 2.4m x 26.6m to the right of the proposed access where visibility extends upto the Toby Carvery Exit and the end of the service road. 2.4m x 43m visibility is available to the left of the access in accordance with the requirement for a 30mph speed limit. This level of visibility is deemed appropriate at this location for this access and the likely speed of vehicles along this section of the London Road service road. Tracking has been provided which demonstrates that a Fire Tender can safely ingress/egress the site in a forward gear.

SBC Highways and Transport have no objection to the proposed vehicular access on safety grounds.

### **Layout**

The TS provides vehicle tracking of each parking space on Drawing ITB16328-GA-00-Rev-A which demonstrates that large estate cars can ingress and egress the majority of parking spaces on the proposed site layout, although dry steering is required for the vehicle to access the majority of parking spaces. As shown on Drawing ITB16328-GA-003 Rev-B, Space 7 has been increased to measure 2.4m x 4.8m to ensure parked vehicles do not overhang the end of the space.

Two undercroft parking spaces are provided which are bounded on both sides by a wall. It has been confirmed that these spaces measure 3.0m in width, providing an additional 300mm width on each side of the space to ensure car doors can be opened.

### **Access by Sustainable Travel Modes**

The site has an SBC PTAL rating of 1b which indicates a low level of public transport accessibility. PTAL ratings with Slough range from 1a in the areas

with least access to public transport and a PTAL of 5 within the Town Centre area surrounding Slough Railway Station and the Bus Station. The site is located approximately 1800m (23 minutes' walk) from Langley Railway Station and 4000m from Slough Town Centre and the main High Street (50 minutes' walk).

The site benefits from being located in close proximity to bus stops within 50-250m of the site which offer up to nine bus services per hour between Slough, Heathrow, Windsor and London. It is acknowledged that the site is located within walking and cycling distance of numerous primary schools and secondary schools. It is also accepted numerous employment and leisure destinations are located within walking and cycling distance of the site. However the retail offering within walking and cycling distance of the site is restricted to a number of convenience stores and small foodstores.

The additional transport information submitted by i-Transport on 14<sup>th</sup> December (Ref:MC/GT/ITB16328-002) refers to Journey to Work Data from the 2011 Census for Slough 013 and identifies Heathrow, Slough, Maidenhead, Windsor, Bracknell, Langley and Colnbrook as the key employment destinations. The site's proximity to the Strategic Road Network makes it likely that the private car will be the first choice for travelling to these destinations, regardless of the bus services available highlighted by i-Transport.

i-Transport's independent PTAL calculation is not accepted. In order to compare accessibility of different locations across Slough, a consistent approach must be taken. i-Transport's calculated PTAL rating for the site is 2, which would still be considered low compared to highly accessible areas within Slough. The site's proximity to the M4 and Strategic Road Network is likely to attract residents employed outside of Slough in locations easily accessible using the motorway network.

### **Trip Generation and Traffic Impact**

In response to previous transport comments made by SBC, i-Transport have amended the forecast trip generation for the proposed development and have concluded that the site will generate 6 two-way vehicle trips during the AM Peak Hour and 7 two-way vehicle trips during the PM Peak Hour on the basis of two-way trip rates of 0.407 and 0.447 trips per dwelling during the AM and PM Peak Hours respectively. The revised trip rates and calculation of trip generation are accepted.

SBC requested that the generation assessment was revised so that trip rates were obtained from trip survey sites similar to the proposed development, on the following basis:

- Extraction of trip rates based on the criteria contained within the TRICS Good Practice Guide (2021);



- Consideration of survey sites in Edge of Town/Suburban Locations in close proximity to the Strategic Road Network, similar to the 413 London Road site;
- Removal of survey site: DS-03-C-02 – Burton Road, Derby. This TRICS survey was completed on a Saturday and the data is inappropriate for estimating the development site’s trip generation for the peak hours on a weekday. The survey for this site recorded 0 two-way trips during the AM Peak Hour and 1 two-way trips during the PM Peak Hour. The inclusion of this data results in a lower average trip rate. As stated in Paragraph 11.5 of the TRICS Good Practice Guide, users should not mix weekday and weekend surveys together in a selected trip rate calculation, as this produces a “hybrid” profile which is not representative of any day.
- Removal of survey site: DS-03-C-03 - Caesar Street, Derby. This site has 16 parking spaces for 30 dwellings and a ratio of 0.533 parking spaces per dwelling. Therefore the vehicular trip rate per dwelling from this site is uncomparable with the proposed development at 413 London Road. The inclusion of this data results in a lower average trip rate.

The TS stated in paragraph 5.2.2 that trip rates have been obtained on the basis that 100% of the development will comprise privately owned housing, ‘when in reality there will be an element of affordable flats’ and therefore the trip rates provide an overly robust assessment. However Section 16 of the application forms states that all of the housing provided will be private, market housing. Therefore it is accurate for the assessment to be undertaken on the basis of 100% privately owned/rented dwellings, but the assessment cannot be considered overly robust for this reason.

The requested revisions have been completed and SBC Highways and Transport accept the revised trip rates and assessment of trip generation.

### **Vehicle Parking**

It is proposed to allocate 14 parking spaces to the proposed dwellings and there would be 4 parking spaces for visitors, providing 18 parking spaces in total. It was requested within previous comments that the applicant provides a number of parking spaces compliant with the Slough Borough Council Parking Standards.

The Slough Borough Council Parking Standards would require 26 allocated parking spaces for the site, based on allocated parking provision, as detailed below in Table 1:

**Table 1: Parking Requirement for 413 London Road**

	Spaces Per Dwelling (Existing Residential Area)		Required Spaces (Allocated)	
	Car	Cycle	Car	Cycle
1 Bedroom	1.5	1	6	4

Flat				
2 Bedroom Flat	2.0	1	20	10
<b>Total</b>			<b>26</b>	<b>14</b>

Source: Slough Borough Council Developers Guide – Part 3: Highways and Transport.

As requested on 5<sup>th</sup> December, the agent has now provided additional Car Ownership Data recorded within Super Output Areas in the Ward to justify parking provision below the adopted Car Parking Standards. Car Ownership Data for the Foxborough Ward was considered inappropriate for the proposed site, given the majority of dwellings within Foxborough Ward are closer to Langley Railway Station and further from M4 Junction 5 than the proposed site.

On average, Car Ownership for Privately Owned Flats is 1.26 vehicles per dwelling in the Slough 013B, Slough 013E and Slough 013F Output Areas. Slough 013B, Slough 013E and Slough 013F are the three output areas which surround the proposed development and therefore this Car Ownership Data can be accepted as appropriate evidence for the proposed parking provision at this particular development. It is accepted that residents will be made aware of the parking provision whilst purchasing their property. As a result there is unlikely to be an overspill of parked vehicles onto the surrounding highway and any minimal overspill is unlikely to be considered severe.

The site cannot be considered highly accessible given it sits outside of the Town Centre and outside of Langley Village Centre. The site has a PTAL rating of 1b which indicates low public transport accessibility. Slough Town Centre has a PTAL rating of 5.

However, the site benefits from being located in close proximity to bus stops within 50-250m of the site which offer up to nine bus services per hour between Slough, Heathrow, Windsor and London. It is acknowledged that the site is located within walking and cycling distance of numerous primary schools and secondary schools. It is also accepted numerous employment and leisure destinations are located within walking and cycling distance of the site. However the retail offering within walking and cycling distance of the site is restricted to a number of convenience stores and small foodstores.

Furthermore, the site is situated in close proximity to Junction 5 of the M4. From the M4, drivers can connect to several motorways including the M25, M40, A404M and M3. Therefore the site location makes the car the most attractive transport mode for journeys to destinations within the wider sub-region such as Reading, Newbury, Maidenhead, Basingstoke and West London, particularly given Highways England's Smart Motorway scheme will increase M4 capacity between junctions 3 and 12. Therefore car travel is expected to remain the primary mode of travel for retail and employment

journeys from this area.

As previously set out, the Slough Core Strategy (2008 – 2026) identifies that minimum parking standards should continue to be applied in existing residential areas, stating that: *'The minimum parking standards may continue to be applied to any small scale residential development that is allowed within the existing residential areas under the Spatial Strategy. This would take account of the expected levels of car ownership and recognize the importance of promoting good design in order to protect the character and amenities of the suburban areas'* – Paragraph 7.132. Although it is noted that SBC's Planning Policy Team do not define the site as falling within an Existing Residential Area.

In principle, SBC Highways and Transport do not agree with deviating from the adopted parking standard in this part of the borough. However, the additional Car Ownership Data recorded for the surrounding Output Areas provides further evidence for the parking provision at this particular site which is not defined as an existing residential area. It is accepted that the proposed development is unlikely to have a severe impact on highway capacity or safety. The SBC Parking Standards should remain the starting point for determining parking provision in nearby existing residential areas.

Therefore SBC Highways and Transport do not wish to object to the parking provision for this particular development.

### **Servicing and Refuse Collection**

The TS provides vehicle tracking which demonstrates that a delivery vehicle measuring 7.170m long can safely ingress and egress the site in a forward gear.

The TS also provides tracking which shows that the refuse vehicle would reverse into the site access, collect refuse and then egress the site onto the London Road service road in a forward gear. Waste collection would occur whilst the refuse vehicle waits within the site access.

### **Summary and Conclusions**

I confirm that I have no objection to this application from a transport and highway perspective. I would recommend that you include the following condition(s)/informative(s) as part of any consent that you may issue.

### **Recommended Conditions for Approval**

#### **Access**

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

Crossover Policy.

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

No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

### **Visibility**

No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

### **Gates**

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

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

### **Layout**

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

### **Car Parking**

Prior to the development hereby approved first being brought into use, 18 no.

car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

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

### **Cycle Parking**

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

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

### **Bin Storage**

No part of the development shall be occupied commence until bin storage has been provided in accordance with the standards set out in the Slough Developers Guide.

REASON: To ensure that adequate refuse storage is provided to serve the development.

## 4.0 **Summary and Conclusion**

- 4.1 The revised scheme provides 18 car parking spaces for 14 units – a ratio of 1:1.3 Whereas the Council’s car parking standards represent 1:1.8 for allocated parking (which applies to this set of proposals) and 1:1.6 for communal parking.
- 4.2 There are bus stops immediately close-by and within reasonable walking distance of the site, which offer direct services to a wide range of destinations, as well as links to rail services at Langley and Slough railway stations.
- 4.3 The internal site layout demonstrably functions. The tracking diagrams illustrate the functionality of the layout and it is not acceptable to dismiss the approach on the basis of dry steering. There are no

concerns for fire/emergency vehicle using the layout.

- 4.4 Paragraph 109 of the National Planning Policy Framework states that *‘Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’*.
- 4.5 Further to the advice from Planning Policy, set out above, it is noted that the application represents a proposal for residential development on a formerly non-residential site, which is not in a typical residential locality, and is served by a section of highway that is not part of the wider residential area – being that it has limited to access and egress directly from an arterial road and where there could be some capacity to accommodate overspill parking.
- 4.6 The Highway Authority has concluded that there would not be a severe impact based on their assessment of the likely demand for parking due to the specific characteristics of this site. Therefore, refusal would not be warranted.
- 4.7 Furthermore, Paragraph 110 of the NPPF sets out that “within this context, applications for
- (a) give priority to pedestrian and cycle movements, both within the scheme, and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, ...
  - (b) address the needs of people with disabilities and reduced mobility to all modes of transport
  - (c) create places that are safe, secure and attractive
  - (d) allow for efficient delivery of goods, and access by service and emergency vehicles; and,
  - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”
- 4.8 The applicant has demonstrated the close proximity of the site to bus services and provided not only cycle facilities but also electric charging points to all 18 parking spaces. It is considered that the development would be safe, secure and attractive. The accommodation would have level access thresholds and lifts to each floor level to meet the needs of all persons.
- 4.9 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority can not demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of

housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law should be applied.

- 4.10 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there is a conflict with the Development Plan, namely the lack of full compliance with the Council's Parking Standards.
- 4.11 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 14 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough and the re-use of a previously developed brownfield site. The Local Planning Authority considers therefore that any adverse impact of the development, arising from a shortfall in car parking provision with regard to the Council's Parking Standards, would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole.
- 4.12 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of fourteen residential units in a sustainable location; so, it is suggested that planning permission should be granted in this case. The benefits of supplying fourteen extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

## 5.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

### 1. Commence within three years

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 unless otherwise agreed in writing by the Local Planning Authority.

(a) Undated drawing No. 12-19-02L, Recd On 27/01/2021

(b) Undated drawing No. 12-19-03(1)G, Recd On 27/01/2021

- (c) Undated drawing No. 12-19-03-2-D, Recd On 22/11/2020
- (d) Undated drawing No. 12-19-04G, Recd On 27/01/2021
- (e) Undated drawing No. 12-19-05C, Recd On 28/07/2020
- (f) Undated drawing No. 12-19-06(1)-G, Recd On 27/01/2021
- (g) Undated drawing No. 12-19-06-2-D, Recd On 22/11/2020
- (h) Undated drawing No. 12-19-07G, Recd On 27/01/2021
- (i) Undated drawing No. 12-19-08D, Recd On 22/11/2020
- (j) Undated drawing No. 12-19-09D, Recd On 22/11/2020
- (k) Undated drawing No. 12-19-13E, Recd On 27/11/2020
- (l) Site Solutions Combined report by Argyll Environmental ref. no. AEL-0016-LSC-960329, Dated Jan. 2019, Recd On 03/07/2020
- (m) SuDSmart Pro (GeoSmart Information) Report Ref: 72248R1, Dated 2019-10-30, Recd On 03/07/2020
- (n) Transport Statement by i-Transport ref: MC/GT/ITB16328-001A, Dated 26 November 2020, Recd On 27/11/2020, read in conjunction with and amended by MC/GT/ITB16328-003A, Dated 25 January 2021, Recd On 26/01/2021

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the amenity of the area, so as to comply with the Policies in the Development Plan.

### 3. New finishes to building works

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 to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

### 4. New surface treatments

Prior to the commencement of the development hereby approved, the external materials to be used in the construction of the access and circulation roadways, 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 to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

#### 5. Tree Protection Measures

Measures to protect the adjacent trees in Shelley Close during the construction of the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and thereafter provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained as an amenity for the local area.

#### 6. Drainage (SuDS)

No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, 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 development is completed. The scheme shall include:

- a. Full results of the proposed drainage system modelling for the 1 in 1, 1 in 30 and 1 in 100 storm events plus climate change , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep (if applicable);
- b. Further infiltration testing at formation level;
- c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers;
- d. Full details of the proposed SuDS features and any flow control measures;
- e. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.

REASON: To ensure that the proposed development can be

adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development

#### 7. Phase 2 Intrusive Investigation Method Statement

The findings of the Phase 1 Desk Study having identified 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 C665 & C552 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

#### 8. 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 Land Contamination: Risk Management (LCRM) 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

#### 9. 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

#### 10. Landscaping

Construction of the buildings above ground floor level shall not commence on site until details of an arboricultural method statement in conjunction with a detailed bee-friendly 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, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 6 of this planning permission.

On substantial completion of the development, the approved scheme of hard landscaping shall have been constructed. The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the development. Within a five year period following the

implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

#### 11. Boundary Treatment

Construction of the buildings above ground floor level shall not commence on site until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

#### 12. Bins & Recycling facilities

Construction of the buildings above ground floor level shall not commence on site until details of the proposed bin store (to include siting, design and external materials) shall be submitted to for approval by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained for this purpose.

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

#### 13. Crime Prevention

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 policies) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2019.

#### 14. Access

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

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

#### 15. Removal of existing redundant crossover/access

No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

#### 16. Visibility splays

No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

## 17. Privacy Screening

No part of the development hereby permitted shall be occupied until a scheme of privacy screening to the sides of the balconies to prevent conflicts of privacy within the proposed development has been submitted to and approved by the Local Planning Authority. The approved scheme 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 2019.

## 18. Refuse collection strategy

Prior to first occupation of the development, a management strategy ('the 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 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, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

## 19. Cycle storage

Prior to the first occupation of the development hereby permitted details of the cycle parking provision (including the location, the security measures of the facilities and cycle stand details) shall be submitted to for approval by the Local Planning Authority. The cycle parking shall be provided in accordance with these details and shall be retained 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 2019.

#### 20. Car parking provision

The 18no. parking spaces and the 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.

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 2019.

#### 21. External Site 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 and to ensure safer access and use of the shared cycle/pedestrian/motor vehicular areas throughout the site 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 2019.

#### 22. Level Access

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the residential units and the external amenity/balconies

and the main lobbies.

REASON: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

### 23. Obscured glazing

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), each of the windows on the flank elevations 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 potential loss of privacy to adjoining land in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

### 24. No new windows

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), no windows, other than those hereby approved, shall be formed in any 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 and to ensure the visual character and appearance of the facades are preserved in accordance with Policies EN1 and H15 of The Adopted Local Plan for Slough 2004 and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual 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, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework

### 25. No Impediment to Access



No barriers, gates, etc shall be erected at the vehicular access without first having obtained the written approval of the local planning authority.

REASON In the interests of amenity and general highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008..

#### INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. 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. Thames Water:

#### Waste Comments

We would expect the developer to demonstrate what measures will be undertaken 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 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

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>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't 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>.

The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and 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](mailto: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

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

#### Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://thameswater.co.uk/buildingwater).

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, 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>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. 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.

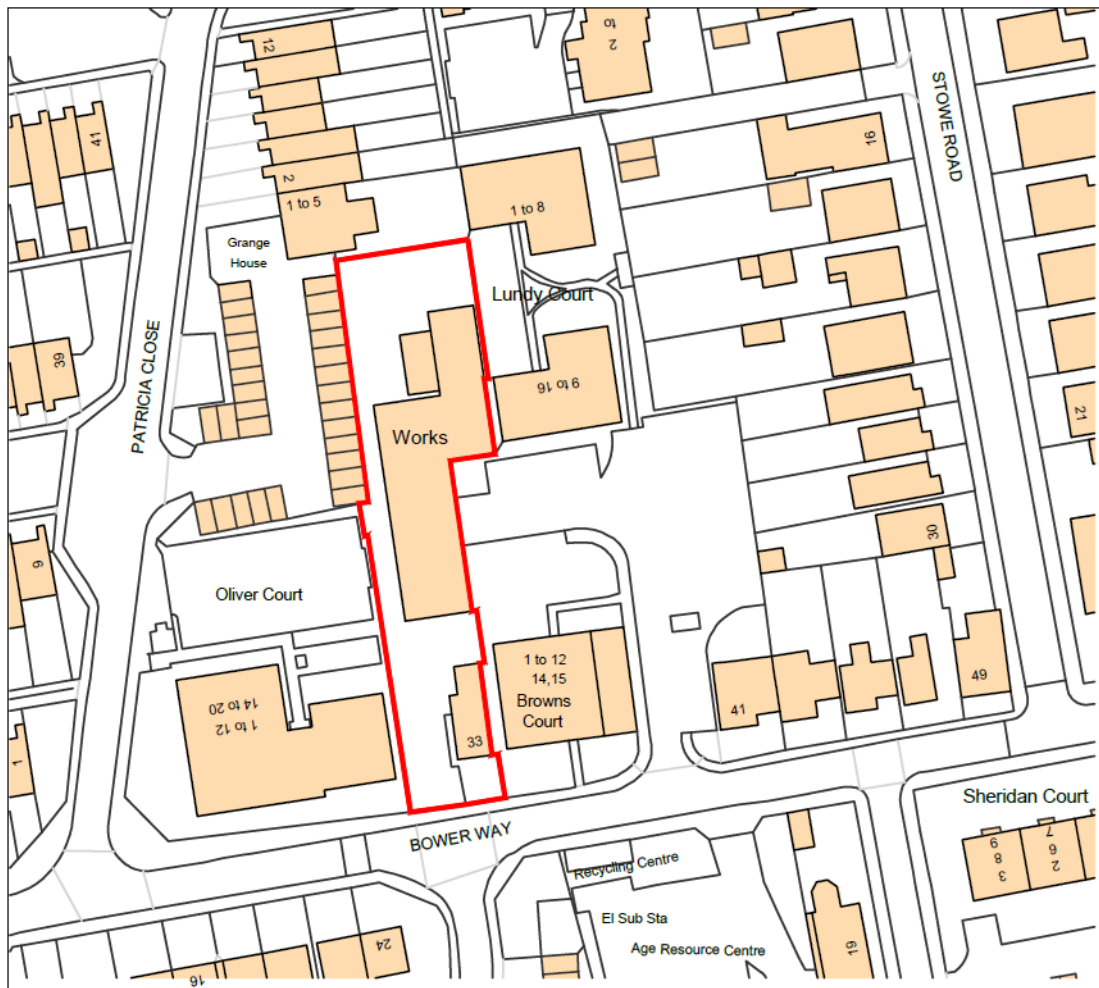
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

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/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.

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Registration Date:	9 <sup>th</sup> October 2020	Application No:	P/02093/003
Officer:	Neil Button	Ward:	Cippenham Green
Applicant:	Mr Purewall Mapgro Ltd	Application Type:	Major
		13 Week Date:	
Agent:	Mr Albert Ogunsanya, Zyntax Chartered Architects, 8 Arborfield Close, Slough, SL1 2JW		
Location:	33 Bower Way, Slough, SL1 5HW		
Proposal:	Demolition of existing buildings and redevelopment of the site to comprise a three storey block and two and a half storey block of flats in tandem arrangement comprising 12no. flats (4no. 1 bedroom flats, 6no. 2 bedroom flats and 2no. 3 bedroom flats) with 15no. parking spaces, associated cycle and bin storage and garden amenity.[Revised Plans received 18.12.2020]		

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



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

(i) finalising conditions and any other minor changes;

1.2 The proposals comprise a major planning application, therefore the development is required to be determined by Slough Borough Council Planning Committee.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 The proposed development comprises the demolition of the existing two storey residential building (which comprises 2 flats) along with the workshop and associated structures to the rear of the site to facilitate the redevelopment of the site for two buildings to provide 12 flats with 15 x associated car parking spaces, cycle storage, external landscaping and amenity space, bin stores and associated works.

2.2 The proposals will provide 12 flats comprising 4 x 1 bed units, 6 x 2 bed and 2 x 3 bed flats. This comprises a net increase of 10 residential dwellings on the site.

2.3 15 x car parking spaces are provided within the frontage forecourt, the undercroft to the front block and rear car parking courtyard. All spaces will contain charging points for Electric Vehicles.

2.4 The frontage block comprises a three storey split level building with residential accommodation on part of the ground level and first and second floors. The frontage blocks also comprises car parking spaces for 2 cars within the undercroft along with a bin store and cycle store.

2.5 The rear block comprises a two and a half storey building with accommodation on all three floors. The second floor level is within the roofspace and provides additional accommodation connected to the first floor flats to provide 2 x 3 bed maisonettes.

2.6 The proposals have been revised to address concerns raised in response to feedback from planning officers and representations made by members of the public. The proposed development has been reduced from 14 to 12 flats and the plans have been revised to accommodate 15 car parking spaces for the 12 flats. Internal alterations have been made to the plans to improve the standard of residential accommodation. The studio apartments have been omitted and the size of specified units has been increased to provide 3 bed maisonettes which could accommodate families.

### **3.0 Application Site**

- 3.1 The site consists of linear plot of land which has been subdivided to provide a two storey residential block (containing 2 flats) at the site frontage adjacent to Bower Way with a single storey workshop extending to the rear of the site behind the residential block. The workshop provides approx. 450 sqm of Class B2 floorspace and has been vacated at the time this report was written. The on-site structures remain in situ. Vehicular access to the rear workshop is provided at the western side of the residential block off Bower Way.
- 3.2 To the east comprises 1-15 Browns Court (a three storey flatted block) and the vehicular access and car parking area which serves both and Browns Court. Lundy Court (2 x 2 storey flatted blocks) is located to the north and north east of the site wrapping around the north east site boundary. 1-5 George House (2 storey flats) and a garage block accessed from Patricia Close is located to the north and north west of the site boundaries. Oliver Court (3 storey flats) and parking court is located immediately to the west of the site. There are other residential flatted blocks on Bower Way (including Sheridan Court to the south east) and residential dwellinghouses which mainly comprise two storeys in proximity to the site. The character of the area is predominantly residential with dwellinghouses and flatted blocks.
- 3.3 The site is located to the north of Bower Way, Cippenham. Elmshott Lane is located circa 175m to the west which connects with the Bath Road to the north.
- 3.4 The site is located in a reasonably accessible location with services and facilities located on Elmshott Lane (circa 175m to the west) with a wider range of services and facilities located on and in close proximity to the Bath Road to the north of the site. There is a bus stop located immediately adjacent to the site frontage which offers bus services to Slough Town Centre and the Trading Estate which in turn offers higher order services and facilities. A range of additional bus routes serve the bus stops located along the Bath Road to the north of the site.
- 3.5 Slough Town Centre is located circa 4km east of the site. Slough Town Centre offers a wide range of services and facilities including Queensmere Observatory Shopping Centre, restaurants and cinema.
- 3.6 Burnham rail station is the closest station to the site (circa 950m) to the north. Burnham rail station is one of the stations to benefit from the new Crossrail service and currently provides services to Central London, Slough, Maidenhead and Reading.

### **4.0 Relevant Site History**

- 4.1 The relevant planning history for the site is set out below:

P/02093/001 - Erection of single storey extension to engineering works.  
Approved 15-June-1994

P/02093/002 - Change of use from a house into two self contained flats (retrospective). Approved 1<sup>st</sup> September 2001.

## 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) 3 x site notices was displayed outside the site on Bower Way and adjacent to the surrounding flatted blocks at Oliver Court and Lundy & Browns Courts on 9<sup>th</sup> October 2020 and 4<sup>th</sup> January 2021. The application was advertised as a major application in the Slough Express. The second consultation expired on 25<sup>th</sup> January 2021.

13 responses have been received raising objections to the proposed development. The following points have been raised.

- Proposals will result in car parking on the pavement;
- People will be forced to use the road to avoid parked cars;
- Parking in Abbey Close will get worse;
- Inadequate car parking for each new flat and visitors;
- Increase in traffic leading out of junction will cause road safety problem;
- 14 flats will cause traffic problems and pollution;
- Increase in population will put pressure on local schools and GP surgeries;
- Don't want Cippenham to be over-populated or over-developed;
- Air quality will decline;
- Public services will suffer;
- Development is unsustainable;
- Proposals will have negative impact on area;
- Too many flats in the area are planned, including the proposals at Elmshot Lane, Cippenham Working Mans Club and on Bath Road (National Tyre Hire);
- Bower Way will suffer from all of the construction traffic;
- The space is not big enough to accommodate all of the flats proposed;
- Cars will struggle to access the site due to the position of the first block;
- Disruption of light to adjoining blocks of flats;
- Demolition of buildings will disrupt residents whom work from home;
- Noise disturbance from demolition and construction;
- No benefit to development;
- Not in the interests of residents of businesses in Cippenham

5.2 A letter has also been received from the Leader of Slough Borough Council reflecting the following comments:

A number of residents have expressed their concern to me regarding the above referenced planning application and have asked me to express their objections to the proposed development to the Council's planning department.

They have raised material concerns around highway safety in terms of increased traffic flow and congestion within the area of the proposed development. They have also raised concerns that the proposed amount of car parking space does not meet the needs of the development itself



and will have an adverse affect on the availability of parking in neighbouring streets.

Although I appreciate the application will be judged on merit against the Council's agreed planning policies I would be grateful if these concerns could be considered as part of the determination process.

6.0 **Consultations**

6.1 Transport & Highways: No objections to the proposals. Detailed comments on the revised scheme and Transport Statement to be included in Addendum.

6.2 Environmental Quality – Noise:

No objections subject to below:

Consideration of development orientation and internal layout for screening purposes and to locate bedrooms facing away from noise sources, to ensure an internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB during the night, or LAMax levels of 45dB are not exceeded more than 10-15 times per night

Application of good acoustic design principles such as acoustic glazing for windows, and potential for air ventilation systems.

Initial comments recommended submission of a noise assessment but further comments advise that it is not required for a scheme of this scale and due to the existence of existing residential use on the site.

6.3 Environmental Quality – Air Quality

In line with the Slough Low Emission Strategy, the scheme is considered to have a minor impact on air quality. The scheme would typically require an assessment of potential exposure of future residents to concentrations of NO<sub>2</sub>, however due to the location of the development, this is not likely to be an issue. In line with the Low Emission Strategy, minor developments require integration of Type 1 Mitigation measures, outlined below.

- A suitable electric vehicle charging point, in line with table 7 of the Low Emission Strategy Technical Guidance and specified within the Low Emission Programme, shall be provided for all parking spaces
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. It must contain details of noise and dust mitigation.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.

6.4 Environmental Quality – Ground Contamination:

No objections subject to imposition of conditions requiring a site investigation and risk assessment, intrusive investigation statement, remediation method statement and remediation validation.

6.5 Crime Prevention Design Advisor:

No objections subject to the following recommendations:

Postal services: Layout plans identify the location of the Communal entrance but does not yet show details of a secure lobby or location of the residential letterboxes. Tarde buttons must be omitted from the scheme. Secured by Design best practice offers three solutions to this issue; (1) creating an airlock system with secure boxes within the airlock area; (2) external secure letterboxes; or (3) through the wall letterboxes. For this development. The third (3)solution would be the preferred. Amended plans detailing location of post boxes be submitted prior to approval.

The applicant should provide details of type style of proposed boundary treatments specifically for the rear boundary of the car park. Rear boundary treatment should be minimum of 1.8m, robust and difficult to climb.

The undercroft/ rear car park is welcomed. Noted that a roller shutter and pedestrian pass gate has been proposed. I strongly recommend that electronic access is controlled by open lath (visually permeable) roller shutter, capable of being operated without the drive having to leave the car.

A condition is recommended which ensures the principles and standards of Secured by Design are incorporated into the scheme to ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

#### 7.1 National Planning Policy Framework 2019 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 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

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

c) approving development proposals that accord with an up-to-date development plan without delay; or  
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); or  
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 6 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

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 – Housing Type  
Core Policy 5 – Employment  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment  
Core Policy 10 - Infrastructure  
Core Policy 12 – Community safety

7.3 The Adopted Local Plan for Slough 2004 (Saved Policies)

Policy H10 – Minimum Density  
Policy H14 – Amenity Space  
Policy EN1 – Standard of Design  
Policy EN3 - Landscaping  
Policy EN5 – Design and Crime Prevention  
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  
Proposals Map 2010  
Developer Guide Part 3: Highways and Transport (2008).

## 7.5 Planning and Compulsory Purchase Act 2004

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 July 2019. 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.

## 7.6 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals. This planning report identifies the possible equality impacts on the protected groups within the following sections.

## 8.0 **Planning Assessment**

8.1 The planning considerations for this proposal are:

- Principle of Use
- Impact on the character and appearance of the area
- Housing Mix and Standard of Accommodation
- Impact on amenity of neighbouring occupiers
- Highways/Transport and parking
- Drainage Impacts
- Safe and Accessible Environment

## 9.0 **Principle of Use**

9.1 **Core policy 1 (Spatial strategy)** states that the requirement for new development to comply with the Spatial Strategy includes that on sites other than those in the town centre and on key regeneration locations “*the*

*scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.*" The Policy notes that *'Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited'*". **Core policy 3 (Housing distribution)** permits *"additional housing within the town centre or in other appropriate urban areas in accordance with the Spatial Strategy"*. *New development should not result in the net loss of any existing housing.* **Core policy 4 (Housing type)** states that *"in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure"*.

- 9.2 The proposals relate to the redevelopment of a brownfield site (Previously Developed Land) to provide 12 x 1-3 bed residential apartments to suit a range of housing needs. The employment use has now ceased on the site, and in accordance with the NPPF the site is a brownfield site in a moderately sustainable location and therefore moderate weight should be given to the benefit of using the site for new homes to meet a clear housing need.
- 9.3 The site is not located within a defined employment location and there are no policies seeking to resist loss of employment generating floorspace. The site is located within a predominantly residential area in Cippenham close to local facilities (shops, schools, playing fields, community facilities) therefore the change of use of part of the site to residential is considered to be acceptable in land use terms given the residential use is more compatible with the prevailing character of the locality. The loss of the employment use and change to residential is considered to be an improvement in environmental terms due to the removal of a noise and unneighbourly use.
- 9.4 The proposed development comprises the demolition of a vacant former industrial workshop (comprising approx. 450 sqm Class B2 floorspace) and removal of associated structures from the site, in addition to the demolition of the existing two storey residential building (Class C3) which consists of a former dwellinghouse converted into 2 flats. The demolition will facilitate the residential redevelopment of the site comprising the erection of a three storey frontage block and rear two and a half storey block to provide 12 new residential apartments with associated car and cycle parking, amenity space, landscaping and bin stores.
- 9.5 The demolition of the existing two storey residential building is considered to be acceptable given the net increase of accommodation on the site (+10 dwellings). The proposals will result in no loss of family accommodation given the existing accommodation comprises 2 x flats. The proposals provide 2 x maisonettes within the rear block which are designed to provide three bedrooms including accommodation within the roof. These properties could accommodate families which would have access to the rear amenity space.
- 9.6 In conclusion, the loss of employment generating floorspace and provision of additional residential use within a brownfield site is considered to be

acceptable and would comply with Core Strategy Policies 1, 3 and 4 and the NPPF which supports the redevelopment of previously developed land and the need to boost housing supply in sustainable locations.

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

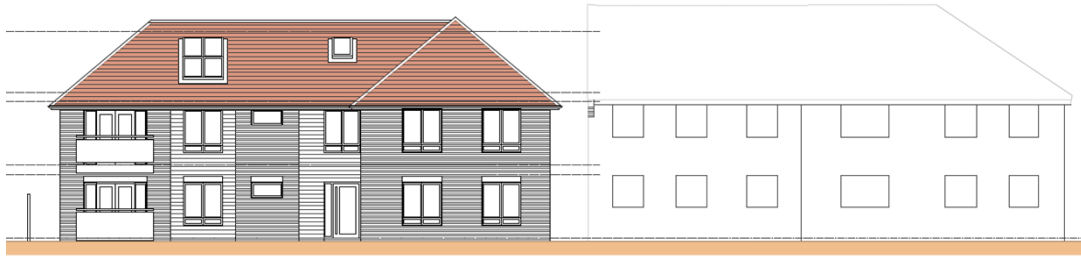
10.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.

10.2 The NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Development should function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development and provide for an appropriate mix of uses, respond to local character and history, create safe and accessible environments which are visually attractive.

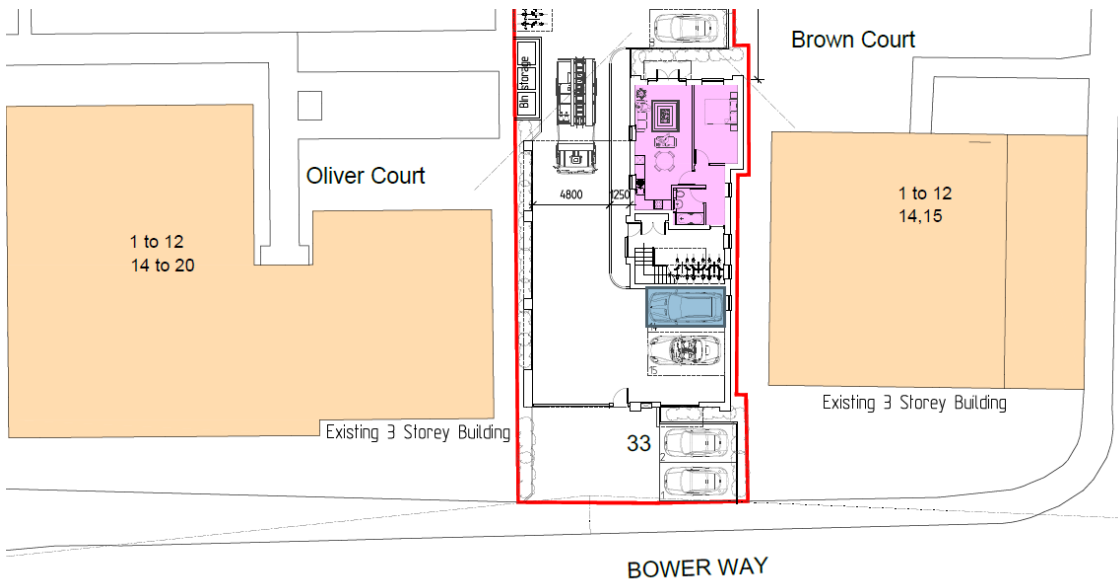
10.3 **Scale and Height:** The proposed development proposes a frontage block adjacent to Bower Way which comprises a three storey building with a hipped style roof and projecting front bay with a front hipped roof profile. The context elevations (illustrated below) illustrates that the adjoining blocks of flats to the east (Browns Court) and west (Oliver Court) comprise three storey buildings, albeit with shallower roof pitches. The height of the development slightly exceeds these but the proportion of the roof is considered to satisfactorily relate to the overall proportions of the façade. There would be limited views of the flank elevations of the development from the streetscene given the siting, height and scale of the adjoining flatted blocks. As such, although the building would be read in its context as being taller than the adjoining blocks, the impact on the streetscene would not be harmful.



10.4 The rear block comprises a two and a half storey building which lines up with the adjacent block of flats to the east (9-16 Lundy Court). The roof profile comprises a hybrid hipped/crown roof articulated with Cabrio-style Windows and velux windows. The below image illustrates that the scale of the rear block and proportion of the roof level relates well to the adjacent flatted block. To the west comprises a garage block and the development is located over 1m from the boundary to the north/west. The relationship between the proposed rear block and the adjoining buildings is considered to be acceptable in terms of scale and height.



10.5 **Siting & Layout:** The proposed frontage block is located behind the building line of Oliver Court to the west and slightly in front of the building line of Brown Court to the east. This follows a slightly stepped building line which is consistent with the pattern of development in the street.



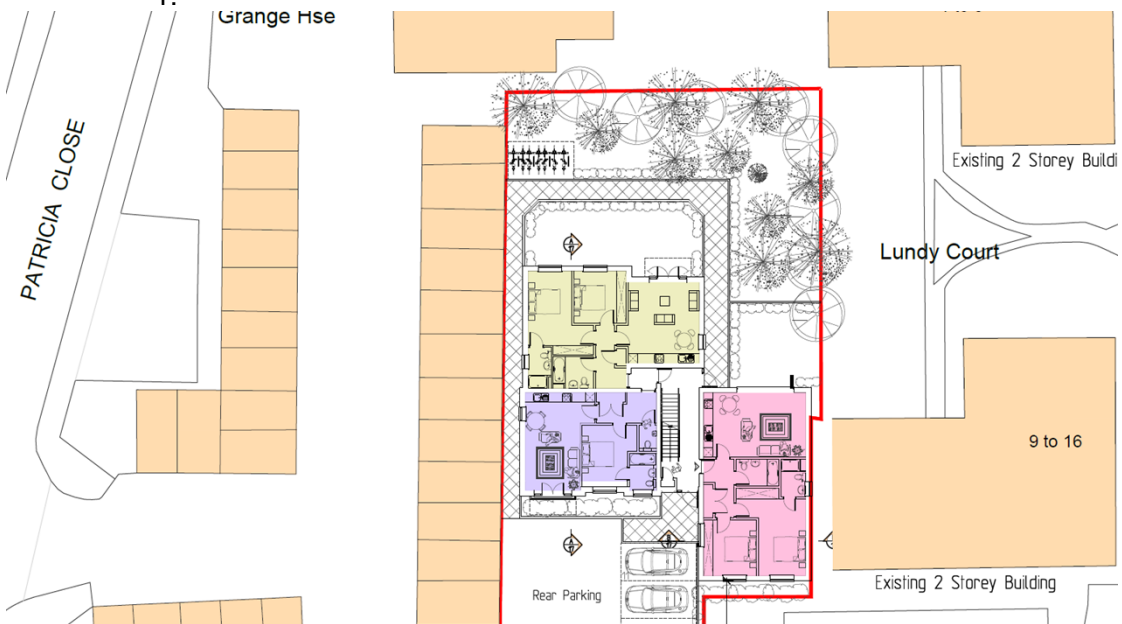
10.6 The frontage block projects beyond the rear elevations of the adjoining blocks but not beyond the 45 degree plane as measured from the adjoining properties (taken from the centre of the closest windows on the facades at ground floor level) as shown on the above plan. It is considered that the frontage block is sited appropriately on the plot to ensure it relates to the pattern of development in the area. The siting of the building provides sufficient gaps between the adjoining buildings on both sides to avoid the infilling/terracing of the built frontage on Bower Way.

10.7 The eastern flank of the rear block is located alongside the adjacent 2 storey Lundy Court (9-16). The western element of the rear block projects beyond the eastern part of the building. The western flank of the rear block would be viewed from Patricia Close to the west above the single storey garage block. The area to the north of the rear block comprises a communal amenity garden for residents in the development. This relates to the corresponding amenity space and external area adjacent to Lundy Court. The plans identify a number of trees planted in this area to form a soft visual buffer between the buildings. Given the predominant height of the surrounding block of flats is 2 storey, the development would be read against this context and within the group of buildings. This arrangement and configuration is considered to be acceptable without resulting in harm to the surrounding townscape context.

10.8 **Density:** At the national level, Section 11 of the NPPF requires that planning policies and decisions should promote an effective use of land while safeguarding and improving the environment and ensuring safe and healthy living conditions, maintaining the prevailing character and setting, promoting regeneration and securing well designed, attractive and healthy places. Paragraph 122 of the NPPF relating to achieving appropriate densities states that in supporting development that makes efficient use of land, it should taking into account of the importance the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it. Core Policy 1 sets out that proposals for high density housing will be located in the appropriate parts of Slough town centre. Elsewhere, the density of development will be related to the site's current or proposed accessibility, character and surroundings.

10.9 A density range of 40-75 dwellings per hectare is recommended for urban sites (outside of town centres) which constitutes the suggested range for this development. The proposed scheme has a density of 88 dwellings per hectare which is marginally above the upper levels set out in the Core Strategy for urban locations.

10.10 It is considered that the scale and density of development will be related to the site's current accessibility, character and surroundings which contain a no. of flatted developments in a moderately accessible location. This would demonstrate compliance with the Council's adopted Core Strategy Policy 1.



10.11 **Design Quality:**

10.12 The proposed elevation drawings confirm that the predominant material will be a combination of Weinerberger Chancery Yellow multi facing and crofters medley wirecut bricks. The bay features in the frontage block comprise a mocha coloured K-render articulated with perforated metal balconies. The annotated drawings are unclear as to how the brickwork will be arranged and therefore a condition is recommended to ensure the brick specifications are clear. The proposed windows will comprise dark



grey UPVC frames. The roof materials will comprise Marley Edgemere interlocking concrete slate tiles with velux and Cabrio-style (fold-out style) windows. The see-through roller shutter (to the undercroft in the front block) would form a prominent feature of the front elevation and given the scale of this feature, it is considered to detract from the domestic residential character of the frontage block and of the adjoining brick built flatted blocks. It is recommended that further consideration is given to this material and a condition is recommended to ensure the shutter is designed with an enhanced appearance without compromising the functional qualities.

10.13 The proposed use of brickwork relates to the predominant brick based buildings within the area with the use of render to produce a counterpoint along with metal balconies providing further contrast and articulation. The form and design of the metal balconies is not specified and this needs to be provided to ensure the contrasting non-brick elements relate to the brickwork and dark grey windows. This could be secured by condition.

10.14 The proposed façade of the front block contains a communal residential entrance incorporated into the metal roller shutters framing system with an opening within the main building comprising steel bars at ground level. This detracts from the façade by creating a somewhat inactive frontage with limited natural surveillance at ground level. It is recognised that there is a balance between providing living accommodation on the ground level with delivering good quality urban design with active frontages to enhance the streetscene and provide natural surveillance. The applicant has opted to position the ground floor residential unit at the rear of the front block which would face onto the parking courtyard at the centre of the block. Officers consider this element of the proposal does not demonstrate a good standard of design and it would have been preferable if the ground floor unit was positioned at the frontage to improve the relationship with the street.

10.15 Notwithstanding the aforementioned design concerns, subject to conditions relating to the brickwork, the re-design of the shutters and specification of the metal balconies, it is considered a satisfactory standard of design could be achieved which would result in an improvement to the current appearance of the site which contains an unsightly workshop and two storey dwelling. Subject to these details, the impact on the character and appearance of the streetscene would be acceptable and the proposal is capable of demonstrating compliance with Policy EN1 of the Local Plan and Policy 8 of the Core Strategy and the guidance set out in the NPPF.

## 11.0 **Housing Mix and Standard of Accommodation**

11.1 Core Policy 4 that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure. The supporting text to Policy 4 notes that to ensure that an appropriate amount of housing is provided in suitable locations, the Core Strategy has to ensure that there is a wide choice and mix of housing to meet local needs. One of these consequences of implementing the Spatial Strategy of “concentrating

development” is that there will be a predominance of high density flats built in the town centre.

11.2 The proposals contain a mix of one, two and three bed units which provides for a range of accommodation needs including family accommodation. The provision of family accommodation in particular is supported and is consistent with the need for such housing within Slough. This would contribute to the range of housing typologies in the area which contain a mix of dwelling-houses and flatted blocks (including the adjacent blocks). The site is walking distance from Elmshot Lane (260m) to the west which contains shops, schools and community facilities. Officers consider that due to the proximity of public transport connections on Bower Way and Bath Road, with Burnham Station a 15min walk away, the site is moderately located and is accessible to local facilities. Due to the locational characteristics, the site is within an area which is suitable for the proposed modest sized flatted development which contains a range of one, two and three bed properties.

11.3 The proposed quality of the residential units and private and communal amenity areas has also been considered by officers and regard has been given to the detailed floor plans submitted for each apartment. The below flat sizes are proposed:

<b>Block</b>	<b>Flat No.</b>	<b>Bed No.</b>	<b>Area sqm</b>
Front	1	1 bed	50 sqm
Front	2	2 bed	78 sqm
Front	3	1 bed	50 sqm
Front	4	2 bed	90 sqm
Front	5	1 bed	50 sqm
Front	6	2 bed	90 sqm
Rear	7	2 bed	75 sqm
Rear	8	2 bed	70 sqm
Rear	9	1 bed	50 sqm
Rear	10	2 bed	75 sqm
Rear	11	3 bed	100 sqm
Rear	12	3 bed	149 sqm
<b>Total NO:</b>	<b>12 Flats</b>		

11.4 The above accommodation schedule demonstrates that the proposed accommodation within all flats exceed the minimum flat sizes set out in the Nationally Described Space Standards.

11.5 The floorplans have been revised to incorporate larger living spaces in the frontage block, larger habitable rooms within the roofspace of the rear block and the omission of studio apartments. A combination of these changes has improved the quality of accommodation within the development. The proposals have been designed to ensure that all apartments have access to a balcony, a Cabrio-style openable window or an external area in close proximity to the living areas. The external area to the rear of the rear block is not well related to the apartment block and creates leftover space. It is unclear who would manage and maintain this space and whether it would be accessible to residents in the frontage

block. Therefore, a condition is recommended to ensure the detailed design of this space and to confirm the landscape management and maintenance arrangements. The condition will need to confirm whether this space is accessible to all residents or just the rear block and also how the side access is controlled (given the plans do not indicate any gateway or door).

11.6 There is some residual concern about the accommodation within the second floor level in the rear block with substantial parts of the rooms being located under the roof pitches. The applicant has submitted to internal sections seeking to demonstrate that there is sufficient width and head-height within bedroom 3 in flat 11 and in the en-suites to flats 11 and 12. Officers consider the illustrations indicate that parts of the internal area would be unduly compromised and this would create a poor quality living environment. It is recommended that additional sections are submitted to demonstrate that there is sufficient head height above 1.7m and that the spaces under 1.7m within the rooms are fit for their indicated purposes (ie: en-suites, or fitted furniture). Notwithstanding these concerns, as the accommodation provides accommodation linked to the apartments 11 and 12 on the first floor, it is considered that there could be adequate accommodation already proposed and that the shortcomings could be addressed by condition.

11.7 Subject to the above condition, it is recommended, on balance that an adequate level of accommodation is capable of being provided.

12.0 **Impact on Residential Amenity**

12.1 Sunlight, Daylight, Overshadowing, Privacy

12.2 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties. The NPPF at paragraph 127 sets out guiding principles for the operation of the planning system. One of the principles set out is that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

12.3 In considering the proposals, officers have had due regard for the impacts on the amenity and living conditions of residents residing within adjoining and adjacent dwellings. The proposals have been considered with regards to the impact (of the development) on the existing levels of privacy, daylight, sunlight and overshadowing to determine whether the residential amenity within neighbouring properties would be materially affected.

12.4 With regards to daylight and sunlight, both blocks have been designed to avoid causing undue loss of light at the adjoining flats within Oliver and Brown Court (in regards to the frontage block) and Lundy Court to the rear. The frontage block is within a 45 degree plane when measured from the rear facing windows on both Brown and Oliver Court. These windows are not affected by other existing obstructions and officers consider the levels of daylight and sunlight enjoyed will remain substantially unaffected.

12.5 At the rear, the layout of the rear block has been designed to ensure the rear facing windows in 9-16 Lundy Court are not obstructed by the

development. The relationship bares a similar proximity to that of the adjacent block to the north 1-8 Lundy Court. It is considered the development would not cause an obstruction in terms of the levels of daylight or sunlight enjoyed, considering the existing scale of the former workshop building.

- 12.6 The proposed blocks have been designed to ensure there are no habitable room or principal windows on the flank elevations which could potentially overlook existing windows within Oliver, Brown or Lundy Court. Save for the first floor east facing dining/kitchen window at the rear block, all habitable room windows are either south or north facing. This window is located away from the eastern boundary of the site and approx. 17m from the nearest window in 9-16 Lundy Court. It is considered that the distance is sufficient to avoid being visually intrusive. Notwithstanding this, additional boundary landscaping is proposed as part of the landscaping scheme and this will create a further visual buffer to prevent overlooking. All other non-habitable room windows on the eastern and western flanks will be designed to comprise obscure glazed windows. This will be conditioned.
- 12.7 In conclusion, it is considered the proposed development would not cause any demonstrable visual intrusion or be visually obtrusive. It is considered the proposal would not give rise to unacceptable overlooking, cause privacy loss or cause material loss of daylight or sunlight to the detriment of adjoining residents within surrounding properties.
- 12.8 Taking into account the above assessment, it is considered that the resulting daylight, sunlight, overshadowing and privacy impacts are such that the development is concluded to have an acceptable relationship with adjoining buildings (in terms of residential amenity and the conditions therein). The proposals are in accordance with the NPPF (2019), Local Plan Policy EN1 and Core Strategy Policy CP8.

### **13.0 Noise**

- 13.1 Paragraph Paragraph 170 of the NPPF 2019 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. ...”
- 13.2 The existing site comprises an unrestricted B2 workshop which if brought back into use comprises a noise generating use which is capable of causing some environmental disturbance to adjoining residential properties. It is considered that the proposed additional residential use of land is consistent with the pattern of development in the area and would be a more environmentally compatible use than the workshop.
- 13.3 It is also noted that the existing site contains two residential dwellings. The development would result in a net increase in 10 units within an area with flatted developments adjoining the site to the east and west. The floorspace schedule above demonstrates that the site is capable of accommodating the additional dwellings without being over-dense or being too close to adjoining properties to cause significant additional noise

disturbances.

- 13.4 The Environmental Quality Officer has queried whether a Noise Assessment should be provided to ensure the proposed internal accommodation is sufficiently protected against external noise sources. It is considered a planning condition should be secured to enable the internal rooms to be protected against external noise which is sufficient to enable the proposed accommodation to be afforded protection.
- 13.5 The consultation responses have raised concerns relating to noise and disturbances from the additional traffic caused by the development including construction traffic, and from the construction and demolition processes which will be carried out on the site. These impacts could potentially affect living conditions of nearby occupiers within dwellings in close proximity to the site and within surrounding streets if not controlled. It is recommended that planning conditions are imposed which require the submission and approval of a construction management plan and a demolition method statement. These reports will need to set out the detailed measures to be deployed by the contractors carrying out the demolition and construction work and they will require strict adherence.
- 13.6 It is recommended that the conditions will require approval prior to demolition and any commencement of development on the site. Subject to these measures, it is considered the proposals will not result in a substantial material increase in noise levels at the site.

#### **14.0 Highways/transport and parking**

- 14.1 Local Plan Policy T2 (Parking Restraint): on site parking will be restricted in accordance with the Integrated Transport Strategy. Local Plan Policy T8 (Cycling Network and Facilities): permission will not be granted for proposals which do not include suitable cycle access, facilities and cycle parking. Core Strategy Policy 7 (Transport) requires all new development should reinforce the principles of the transport strategy as set out in the council's Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel. The SBC Parking Standards should be used to determine the appropriate level of parking provision at the proposed development. The proposed parking standards can be found in the Slough Developers Guide – Part 3: Highways and Transport (2008).
- 14.2 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
- 14.3 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.

- 14.4 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.
- 14.5 **Access:** A shared vehicular and pedestrian access to the site is proposed in the same location as the existing access as shown on the proposed site plan. The access forms a cross-road with Bower Way and Abbey Close. Bowyers Way is subject to a 30mph speed limit.
- 14.6 The applicant has demonstrated that visibility splays of 2.4m x 43m can be provided from the proposed site access in accordance with the Manual for Streets visibility standards for roads subject to a 30mph speed limit. Pedestrian visibility splays of 2m x 2m have also been demonstrated.
- 14.7 A review of publicly available collision data has been undertaken using CrashMap.co.uk. One slight accident was recorded approximately 40m west of the site access on 07/05/2016 involving two vehicles. No other accidents have been recorded in the vicinity of the access and the collision record does not indicate an existing highway safety problem which would be exacerbated by the proposed development.
- 14.8 **Layout:** The applicant has provided a swept path analysis using AutoTrack which demonstrates that a large car (measuring 5.1m long in accordance with Design Bulletin 32), can ingress and egress each of the parking spaces within the development. The internal site layout can be shown to function without creating unduly dangerous manoeuvres. The tracking diagrams illustrate the functionality of the layout. There are no concerns for fire/emergency vehicle using the layout.
- 14.9 **Drainage:** The applicant has provided details of the drainage arrangements by way of a Technical Surface Water/Drainage Report. The report demonstrates that the development can be designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
- 14.10 **Car and Cycle Parking**
- 14.11 **Vehicle Parking:** The SBC Parking Standards for residential dwellings proposed in an existing residential area such as Cippenham are provided in Table 1 below:

	Requirement Spaces per Dwelling		Requirement for 33 Bowyer Way	
	Car	Cycle	Car	Cycle
1 Bedroom (Communal Parking)	1.25 minimum	1 space (min)	5	4
2-3 Bedroom (Communal Parking)	1.75 minimum	1 space (min)	14	8
Visitor		Required	3	5
<b>Total</b>		<b>13 (min)</b>	<b>19</b>	<b>17</b>

Table 1: SBC Minimum Parking Standards for Residential Dwellings in an Existing Residential Area

- 14.12 As shown above, the minimum requirement for parking at 33 Bower Way is 19 car parking spaces and 17 cycle parking spaces. This is based on the parking standard for communal un-allocated parking which offers greatest flexibility. If parking spaces are assigned to each dwelling, then a greater number of spaces are required by the SBC Parking Standard to ensure that visitor parking is accommodated.
- 14.13 The Transport Statement submitted by the applicant confirms that there is a total of 15 parking spaces of which 12 are to be allocated (one per apartment), with three unallocated for residential overspill / visitor parking. Each allocated parking space will be fitted with an overnight EV charger to allow for electric vehicles. The proposed 15 parking spaces represent a shortfall of 4 spaces compared to the standard which comprises a parking ratio of 1.15 spaces per dwelling. It is concluded that the proposals would not meet Slough Borough Council's Car Parking Standards.
- 14.14 Chapter 7 of the Slough Local Plan advises that: *'Minimum parking standards may, however, continue to be applied to any small scale residential development that is allowed within the existing residential areas under the Spatial Strategy. This would take account of the expected levels of car ownership and recognize the importance of promoting good design in order to protect the character and amenities of the suburban areas'* – Paragraph 7.132. Core Policy 7 also advises that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 14.15 To assist in coming to a view on the proposals, the applicant has submitted a Transport Statement (TS) which considers the level of car parking in the context of the locational characteristics and the type/scale of development. The TS adopts a car parking ratio based on evidence of car ownership from flatted developments within Cippenham Green taken from the ONS Census Data (which include 1, 2 and 3 bed flats with ratios of 1.03 (for 1 bed flats), 1.33 (for 2 bed flats) and 1.42 (for 3 bed flats) cars per dwelling). If applied to the dwelling mix of the development, this would yield the provision of 15 car parking spaces which reflects the proposed parking provision. The applicant contends that this evidence provides additional supporting information to suggest the car parking provisions are consistent with the surrounding area (for flatted developments).
- 14.16 The Transport Statement also provides a further analysis of the % of flats within the Cippenham Ward which suggest that 72.5% of the existing flats in the local area either own one vehicle or live car free. It is considered that the overall approach taken by the transport consultant in presenting the data is sound and the evidence can be taken into account alongside other factors in considering the car parking provisions.
- 14.17 The evidence set out above and in the Transport Statement demonstrates that the area is established as a location that has a reasonably high proportion of dwellings which own one vehicle (or less) and which has good accessibility to travel by bus and rail. The site is also shown within the Transport Statement to be within walking distance of local facilities

including shops, supermarkets, take-aways, cafes, restaurants and community buildings (Schools, churches, library and medical centre ) on Elmshot Land, Station Road and Bath Road which points to being a moderately sustainable and accessible location. The combination of factors demonstrates that the car parking provisions would be consistent with the thrust of Core Policy 7 which requires that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

- 14.18 In consideration of the above factors, it is considered the provision of 15 car spaces for 12 flats is satisfactory and the shortfall against the Developer Guide Standards is justified.
- 14.19 EV Parking: The Slough Low Emissions Strategy (2018 – 2026) requires the provision of Electric Vehicle Charging Points in order to support the growth of electric vehicles within the borough. The Slough LES requires the provision of 1 EVCP per dwelling with allocated parking and 1 EVCP per 10 spaces for dwellings where parking is communal as detailed within Table 7 of the Slough LES which details Type 1 mitigation for development. The applicant confirms that EV Chargers will be installed to all allocated car spaces which exceeds the minimum policy requirement.
- 14.20 **Cycle Parking:** The Slough Developers Guide – Part 3: Highways and Transport requires the provision of 1 secure and covered cycle space per dwelling within individual lockers or communal cycle stores. The Highways and Transport Guidance also requires the provision of visitor cycle parking for developments of more than 10 flats.
- 14.21 The proposed site plan confirms that 23 secure cycle spaces are provided within 3 separate stores. The front block contains an integral store for 6 bicycles. A second cycle store is located on the western boundary in the parking court which provides storage for 10 bicycles. A third cycle store is located at the rear block for 7 spaces. The central and rear stores do not appear to be covered or secured, but it is recommended that enclosures could be integrated into these locations which could be conditioned. Although the central and rear cycle stores are not fully secured, the spaces are secured within the site.
- 14.22 Subject to condition, the provision of secure and covered cycle parking could be provided to ensure that the proposals are compliant with Core Policy 7 of the Slough Core Strategy (2006 -2026) which requires developments '*widen travel choices and make travel by sustainable travel choices attractive*' and Paragraph 108 of the National Planning Policy Framework which requires that developments ensure: '*Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and it's location*'.
- 14.23 **Trip Generation and Traffic Impact:** The Applicant has provided a Transport Statement which includes the trip rates for the proposed development obtained from the TRICS trip generation database. The development is predicted to result in five two-way vehicle movement during the peak periods. This equates to just one vehicle movement on the local highway network every 12 minutes, which is considered by Highways Officers to constitute a very low traffic impact. In addition, the flats will replace the current use of the site which currently consists of two buildings



arranged in tandem setting. The front southern building is a domestic two storey residential property occupying two flats, to the north with a side gated access is an industrial building with B2/B8 (general industrial and storage) planning use.

- 14.24 It is concluded that the level of additional traffic identified will have no material impact upon the operation of the roads within the area, including Bower Way or the wider network. Given the small scale of development SBC are satisfied that the trip generation of the proposed 12 dwellings will not have a significant or severe impact on the surrounding road network.
- 14.25 **Servicing and Refuse Collection:** Refuse for the proposed development will be collected from the kerb-side on Bower Way in a similar manner to the existing residential properties fronting Bower Way. The location of the bin store on the western boundary and will be managed by a management company whereby they will transfer the bins to the front of the site on bin collection days. This can be secured by a suitably worded planning condition.
- 14.26 Vehicle swept path analysis has been undertaken to demonstrate that there is sufficient space within the site to enable a fire tender and delivery vehicle to enter, turn within and egress the proposed development in forward gear and maneuver as required within the development.
- 14.27 On this basis, it is concluded that safe and suitable access to the site can be delivered along with sufficient space to accommodate the expected level of parking demand. In addition, the proposed development will not have a material impact on the operation of the local highway network and fall considerably short of the “severe” test set by NPPF; and there are opportunities for travel by sustainable travel modes.
- 14.28 Overall, it has been demonstrated the proposal complies with relevant transport policy particularly the NPPF

## **15.0 Surface water drainage**

- 15.1 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.
- 15.2 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2019 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.
- 15.3 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/fluviial flooding. The site is at very low risk of fluviial and low risk of surface water flooding

15.4 The proposed drainage strategy is comprised of lined permeable paving and rainwater harvesting butts to intercept and attenuate c.22.8 m<sup>3</sup> of surface water runoff. This will provide a minimum surface water attenuation volume of 21.4 m<sup>3</sup> prior to discharging at a controlled rate to the public surface water sewer network. Surface water should then be discharged into the nearby public surface water sewer located in Bower Way at a restricted rate of 2 l/s via a hydrobrake or similar. This would ensure run-off rates and volumes are managed for the lifetime of the development in all events up to and including the 1 in 100 year storm event, including a 40% allowance for climate change.

15.5 Subject to a condition requiring adherence with the Surface Water Drainage Strategy, the proposals are capable of complying with Core Policy 8 and the NPPF.

## **16.0 Safe and Accessible Environment**

16.1 Paragraph 91 of the NPPF 2019 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

16.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

16.3 The Crime Prevention Design Advisor has submitted detailed comments which could be addressed at the secure by design accreditation stages which would be secured by way of condition. Detailed informatives will be set out in the decision notice to assist with the submission of the further report which will include the detailed secure by design provisions as part of the condition discharge.

16.4 Therefore the application is considered acceptable in terms of crime prevention and providing a safe and accessible environment.

## **17.0 Planning Contributions and Infrastructure**

17.1 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.

17.2 The proposed development relates to the provision of 12 new dwellings following the demolition of 2 existing flats. As the net additional number of dwellings (10) falls under the thresholds that trigger affordable housing,

transport, open space/recreation or education contributions, no affordable, transport or highways contributions have been identified as being necessary by Officers.

17.3 In coming to a view officers have given due regards to the comments raised by residents who have raised concerns about the impact on schools, local facilities and services. However, the proposed scale and type of the residential development is considered not to trigger a need for planning obligations such as education, affordable housing transport/highways or recreation and SBC has no policies or policy guidance which justifies contributions for smaller major residential developments.

## **18.0 Planning Conclusion**

18.1 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.

18.2 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.

18.3 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority can not demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law should be applied.

18.4 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there is a conflict with the Development Plan, namely the lack of full compliance with the Council’s Parking Standards.

18.5 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 12 new flats (including 2 x 3 bed maisonettes which could accommodate families) towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough and the re-use of a previously developed brownfield site. The Local Planning Authority considers therefore that any adverse impact of the development, arising from a shortfall in car parking provision with regard to the Council’s Parking Standards, would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole

18.6 Compliance with some of the objectives of the NPPF have been demonstrated in terms of preserving existing amenities, promoting sustainable transport (EV spaces + Cycle provisions), meeting the challenge of climate change and flooding and making effective use of land indicating an absence of harm (or which in the case of flood risk are

expected to demonstrate an absence of harm) to which weight should be attributed neutrally.

- 18.7 Weighing all of the factors into the planning balance, and having regard to the NPPF as a whole, all relevant policies in the Core Strategy and Local Plan, the proposals would constitute sustainable development due to the modest provision of 12 residential apartments including the provision of 2 x dwellings capable of accommodating families, and the associated employment generation/economic benefits from the construction. It is recognised that the loss of employment floorspace, the design shortcomings and car parking shortfall weigh against the development in the balance, although these are of very limited weight. In applying paragraph 11 of the NPPF, it is considered that the benefits of the proposals outweigh any minor adverse impacts
- 18.8 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of 12 residential units in a sustainable location; so, it is recommended that planning permission should be granted in this case. The benefits of supplying a net increase in 10 extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.
- 18.9 As the proposals are in accordance with the Development Plan and there are no other material considerations that would lead to an alternative determination of the planning application, the in accordance with S38 of the Planning and Compulsory Purchase Act 2004.

### **PART C: RECOMMENDATION**

- 19.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:
- A. Approval subject to:
- (i) finalising conditions and any other minor changes;

### **PART D: 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.

- 27-19-19 Rev J
- 27-19-15 Rev J
- 27-19-16 Rev J
- 27-19-17 Rev J
- 27-19-18 Rev J

REASON: For the avoidance of doubt, 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 to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

3. Samples of Materials

Prior to the commencement of the development hereby approved, 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. 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. Architectural details

Prior to the commencement of the extensions hereby approved, full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows, new external doors (including surroundings and reveals), metal shutters and frame, and down pipes, gutters, edging details to flat roof, perforated metal balustrades, balconies, and all elevational detailing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details 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.

5. Lighting Scheme

No occupation of the development is permitted until details of a lighting scheme (to include the location, design of lighting features, the nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2019).

6. Cycle Storage and Enclosures

Prior to commencement of the development hereby approved, and notwithstanding the detail set out in the approved plans, details of the secure and covered cycle storage enclosures including the specification of the cycle racks shall be submitted and shall be approved in writing by the Local Planning Authority. The cycle storage shall comprise the provision of three stores with the following capacity:

- Cycle Store 1. Front Block – Internal Cycle Storage for 6 cycles;
  - Cycle Store 2. Courtyard – External Cycle Storage for 10 cycles
  - Cycle Store 3. Rear Block – External Storage for 7 cycles
- Total: 23 cycle spaces

The details shall include the detailed design and specifications of the cycle enclosures to ensure all spaces are covered and secured.

No fewer than 13 covered and secure parking spaces shall be allocated to each dwelling and no fewer than 10 unallocated short-stay cycle parking shall be allocated for visitors.

The proposed cycle storage shall be implemented in accordance with the approved details prior to first occupation of the development and shall be maintained permanently thereafter.

REASON: To provide secure and covered cycle spaces for the development in accordance with Core Policy 7 of the Slough Core Strategy (2006 -2026), the Slough Developers Guide – Part 3: Highways and Transport and Paragraph 108 of the National Planning Policy Framework.

7. Landscaping

Prior to the commencement of the work on the external facades of the building hereby approved, the following details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority:

- a) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- b) a schedule detailing type sizes and numbers/densities of all proposed trees/plants (including planting which attract Bumble

- Bees);
- c) specifications for operations associated with plant establishment and maintenance that are compliant with best practice; and
  - d) types and dimensions of all boundary treatments
  - e) location, type and materials to be used for hard landscaping including specifications, where applicable for:
    - permeable paving
    - tree pit design
    - underground modular systems
    - Sustainable urban drainage integration
    - use within tree Root Protection Areas (RPAs)

The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.

All soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) or planting that die, are removed or become severely damaged or diseased shall be replaced within five years of planting. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

#### 8. Landscape Management, Maintenance and Access Plan

Prior to the commencement of any work on the external ground surfaces, a Landscape Management, Maintenance and Access Plan (LMMAP) shall be submitted to the Local Planning Authority for written approval. The LMMAP shall contain details of the access to the rear communal garden for occupants of the rear block alongside a management and maintenance strategy which confirms the regime required to manage and maintain the landscaped communal garden area (including the cycle store enclosure) to a good standard in accordance with the approved detailed landscaping plan. The LMMAP shall be implemented in accordance with the approved document prior to first occupation of the rear block and shall be operational in perpetuity for the lifetime of the development.

REASON: Required to safeguard and enhance the, to provide outdoor external amenity space for the occupiers in the development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

9. Boundary treatment, walls, fences and gates

No occupation on site is permitted until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates (including any landscaping/tree planting on the boundaries) have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

10. External Surfaces

Prior to commencement of the relevant works to the ground level of the development, details including detailed drawings in plan, of all paving and external hard surfaces shall be submitted to and approved in writing by the Local Planning Authority. The development within the relevant part of the site shall be carried out in accordance with the approved details prior to the occupation of the development and shall be permanently retained and maintained 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, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

11. Construction and Demolition Plan

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 otherwise, as agreed 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, and the guidance set out in the National Planning Policy Framework (2019).



12. Construction Management Plan

No development (including demolition) shall take place until a Construction Management Plan (CMP) 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, non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance and that all heating systems (when the development is operational) shall meet the emission standards laid out in table 7 of the LES 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 in the interests of the amenities of the area in accordance with Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

13. Obscure/Opaque Glazed Windows

Notwithstanding the information set out in the approved plans, all windows on the east and western elevations of the front and rear blocks shall consist of obscure and/or opaque glazing. The proposed obscure and/opaque windows shall be permanently retained and maintained thereafter.

Reason: To ensure a satisfactory external appearance and to safeguard the amenities of neighbouring residential occupiers in Brown, Oliver and Lundy Court whilst providing sufficient living conditions within the development, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

14. No Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the

Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

15. No other alterations to the buildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no alterations shall be carried out to the external appearance of the development hereby approved, including the installation of air conditioning units, water tanks, ventilation fans or extraction equipment, not shown on the approved drawings.

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

16. Electric Vehicle Charger Points

The 12 (allocated) no. Electric Vehicle charging bays as shown on the approved plans along with infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicle charging shall be fully operational and available for use prior to first occupation. The Electric Vehicle charging points shall incorporate Type 2 sockets and be rated to at least 3.6kW, 16amp, 0 7kW 30amp single phase.

The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

REASON: To provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

17. Designing out crime

Prior to commencement of works, details of the measures to be incorporated into the development demonstrating how the Secured by Design (Sliver Award) will achieved shall be submitted to and approved in writing by the Local Planning Authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the Local Planning Authority.

REASON: In order to minimise opportunities for crime and anti-social behaviour 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 and the National Planning Policy Framework (2019).

18. Surface Water Drainage Plans Approved

The proposed development shall be carried out in full accordance with the GeoSmart Drainage Report Ref: 72813R1..

REASON: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council’s Development Plan Document – Developer’s Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2019).

19. Internal Noise Levels

Prior to the commencement of any above ground development, an Internal Noise Report shall be submitted to the Local Planning Authority for written approval to ensure that the residential dwellings would be designed to achieve an internal noise level of LAeq 35 dB which is not exceeded during the day or LAeq 30 dB during the night, or LAMax levels of 45dB are not exceeded more than 10-15 times per night. The Noise Report should take account of external sources of noise and any external plant machinery proposed as part of the development.

The Noise Report shall be approved prior to commencement of any above ground development and the mitigation measures shall be carried out in accordance with the approved Noise Report.

REASON: In the interest of safeguarding the living conditions of residents within the development to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework (2019).

20. 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 Land Contamination: Risk Management, 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.

21. 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 C665 & C552 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.

22. 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 Land Contamination: Risk Management (LCRM) 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.

23. 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.

24. Cross Sections of Rear Block

Prior to commencement of works on the Rear Block, detailed sections of the second floor accommodation at a scale of 1:50 shall be submitted to the Local Planning Authority for approval. The Sections should be accompanied by a Revised Floor Plan (scaled at 1:50) which identifies the floor to ceiling heights within the second floor accommodation - specifically the heights under the eaves of the roof in order to determine whether the bedrooms and ensuite rooms contain adequate floor to ceiling height to constitute habitable rooms (as per the room types specified in the approved plans) as defined in the Nationally Described Space Standards. The details shall demonstrate:

- In order to provide one bedspace, any single bedroom has a floor area of at least 7.5m<sup>2</sup> and is at least 2.15m wide;
- In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m<sup>2</sup>;
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
- Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage;
- 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;
- The minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

If the criteria of the above is not met, the proposed room(s) will not be classed as being habitable or appropriate for the purpose of the approved plans and the room shall not be used for this purpose. The proposed development shall be carried out in full accordance with the approved plans/sections notwithstanding the approved plans under condition 2.

REASON: To ensure satisfactory living spaces are provided within the development and to demonstrate good design in accordance with Local Plan Policy EN1 and the Nationally Described Space Standards (2019).

INFORMATIVE(S):

1. In accordance with paragraphs 38 and 39 of the National Planning Policy Framework (2019), Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive

manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant entered into a Planning Performance Agreement with the Local Planning Authority and was informed of the issues arising from the proposal and given the opportunity to submit amendments or provide additional information in order to address those issues prior to determination. The applicant responded by submitting revised plans and additional technical information which was considered to be acceptable.

2. This notice DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether they require an application.
3. 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.
4. 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.
5. 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..
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 will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. During the construction and demolition phases of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the application site.
10. 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. Thames Water would expect the developer to demonstrate what measures they 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](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

11. With regard to surface water drainage it is the responsibility of the 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.
12. With regard to water supply it is the responsibility of the developer to ensure that there would be sufficient capacity for the future residents of the development. Prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
13. The following guidance has been provided by the Crime Prevention Design Advisor in order to assist with the submission of the details of Secure By Design Statement.

**External Communal entrances:** All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of LPS1175 Issue 8 B3)

i. Developments with more than two floors are required to have a visitor door entry system and access control system.

ii. All external and internal Communal entrance doors access will be controlled via an electronic remote release locking systems with audio/visual intercom links 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..

iii. The system will be required to record and store images for a minimum of 30 days.

iv. Tradesperson's release mechanisms are not permitted as they have been proven to be a cause of ASB and unlawful access to residential areas

v. Post boxes location to be compliant with the standard

**Compartmentalisation:** The Access control system must provide compartmentalisation of each floor within the development, and from

the parking level, and cover each of the following;

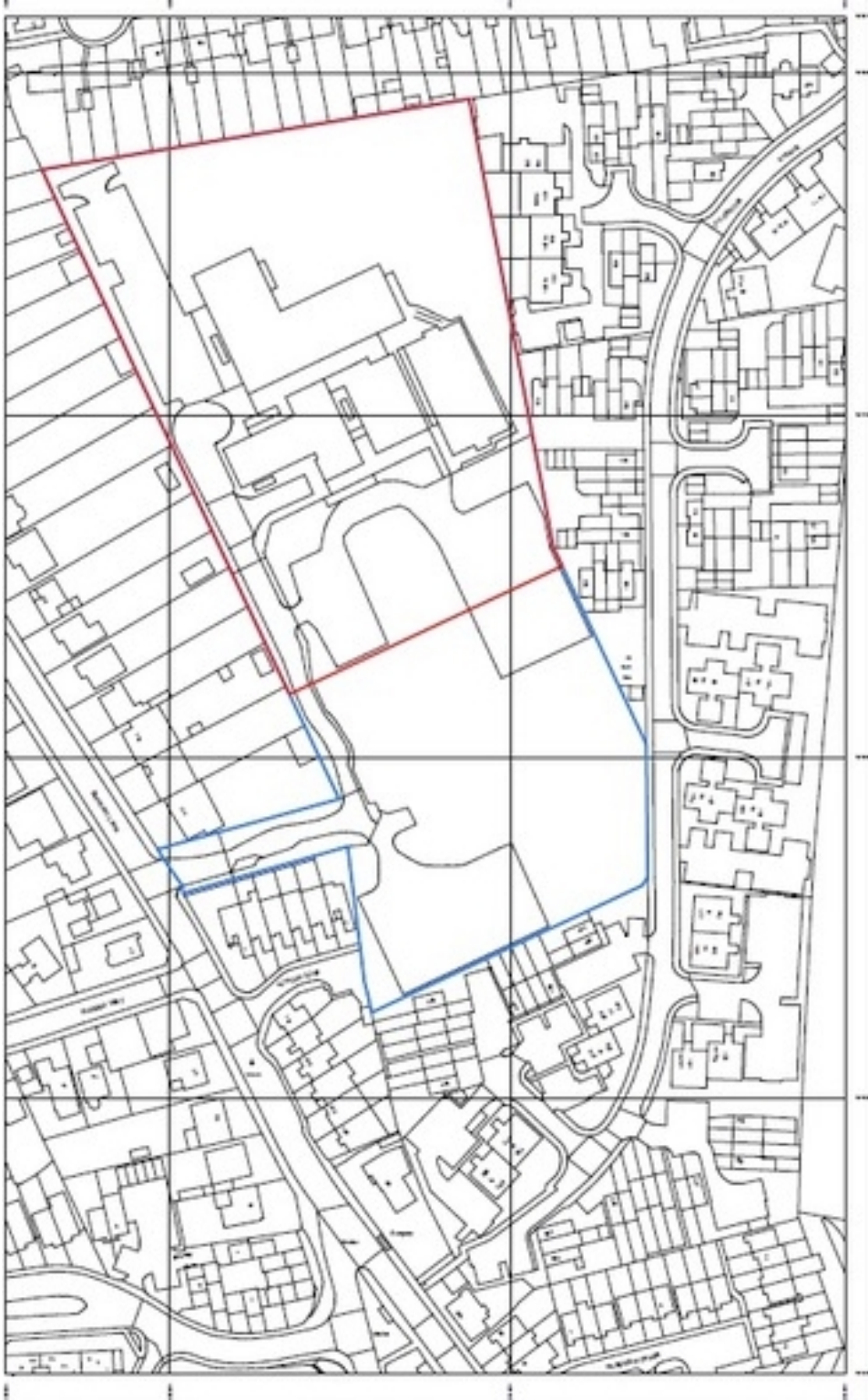
**Bin and cycle store doors.** Must be robust and secure (meet the minimum physical security standards of LPS 1175 issue 8 B3, with electronic access control. Double leaf door can be problematic sustainable operation and security, as the active leaf is required to secure against the passive. Additional 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.



Registration	26th October 2020	Application No:	S/00695/004
Officer:	Nyra John	Ward:	Haymill
Applicant:	Slough Borough Council	Application Type	Regulation 3 Full
		13 Week Date:	25-Jan-2021
Agent	Hannah Edwards, Re-Format LLP Buckmore Studios, Beckham Lane, Petersfield, GU32 3BU		
Location	Haybrook College, 112, Burnham Lane, Slough, SL1 6LY		
Proposal	Extension to Millside School, new standalone building to accommodate 7 new classrooms and 3 specialist rooms, and a new 3G sports pitch		

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





## **1.0 SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to:

- finalising conditions with the applicant'
- approval of ecology details; and
- any other minor changes.

1.2 The application is being brought to Committee for decision as it comprises a major development.

## **PART A: BACKGROUND**

### **2.0 Application Site and Surroundings:**

2.1 Haybrook College lies to the east of Burnham Lane. Burnham Lane is a wide single carriageway with on street cycle lanes and pedestrian access that links the centre of Burnham approximately 1km to the north-west of the site to the Slough Trading Estate and approximately 500m to the east of the site becoming Buckingham Avenue. The centre of Slough lies approximately 5km to the east of the site.

2.2 The site lies approximately 400m north of Burnham train station which is on the Great Western Line and has services running to Reading to the west and Slough centre and London to the east.

2.3 Bus stops and public cycle hire facilities are located adjacent to the triangular parcel of land between Burnham Lane and Station Road approximately 300m from the school.

2.4 The site is almost entirely surrounding by residential housing and is separated by vegetated boundary. It is surrounded by detached houses at Burnham Lane, terraced houses at Blumfield Crescent and semi-detached and flats at Littlebrook Avenue.

2.5 Burnham Lane contains many properties that lie in a Residential Area of Exceptional Character as designated by the Adopted Local Plan for Slough 2004, under Policy H12. This policy identifies key road frontages as streets as Residential Areas of Exceptional Character and seeks to protect their character through strict planning control.

- 2.6 Approximately 100m east of the site beyond Littlebrook Avenue lies Haymill Valley, a Local Wildlife Site and Local Nature Reserve as designated under Core Strategy Policy CP9, which is also a Flood Risk Area. It is also designated as Public Open Space, protected by Local Plan Policy OSC1. The site itself, however, does not lie in any area designated under the Development Plan. It does not lie in a Conservation Area or Flood Risk Zone.
- 2.7 This site comprises 1.4 hectares of land is leased to the Haybrook College Trust by Slough Borough Council. This does not include the land to the south of the site.
- 2.8 The land to the south of the site is a proposed housing site; however it is not included in the Site Allocations DPD. It has been identified as a residential site by the Council as land owner and by the Local Planning Authority regarding future housing capacity and likely site allocation in the local plan review. The land to the south is allocated under the Brownfield Land Register 2019.
- 2.9 Haybrook College is part of Haybrook College Trust that provides specialist education in Slough. The Haybrook site comprises a small Special Education Needs (SEN) school and a Pupil Referral Unit (PRU).
- 2.10 The use of the site is established under Use Class F.1 (non-residential institution) for primary education purposes due to changes in The Town and Country Planning (Use Classes) Order 1987 (as amended in 2020), from previous Use Class D (non-residential institution).
- 2.11 The campus comprises 2 separate facilities housed in 2 distinct teaching blocks; Millside School and Haybrook College PRU (Pupil Referral Unit) facility, Springboard. The Millside School is a one storey building with a pitched roof that forms the entrance to the College. The Haybrook College PRU facility and rendered extension to Millside were constructed in 2014 under planning permission S/00695/000. The Haybrook College PRU facility consists of a building that is 2 storeys with a cream coloured render and a Sports Hall which is similar in height, with a mixed render of brown, cream and light blue.
- 2.12 The site has a playing field to the north that borders the gardens of neighbouring houses. The site rises about 1m in height where the playing field to the north lies. The site also benefits from an existing Multi Use Games Area (MUGA), constructed late 1990's to the east of the site.
- 2.13 A car park to the north west of the site provides spaces for 50 cars, including 47 standard spaces and 3 disabled parking spaces. There are 5 spaces for the school's minibuses and 1 space for the school's people carrier.
- 2.14 The site is accessed from the south via a private access road from Burnham Lane. The private access road is approximately 180m long and provides a good



level of queuing capacity off the public highway for vehicles waiting to leave the site. The private access road bends ninety degrees towards the school buildings to the north of the site.

### 3.0 Proposal:

- 3.1 The planning application proposes 4 elements: the extension to the existing Millside School, a new standalone building to the south of the site to accommodate 7 new classrooms and 3 specialist rooms, a new 3G sports pitch to the northeast of the site and an extension to the car park to the northwest with associated improvements to the road.



- 3.2 The proposed development is to enable an expansion of the number of pupils to the Haybrook College Trust site. It is forecast that the intake of the PRU will increase by 20 pupils and with a further 40 additional pupils being relocated from other Haybrook College Trust sites. The intake of the Millside SEN School will increase by 10 pupils. In total the development will result in an increase of 60 pupils on site and 6 staff members.

- 3.3 The new proposed standalone Haybrook building is proposed with a net floor area of 1,365sqm, two storeys in height and will be 8.5m in height. The building is proposed to be made out of a stand out dark grey brick, in contrast to the existing Millside School building and extension. Signage will be in stainless steel, yellow render to the side recess and grey aluminium for the windows with feature windows in the College's logo colours (including orange, blue, pink and green).
- 3.4 The ground floor of the proposed new building will include a reception to the front of the building, technology classroom, science lab, 'life skills' classroom to the north of the central hallway, and a breakout room, two classrooms to the south of the central hallway. To the rear of the building, there is a proposed dining room and servery and a performing arts theatre with backstage room. The first floor will consist of a conference room to the front of the building and five further classrooms, an office and staff room.
- 3.5 The extension to the existing Millside School will provide for four classrooms in total and is single storey, proposed in similar materials to the existing school. The space between the extension and new building will provide outdoor seating options, table tennis tables, planting and hard surfacing.
- 3.6 The MUGA is proposed to the north eastern corner of the site on the existing playing field. A ramped path will be installed to allow access up the slope to the east of the sports hall and onto the field towards the new MUGA. The proposed MUGA on the northern field will be marked out for basketball and netball, allowing year-round usage as well as community use. The grass field will continue to be used for informal activities and sports.
- 3.7 Access to site will be controlled with new vehicle barriers and security gates. Visitors will access the school via the main entrance to the new building. Students will enter the new building along its southern edge. A covered link is included between the extension and the new building.
- 3.8 The proposed development is accompanied by 9 parking spaces adjacent to the west of the new block (6 visitor and 3 disabled parking spaces). An additional 27 spaces attached to the existing parking area to the north of the College giving an overall increase of 36 spaces. The existing grass mound to the north will be levelled to allow for an extension to the car park.
- 3.9 Within the existing car park, 8 spaces will have electric charging points for cars. The scheme will also offer 16 additional covered, lit and secure cycle parking spaces.
- 3.10 Vehicle barriers at the site entrance will be controlled with fob or card. A 2.4m high weldmesh security fence to southern boundary is proposed, mounted along top of low retaining wall. A 2.4m high weldmesh security fence will separate new staff parking from the playing field.

3.11 In line with Government guidance due to the COVID-19 outbreak, a leaflet was prepared by the agents and circulated to all Stakeholders in place of a public consultation in August 2020. The information leaflet informed the stakeholders of the proposed development and allowed the opportunity to comment prior to a full planning application being submitted. Feedback from the consultation was positive, with areas for further review including the positioning of the cycle store and access to the site from Burnham Lane.

3.12 Pre Application Advice was given to the applicant on 6th October 2020 in response to PreApp/1336. The following elements were assessed and advice was given:

- Land Use, including use of the MUGA;
- Design and Impact on the Character of the Area;
- Environmental Quality including impact on adjoining residential properties;
- Ecology;
- Arboriculture
- Transport/ Servicing/ Access; and
- Drainage.

In summary, there was no objection to the proposal in principle and it was advised that a full application be submitted to the LPA. However further details were requested at the application stage including further assessments on drainage, arboriculture, highways and MUGA.

3.13 Some of the documents including the Noise Impact Assessment have been revised slightly since the initial submission. The application is supported by the following information:

- Design and Access Statement;
- Ground Investigation Report;
- Below Ground Drainage and Exceedance Rates;
- Tree Survey;
- Landscape Proposals;
- Playing Field Provision Report;
- Arboricultural Assessment and Method Statement;
- Noise Impact Assessment;
- Transport Statement;
- Travel Plan;
- Ecological Appraisal;
- Bat Survey Report; and
- BREEAM Pre-assessment.

#### **4.0 Site History**

4.1 The planning history records for the site commence from 1988. The original Haymill Youth Centre was originally approved with conditions on 24<sup>th</sup> October

1988, which lay to the south of the Millside building, but is now demolished. There are several decisions for minor alterations since this date; including in 1995 a new synthetic multi-sports area with floodlights was approved under application P/04628/028. It is noted that the floodlights approved for this application were only permitted by officers to be used between the hours of 9am and 9:30pm. The following more recent applications are of note:

- 4.2 S/00695/000- Reprovision of Haybrook College comprising extension of the existing Millside school, construction of new school buildings for Springboard and shared accommodation, virtual school and new 4 court sports hall. Condition 12 of this permission stated that the multi use games area and the sports hall shall not be used outside the hours of 8.30 am to 10 pm. Approved with conditions and informatives 10<sup>th</sup> April 2013.
- 4.3 P/04628/029- Installation of new modular building classroom on reduced level area, formation of new football pitch and installation of 5 metres high football safety net set in 1 metre from the common boundaries of the North East side corner of the site. And levelling of raised ground to north of existing sports hall to level with car park. It is noted that an objection was raised from a resident on the new football pitch, however officers considered that in relation to noise, sports and activities, this was considered to already be carried out at the school and the proposal was not considered to have the potential to give rise to undue or significant impact in terms of noise or disturbance when considered in the context of the existing situation. Any issues currently being experienced would not likely be exacerbated such that this application should be recommended for refusal. Approved with conditions 1<sup>st</sup> December 2016.

## **5.0 Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 site notices at the site and surrounding streets on Burnham Lane, Blumfield Crescent and Littlebrook Avenue were displayed 11<sup>th</sup> November 2020. A press notice will be issued in the Slough Express on 29<sup>th</sup> January 2021.
- 5.2 One objection was received on 16<sup>th</sup> November 2020, which in summary, raises concerns on noise generated by sports in the late evening and weekends throughout the year. The objector states that the noise report contains no criteria for a MUGA and environmental pollution of floodlighting disturbing residents.
- 5.3 One objection was received on 23<sup>rd</sup> November 2020, which in summary, raises concerns on the following points:



- Use of MUGA for public use 5pm-10pm on weekdays and 9am-10pm weekends will cause light and noise disturbance to residents at 132-152 Littlebrook Avenue.
- Floodlights will adversely affect residents and the species-rich hedgerow associated wildlife and small birds bordering the site to Littlebrook Avenue. Lack of information in Ecological appraisal for how the wildlife will be affect- only info on construction phase.
- Sounds of 85dBA are harmful and it was estimated the sound level were +100dBA at Littlebrook Avenue. The Noise Impact Assessment states this will be 57dBa with heavy gauge mesh fencing around the MUGA which is still a high frequency.
- Claims there are assumptions made in the Noise Impact Assessment Report, as it does not indicate that the survey was undertaken during school times.
- A correct method to ascertain true impact would be to measure from the boundary of the pitch to the nearest property. The boundary is 16-17 meters away to the nearest property not the reports 35 metres away.
- Queries that the report does not state if crowds would attend which would increase the noise levels.

5.4 The issues raised within the objections including with regards to noise, lighting and ecology are largely addressed in the Assessment Section 8.0 later in this report. It is noted that amendments were made to the Noise Report to provide additional details. In addition, conditions have been placed to restrict the hours of use of the MUGA.

## **6.0 Consultation**

6.1 All consultees were consulted on the 20<sup>th</sup> November 2020.

6.2 Thames Water.

Comments received 23<sup>rd</sup> November 2020 (response made on 16<sup>th</sup> November 2020):

Thames Water have no objection to the planning application based on the foul water and surface water information provided and with regard to water network and water treatment infrastructure capacity.

6.3 Sport England.

Comments received 3<sup>rd</sup> December 2020:

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field

in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (NPPF) (in particular Para. 97), and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of: all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

This application relates to the provision of a new indoor/outdoor sports facility or facilities on the existing playing field at the above site. It therefore needs to be considered against exception 5 of the above policy, which states:

'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

I have therefore assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet exception 5.

I have consulted the Football Association and Football Foundation. While the pitch is not a size they would normally support, it will fulfil a role in providing support for the small side football in Slough which has been identified in the Local Facilities Football Plan. They have asked for a community use agreement.

I am mindful that a grass playing field can be used for more than just football, however, the site is compact and there is an identified need for small side facilities. Therefore it is my opinion that if a community use agreement was attached to the planning permission, if the council was minded to grant permission, the proposal would meet our planning policy exception E5.

## Conclusion

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to meet exception E5 of its Playing Fields Policy. The absence of an objection is subject to the following

condition being attached to the decision notice should the local planning authority be minded to approve the application:

Within 9 months of the work commencing on site, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the 3G Artificial Grass Pitch and car park, and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The 3G Artificial Grass Pitch shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.”

#### 6.4 Lead Local Flood Authority, Hampshire County Council.

Comments received 15<sup>th</sup> December 2020:

In order for the LLFA to provide a substantive response, the following information is required:

Evidence that the proposed pollution mitigation measures proposed are sufficient. Details for the proposed SW manhole 1.0 be shall provided in the form of a detail drawing along with the details for the proposed soakaways.

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.

#### 6.5 Arboricultural / Landscape.

Comments received 22<sup>nd</sup> December 2020:

The submitted tree survey is acceptable as an assessment of the trees on the site. However there should also be an impact assessment and draft tree protection plan and method statement submitted to support the application. The submitted landscape plan dwg no 2171-FT-00-00-DR-L-1001 provides a good level of new soft landscape and is broadly acceptable. The implementation of this plan can be a condition of any approval granted.

Comments received 12<sup>th</sup> January 2021:

(After an Arboricultural Impact Assessment was submitted) The arboricultural method statement and tree protection do not relate to each other and is not site specific. Many of the instructions within the method statement are not needed for this development or have been omitted from the tree protection plan. Trees are shown as retained but have not been afforded protective fencing without reason or justification. Method statement should only contain that which is needed for this development and the tree protection must indicate where these measures are required.

Comments received 15<sup>th</sup> January 2021:

Further amendments were made to the arboricultural method statement and tree protection plan and the revisions is now acceptable having being amended in accordance with comments made earlier. Please can the full implementation of this arboricultural method statement and tree protection plan be a condition of any approval granted:

Tree protection plan dwg no MW.20.0517.TPP.RevA and Arboricultural Assessment & Method Statement for proposed development at Haybrook College Slough SL1 6LZ On Behalf of: Re:Format / The Terra Firma Consultancy Reference: MW.20.0517.AIA Date Issued: 6 January 2021 Revision A issued 12.01.2021

## 6.6 Transport and Highways Development.

Comments received on Transport Statement 28<sup>th</sup> January 2021:

### **Introduction**

This document provides the highways and transport comments for planning application: S/00695/004 at Haybrook College. A Transport Statement and Travel Plan produced by Stuart Michael Associates accompany the submission. Preapplication comments on Highways and Transport matters were provided on 04/09/2020.

Initial Highways and Transport comments were provided on 4<sup>th</sup> January 2021 and the agent and applicant have provided additional information in response to these comments.

### **Application Description**

The site is home to Haybrook College and Millside School and the development area for the proposed standalone building is an area of hardstanding set aside from the earlier demolition of a larger building.

The proposals are for the expansion of the school to provide a new teaching block with a net floor area of 1,365sqm located to the south of the existing

buildings which will accommodate 7 new classrooms and 3 specialist rooms. It is expected that the proposals will be accompanied by an increase of 6 staff and 60 students. This would increase the total number of students on site to 160 and the total number of staff to 88.

### **Vehicular Access**

The school is accessed from a private road which forms a priority junction with Burnham Lane. The private access road is approximately 180m long and provides a good level of queuing capacity off the public highway for vehicles waiting to leave the site.

It is proposed to remove the existing security gate to the north of the bend in the access road and provide a new security gate for both pedestrians and vehicles to the south of the proposed extension. Staff and frequent visitors will gain access to the site using a transponder system that automatically opens the gates, with the provision of a CCTV system which will allow reception to monitor the access and open the gates if visitors are recognised.

SBC request confirmation that an intercom for the security gates will be located in an accessible location for drivers approaching the security gates. Drivers should not need to leave their car and cross the road to use the intercom provided for pedestrians. This information can be secured by condition.

At the request of SBC Highways and Transport, the applicant has provided a General Arrangement Drawing (Drawing No. 6535.005, Dated January 2021) which demonstrate that visibility splays of 2.4m x 43m can be provided from the access junction with Burnham Lane, as required by Manual for Streets for roads subject to a 30mph speed limit.

SBC Highways and Transport have no objection to the vehicular access for the site or to the increased use of this access.

### **Access by Sustainable Travel Modes**

The school caters for pupils with complex needs and this results in a higher ratio of staff members per pupil, which increases the likelihood pupils and staff will travel to the school by car. The site is located in a reasonably sustainable location with good access to buses, walking and cycling facilities and is located 440m (5 minutes walk) from Burnham Railway Station.

### **Travel Plan**

The school benefits from an existing Travel Plan which will be updated and submitted as a separate document. The Travel Plan details that 80% of students at the existing Burnham Lane site arrive by sustainable travel modes, with 35% of students arriving on the school mini-bus/people carrier service.

Comments will be provided on the suitability of the Travel Plan by SBCs specialist Travel Planning Officer.

The school currently has low levels of car use due to the use of the school mini-buses and other sustainable travel modes. SBC Highways and Transport have no objection to the scheme if these measures, including additional mini-bus provision will be made for new pupils and staff to replicate previous success in minimising car use.

### **Trip Generation and Traffic Impact**

The proposed development is expected to result in an overall increase of 24 vehicles associated with pupils during the school start and finish periods, totaling 48 two-way trips on the road network when both arriving and departing trips are considered. This would represent an increase of 13 cars and 11 taxis driving to and from the school during drop off / collection time. In addition, there are expected to be 5 additional car trips associated with school staff, although it is expected that these would occur outside of school drop off/collection times given staff arrive and depart before and after pupils.

The start and finish times for Millside and Activate are staggered by between 15 and 30 minutes to reduce and spread the impact of vehicle trips on the surrounding road network.

The calculation of trip generation for pupils is based on the typical mode share and school attendance data which shows that only around 67% of Activate Students and 79% of Millside Students are typically present daily. The distribution of trips generated by the proposals has been completed on the basis of the existing distribution of pupils attending the school.

30 two-way vehicle trips are expected on Buckingham Avenue during the AM Peak Hour. This is equivalent to two trips per minute across one hour. 10 two-way vehicle trips are expected on Burnham Lane North, 14 two-way trips are expected on the A4 West, 4 trips are expected on the A4 East.

The impact of construction on the highway network would be managed through the implementation of a Construction Management Plan which can be secured by condition.

SBC Highways and Transport do not wish to object to the proposals based on the site's trip generation and traffic impact. The stagger of start and finish times for Activate and Millside students and the arrival/departure of staff before and after students will distribute the impact of the proposed development across the AM Peak Period. The Travel Plan should be updated and improved in order to support travel by sustainable travel modes such as minibus, car sharing, public transport, walking and cycling.

### **Parking Provision**

The submission states that there is currently a parking shortfall on site and that staff currently park outside the marked spaces on a regular basis. This is based on past experience of the school's operation as it has not been possible to survey typical car parking demand due to the effect of the COVID-19

pandemic on travel patterns. The TS predicts that proposed development is expected to result in 5 additional staff car trips.

The TS details that the site currently benefits from 47 parking spaces and Drawing No. 6535.001-Rev A shows that an additional 36 spaces will be provided in support of the proposed development. Therefore the proposed development would have 83 parking spaces overall. The site has 5 parking spaces for Mini Buses, 3 parking spaces for disabled drivers and 1 parking space for light goods vehicles.

The Slough Borough Council Parking Standards require the provision of 1 parking space per member of staff, plus 8 spaces per school for Secondary Schools. Therefore the Slough Borough Council Parking Standards would require the provision of 96 parking spaces for the school and the provision of 83 parking spaces would represent a shortfall of 13 spaces against the parking standards.

The TS details there are currently no parking spaces for parents to drop their children off at school and that the school relies heavily on the use of its five mini-buses and people carrier to transport students to and from the site.

SBC have no objection to the proposed number of parking spaces on the basis that the school has a well-established travel pattern of heavy reliance upon mini-bus use to collect students which reduces car trips associated with students. The increase in parking spaces also represents an improvement in the parking ratio per staff member and per pupil. The existing 47 parking spaces equal 0.25 spaces per staff/student member with a total of 182 students and staff on site. The proposed 83 spaces equals 0.33 spaces per student/staff member.

### **Electric Vehicle Parking**

The submission states 6 Electric Vehicle Charging Points (EVCP) will be provided for the new development.

SBC require the provision of 9 EVCP. As requested at preapplication stage, 10% of spaces should be equipped for electric vehicle charging. The Slough Low Emissions Strategy requires 10% of spaces are fitted with EVCP at employment locations such as industrial/commercial land uses and therefore SBC would seek to encourage the same degree of uptake of electric vehicle uptake amongst teaching professionals.

### **Cycle Parking**

The site currently has 22 cycle parking spaces provided in the form of 11 Sheffield Stands which are covered, lit and secure and located adjacent to the school building. An additional 16 cycle parking spaces are proposed to support the proposed development, which would take total cycle parking provision to 38 cycle spaces.

SBC require that the application is amended to provide staff and pupil cycle spaces in separate bicycle stores, as requested at preapplication stage. It is

recommended that further details regarding cycle parking could be secured by condition.

### **Servicing and Refuse Collection**

The proposed development includes the relocation of the bin store to the north of the new building and immediately to the south of the cul-de-sac adjacent to the Millside Building. The bin store will accommodate a minimum of 9x 1100L wheelie bins which will store a variety of waste types including recyclables and general waste. Swept path analysis has been provided which shows a large refuse vehicle can access the site by reversing into the cul-de-sac adjacent to the bin store and leaving the site.

SBC have no objection regarding the proposed refuse collection arrangements.

### **Summary and Conclusions**

I confirm that I have no objection to this application from a transport and highway perspective. I recommend inclusion of the following condition(s)/informative(s) as part of any consent that you may issue.

### **Conditions Recommended**

#### **Layout**

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

#### **Cycle Parking**

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

### **Construction Traffic Management Plan**

No construction or development shall commence on site until a Construction Traffic Management Plan has been submitted and approved in writing by the



Local Planning Authority. The CTMP shall include a site set up plan and details of: hours of construction, duration of construction, hours of deliveries, traffic management measures, wheel washing facilities, storage of materials, 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 machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance. The Plan shall thereafter be implemented as approved before the 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.

**Informatives Required:**

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 licence must be sought from the Highway Authority.

Comments received on Travel Plan on 22<sup>nd</sup> January 2021:

Recommendation

Fine to approve providing the following is committed to before occupation:

- Increase monitoring of Travel Plan to annually.
- Insert all missing figures and appendices and resubmit for approval (as soon as possible)
- Insert Action Plan which is essential for SBC to understand approach is correct
- Name a TPC and ask them to make contact with SBC contact as soon as the new site opens.

The above was provided on the same date and was confirmed to be acceptable on 22<sup>nd</sup> January 2021.

Comments received 14<sup>th</sup> January 2021:

The site investigation has revealed a potential risk to humans from contact with PAH contamination, recorded within made ground soils. It was determined that such contamination will pose a risk to human health through exposure pathways including skin contact, ingestion of soil particles and inhalation of dust particles. Thus, remediation is required to reduce this risk from the elevated concentration of PAH which will require removal and the installation of a clean cover.

Based on the above, it is recommended the following conditions are placed on the Decision Notice:

1. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy (APAS code: NEN18)

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 Land Contamination: Risk Management (LCRM) 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.

2. 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.

### Ecology

6.8 Ecological Consultants were initially consulted on 23<sup>rd</sup> November 2020. As a response has not yet been received, a condition is included relating to the ecological appraisal and bat survey report as submitted.

6.9 Crime Prevention Design Advisor for Berkshire, Local Policing, Thames Valley Police

Comments received on 25<sup>th</sup> January 2021:

In relation to the design and layout, community safety and crime prevention, I have no objections to the proposed development.

However, it appears that the Design and Access Statement (DAS) does not adequately address crime and disorder as required by CABI's 'Design & Access Statements- How to write, read and use them'. This states that DAS' should; 'Demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime'.

I therefore recommend that the applicant give careful consideration to the physical security and access control of the College, and recommend that the applicant incorporate the principles of crime prevention through environmental design as described within the Secured by Design (SBD) Guidance document. [www.securedbydesign.com](http://www.securedbydesign.com) (Guidance), (New schools 2014).

These details were provided and further comments were made on 27<sup>th</sup> January 2021:

The only additional comments would make relate to the physical security of the buildings themselves, these relate to the minimum physical security standards of all external doors and ground floor windows. ([www.securedbydesign.com](http://www.securedbydesign.com) (Guidance), (New schools 2014).

Physical security recommendations:

- I recommend that all external doors (including emergency egress doors) meet the minimum physical security standards of LPS1175SR2,
- All installed ground floor glazed and all entrance shall be double glazed units and include one pane of laminate glass meeting, or exceeding, the requirements of BS EN 356-2000 (P1A). with a minimum thickness of 6.8mm with a minimum interlayer thickness of 0.76mm pvb (or SGP).”

## 6.10 Environmental Quality.

Comments received 25<sup>th</sup> January 2021:

### Overview

A revised noise assessment for the proposed MUGA was submitted on 21st January 2021. It was requested that this assessment considers the operational noise impact of the MUGA using a worst case scenario approach, whereby the impulsive noise source originates from the MUGA boundary, without the screening effect caused by timber garden fences to protect the upper floor facades of nearby residential receptors on Littlebrook Avenue and Blumfield Crescent.

The revised assessment also takes into consideration recently agreed operational hours, which are as follows:

- Weekdays: 09:00 - 17:00 for priority curriculum use and after-school clubs;
- Weekdays: 17:00 - 21:00 for public use during term time (19:00 hours during winter months: 31st October – 31st March);
- Weekdays: 09:00 - 19:00 for public use during school holidays;
- Saturdays: 09:00 – 18:00 for public use;
- Sundays: 09:00 – 18:00 for public use.

As the school playing fields are used regularly during term time, the noise assessment focuses on the impact of public use during both evening and weekend periods.

### Monitoring and Desktop Study Results

To reiterate from the original noise assessment, a monitoring survey was conducted to determine background and ambient noise levels at the proposed MUGA location (monitoring location 1). The results indicated typical ambient noise levels similar across the school and evening hours (09:00-21:00) at 45-51dB, and background noise levels ranging from 37-43dB.

The noise levels from the proposed MUGA are derived from historic surveys that have been undertaken by the consultancy (24 Acoustics). Due to the pandemic, there is little opportunity to conduct a monitoring study of existing

MUGA use and any monitoring that would be conducted is unlikely to be representative. In this case, the source noise measurements were made at a synthetic turf pitch in Winchester, which included noise from adults shouting and ball impact events. This is a suitable comparable site to the proposed MUGA. The Proposed Playing Field Provision report submitted with the application states that the new MUGA is a Type 2 and “will be suitable for basketball, netball, tennis and wheelchair sports”, while the existing Type 5 MUGA will continue to be used for football and hockey. It is expected that noise from the Winchester pitch will have a higher noise climate due to the nature of the sport and is therefore considered a conservative approach.

The Winchester pitch data has been applied to this proposal, with noise levels corrected to the nearest residential facades. This considers the absence of any screening effects on the upper floors with windows partially open. The results are displayed as two tables – one with the noise source closer to residential receptors and one with the noise source originating from the centre of the MUGA.

Although following a worst case approach, it is not realistic for noise on the MUGA to be concentrated at the MUGA boundary closest to the residential area, and will likely be spread evenly across the pitch, therefore the data from Table 1 (maximum 51dB LAeq) is more applicable and noise levels similar to Table 2 (maximum 57 dB LAeq) will only occur in short periods. This indicates that internal noise levels slightly exceed specified limits within BS8233 and therefore mitigation is required.

Noise impact on external garden space cannot be determined from these results however it is noted that noise levels on upper facades at Littlebrook Avenue exceed average weekday ambient noise levels recorded at Monitoring Location 1 by 2.7-8.7dB when comparing both scenarios.

To represent impact noise, the report refers to ‘Clay Target Shooting: Guidance on the Control of Noise’, specifically the methodology of setting an expected annoyance level based on sporadic impulsive noise events. Using this guidance, impulsive noise is typically determined from the logarithmic average of the 25th highest noise levels measured over a 30 minute period. In the absence of this specific data, typical maximum fast-weighted values measured (LAm<sub>ax</sub>) from the Winchester pitch has been used to represent impulsive noise events.

Impulsive noise levels at the nearest residential facades have been recalculated to represent noise occurring at the MUGA boundary, 13m from the residential façade.

For properties on Littlebrook Avenue and the upper facades of Blumfield Crescent, this is beyond the level of annoyance (68-76dBA), therefore mitigation is required to ensure 65dB is not exceeded.

### Mitigation

Within the report, suggested mitigation includes installation of a heavy gauge and deep mesh fence around the MUGA to reduce impulsive noise by 10dB. This would bring the highest noise level to 66dB, slightly above the noise level where annoyance is likely to occur.

It is also recommended in the report that a booking system is implemented, to allow use of the MUGA to be managed. This with the restricted operating hours, is expected to result in acceptable noise levels in the report.

However, this mitigation will result in impulsive noise levels meeting annoyance criteria and does not reduce noise from the centre of the pitch which resulted in slight exceedance of internal noise level criteria for receptors on Littlebrook Avenue. It also does not consider noise impact on outside garden space, therefore stronger mitigation is required in addition to the recommended fencing:

- Two gates currently allow access into the new MUGA. It is requested that the southern gate is the principal access to the pitch, to reduce likelihood of people congregating in the area of the second gate and minimise disturbance to residents.
- To be consistent with noise limitations for other applications, it is requested that use on Bank Holidays and Public Holidays is fully restricted.
- To minimise noise disturbance to residents, it is requested that public hire is restricted to no more than 10 hours per week during term time in addition to permitted school use.
- Within the Proposed Playing Field Provision report, it states that the new MUGA is a Type 2 and “will be suitable for basketball, netball, tennis and wheelchair sports”, therefore the new MUGA should be limited to this activity only.
- An operational noise management plan must be submitted to and approved by the LPA (further details appended as an informative).
- Use of the MUGA must not fall outside of the hours specified in the report.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 Slough Local Development Plan and the NPPF Section 38(6) of the Planning and Compulsory Purchase Act 2004 require 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 on 19th June 2019.

- 7.2 The National Planning Policy Framework 2019 states that decision makers at every level should seek to approve applications for sustainable development where possible (paragraph 38) and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise (paragraph 47). Relevant development Plan policies and Council planning guidance are listed below.

#### National Planning Policy Framework June 2019

- Chapter 8 - Promoting healthy and safe communities
- Chapter 9 - Promoting sustainable transport
- Chapter 12 - Achieving well-designed places
- Condition 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 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, built and historic environment
- Core Policy 10 – Infrastructure
- Core Policy 11 - Social cohesiveness
- 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
- EN34- Utility Infrastructure
- OSC2 – Protection of School Playing Fields
- OSC13- Floodlighting
- H12- Residential Areas of Exception Character

- H14 – Amenity Space
- T2 – Parking Restraint
- T8 – Cycle Network and Facilities
- T9 – Bus Network

#### Other Relevant Documents/ Guidance

- Slough Borough Council Developer’s Guide Parts 2-4 (updated)

#### 7.3 The planning considerations for this proposal are:

- Principle of development
- Loss of Open Space
- Design, Layout and Character
- Impact on the amenity of neighbouring occupiers by way of noise and light
- Highways and Transport
- Landscape and arboriculture
- Drainage
- Ecology

### 8.0 Assessment

#### Principle and Use

8.1 The use of the buildings as D1 (education) is established and so the principle of development in this area for further educational buildings is acceptable . The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) were introduced by the government on 20 July, and take effect on 1 September 2020. Previous use class D1, now falls under Use Class F.1, which includes learning and non-residential institutions. This existing and proposed development therefore will both fall under Use Class F.1 and the principle of development is acceptable .

8.2 Paragraph 94 of the NPPF states:

“It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decision on applications; and



- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”
- 8.3 Core Policy 6 of the Slough Local Development Framework, Core Strategy 2006-2026 supports the provision of community facilities including education uses.
- 8.4 Supplementary text to Core Policy 5 identifies that there is a need to better education and training in order to equip the resident work force with the skills necessary to gain access to the new knowledge-based jobs that will be created in Slough. Furthermore, it is recognised that uses such as education are an important source of jobs. As a result education is classed as “employment” for the purposes of Core Policy 5.
- 8.5 The proposed extension, new building and associated car park are considered to comply with the above policies and the proposed development would support the continued use of the site for educational purposes.

#### Loss of Open Space

- 8.6 The proposal includes development of a Multi Use Games Area (MUGA) which would be built on an open playing field. A Playing Field Provision Report was produced on March 2020. This provides details for the proposed new type 2 or 3 MUGA is proposed that is suitable for basketball, netball, tennis and wheelchair sports for pupils. The existing Type 5 MUGA will continue to be used by pupils for football and hockey and the existing grassed playing field area will be retained as a soft informal and social area.
- 8.7 It is important to avoid any loss of public or private open space within the borough, including school playing fields. This is detailed in Policy OSC2 of the Local Plan (2004).

Policy OSC2 (Protection of School Playing Fields) states:

Development upon school playing fields will not be permitted unless:

- a) the development is ancillary to the use of the site as a school playing field and the scale of the development and intensity of use is appropriate to the location;
- b) the use of the playing fields can be retained and enhanced by development on a small part of the field as long as the quality and quantity of pitch provision and the ability to make use of the pitches are not prejudiced; or
- c) the playing field lost to development is replaced by new provision which is at least comparable in terms of size, facilities and amenity, and is located immediately adjacent to the school

8.8 Paragraph 97 of the NPPF states that:

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

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

8.9 Sport England Playing Fields Policy and Guidance (August 2018) states that:

“Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.”

8.10 This application relates to the provision of a new outdoor sports facility on the existing playing field. It therefore needs to be considered against Exception 5 of the Sport England Playing Fields Policy, which states:

'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

8.11 Sport England were consulted on this application as the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement. Notably, Sport England did not raise an objection to the proposed development. The Football Association and Football Foundation were also consulted. While the pitch being 24.5m x 20.25m is not a size they would normally support, it will fulfil a role in providing support for the small side football in Slough which has been identified in the Local Facilities Football Plan. Sport England and The Football Association therefore have

asked for a community use agreement in order to meet planning policy exception E5. This has been recommended as a condition.

- 8.12 Where pitches are provided, all-weather surfaces such as synthetic turf allow more intensive use than grass and can also, particularly with floodlighting, offer a popular community resource (Sport England, 2012: Artificial Surfaces for Outdoor Sport).
- 8.13 The creation of a MUGA is considered to provide for an alternative sports and recreation provision which mitigates the loss of the current school playing field, in accordance with exception (c) of paragraph 97 of the NPPF, exception (a) of Policy OSC2 and exception E5 of Sport England's Playing Field Policy. Therefore, the MUGA is in accordance with Policy and is an acceptable use in this area.

#### Design, Layout and Character

- 8.14 Core Policy 8 of the Slough Core Strategy states that all development should be sustainable, of a high quality, and should improve the quality of the environment. To achieve high quality design, development should, amongst other things, respect its location and surroundings and reflect the street scene and the local distinctiveness of the area. Policies EN1 and EN2 of Slough Local Plan (2004) further indicate that proposals should respect and respond to the proportions of the existing development, as well as to the appearance and design of the vicinity in order to preserve or enhance the character and appearance of the street scene.
- 8.15 The new reception area of the new building faces towards the arrival point of the site. The entrance has been designed with double height curtain walling to allow light. A grey brick colonnade provides a sheltered canopy over the entrance. A bold coloured feature window is situated on the front and rear elevations to provide character. The new building as proposed reflects a high standard of design with grey brick detailing, which stands out as a focus point on the site. A lighter grey brick is used to contrast the dark grey around the main visitor entrance. Brickwork is varied with feathering details on the long elevations adding texture and interest. Signage will be in stainless steel, yellow render to the side recess and grey aluminium for the windows with feature windows in the College's logo colours (including orange, blue, pink and green). These colours are considered appropriate for school use and to provide further interest to the grey brickwork. The design is largely reflective of other recent buildings in schools in Slough such as Westgate School and Wexham Secondary school.
- 8.16 The new building will be located behind the properties at Burnham Lane, which lie in a Residential Area of Exceptional Character as designated under Local Plan Policy H12. This policy states that development proposal will not be permitted which would have a detrimental impact upon the character and

amenity of these residential units. However, it is considered that the use and precedent of a school and associated buildings have already been set in this area and so there will be no additional impact or harm as a result of the extensions to the Residential Area of Exceptional Character.

8.17 The new building is proposed to be one storey to the front elevation on the north side. On the first floor plan it is stated that this is used for maintenance access, and also a possible staff roof garden/ terrace. A boundary is proposed around the terrace area that is 1.1m in height. It is noted that the balcony will face onto the rear of the properties at Burnham Lane, however, the properties lie some 50m from the proposed new school which is considered an acceptable distance to not detrimentally impact the amenity of residents.

8.18 With regards to BREEAM, the overall target score for the project of 64.68%, which will deliver a 'Very Good' rating, is welcomed.

8.19 The extension to Millside School is proposed with rendered blockwork walls, roof tiles and windows to match the existing school. This will form a compatible and in keeping extension.

8.20 The MUGA will either be made of tarmac or rubber. The MUGA will be surrounded by a heavy gauge welded mesh fencing between 3-5m height. This is proposed in a green colour, compatible with the surroundings.

#### Impact on Residential Amenities of Neighbouring Occupiers:

##### Lighting

8.21 Policy OSC13 Floodlighting states that "proposals for new or enhanced outdoor sports facilities which require floodlighting will not be permitted unless it can be demonstrated by means of a floodlighting impact assessment that the operation of floodlights would have minimal environmental impact on adjoining uses or the character of any nearby open land."

8.22 Supporting text of this policy states that when considering applications for new or enhanced outdoor sports facilities involving the use of floodlighting, the Borough Council will require the submission of a detailed floodlighting impact assessment to ensure that there is minimal environmental impact on the amenities of adjoining uses and the character of any nearby open land.

8.23 Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that all development should also not give rise to unacceptable levels of pollution including artificial lighting. In addition, Core Policy 9 also states that development will not be permitted unless it respects the character and distinctiveness of existing buildings, townscapes and landscapes

and their local designations. The NPPG provides guidance on the assessment of whether a development proposal might have implications for light pollution (Paragraph: 002 Reference ID: 31-002-20140306).

- 8.24 The Institute of Lighting Engineers provide recognised guidance on measures to reduce light pollution. This include guidance that planning conditions covering hours of operation, prevention at source of unnecessary light pollution and requirements for landscaping and boundary treatment shall, when appropriate, be used to ensure minimal environmental impact on the amenities of adjoining uses and the character of any nearby open land.
- 8.25 Drawing R10-13-SK09 shows the photometric details for proposed MUGA, school extension and the car park extension. This shows that illuminance will not exceed 7.5 lux around the school and car park extensions. Surrounding the MUGA, the illuminance will not exceed 20 lux. It is not considered that lighting at the school or car park will have an impact on residential amenity, however the MUGA will result in some impact.
- 8.26 With regards to impact on ecology, the Ecological Appraisal submitted confirms that habitats present within the site including amenity grassland, ornamental planting, hardstanding and buildings dominating the site are considered to be of less than local/ negligible value for nature conservation in their own right. Nevertheless, a restriction on the hours of use will be necessary to prevent adverse effects.
- 8.27 The external lighting to the MUGA, school extension and the car park extension will also be controlled by a dedicated photocell timeswitch located in the plant room of the school extension to prevent the operation of the lighting during daylight hours and to restrict a period of operation during night time. A condition on the restriction on the use of the MUGA is added to the recommendation of this application to further mitigate the impacts (see paragraph 8.33).

#### Noise

- 8.28 Paragraph 170 of the NPPF states that planning decision should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that development in the Borough shall not give rise to unacceptable levels of noise pollution.
- 8.29 The concerns raised in representations about the potential impact on residential amenity as a result of noise associated with the development are noted. It is noted that there is already a MUGA existing on site and the consideration of the

potential impact of noise will need to take into account that activities have previously taken place on site of the same nature.

- 8.30 The new building will be a sufficient distance of some 20m from the nearest properties, with a vegetated boundary that is approximately 3m high. Therefore, it is not considered that the resulting noise associated with the new teaching blocks will cause a significant difference in the noise levels that already would be experienced by the nearest affected properties
- 8.31 The proposed MUGA will be some 12m away from the nearest properties. The assessment of the impact of the MUGA in the Noise Report refers to 'clay target shooting: guidance on the control of noise'. Although the comparison of shooting noise with sport activity associated with the MUGA is questionable, the application of the guidance to assess impulsive noise is accepted.
- 8.32 An assessment is made for peak noise levels, stating that the resulting noise would be 76dBA to the nearest property on Littlebrook Avenue (12m from the closest MUGA fence) for impulsive noises, which would be rare and not constant and therefore would be considered the peak level of noise to be reached. The assessment indicates an excess of 11dBA above the level at which annoyance is highly likely (65dBA) therefore mitigation is required. BS4142 has also been applied but is not applicable; additionally the new MUGA cannot be treated as a new noise source. The suggested mitigation comprises of a heavy gauge mesh fence, achieving a noise reduction of 10dB and therefore the resulting noise at the nearest property on Littlebrook Avenue will be 66dBA. This is accepted.
- 8.33 Considering the above, it has been agreed with the applicants that a condition is imposed to restrict the hours of use of the MUGA. These hours ensure the MUGA can be used for the public in line with Sport England's requirements whilst also ensuring there is no detrimental impact to the amenity of adjoining neighbours. The MUGA will not be used beyond 19:00 hrs, except in the spring/summer terms when it will be used until 21:00 hrs when sunset is much later in the evening and there will be less need for floodlights. The hours are listed below:
- Weekdays: 09:00 - 17:00 for priority curriculum use and after-school clubs;  
Weekdays: 17:00 - 19:00 for public use during term time (winter months 31<sup>st</sup> October - 31<sup>st</sup> March);  
Weekdays: 17:00 - 21:00 for public use during term time (summer months 1<sup>st</sup> April - 30<sup>th</sup> October);  
Weekdays: 09:00 - 19:00 for public use during school holidays; and  
Weekends: 09:00 - 18:00 for public use.
- 8.34 In addition, it is also recommended that a booking system be implemented for the public use of the MUGA, such that the use of the facility during evenings

and weekends will be well-managed. Therefore, an Operational Noise Management Plan is added as an informative to the recommendation for this application, which is expected to include functionality of the booking system, retention of booking records, who is responsible, the complaints produced and standard terms and conditions.

- 8.35 Overall, it is considered that the resulting increase of noise and light at the MUGA and the new Millside building to the surrounding residential properties will be minimal and therefore is in accordance with Policy OSC13 of the Local Plan 2004 and Core Policy 8 of the Core Strategy 2006-2026. The overall planning balance weighs the benefits of the provision of additional education facilities to outweigh the minimal impact on neighbouring properties on noise and light disturbance.

#### Highways and Transport:

- 8.36 Paragraph 102 of the NPPF (2018) states that transport issues should be considered from the earliest stages of development proposals, so that the potential impacts of development on transport networks can be addressed, opportunities to promote walking, cycling and public transport use are identified and pursued and that the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
- 8.37 Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that all new development should be sustainable and make appropriate provisions for improving road safety and improving air quality. In addition, Core Policy 10 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that development will only be allowed where there is sufficient existing, planned or committed transport infrastructure.
- 8.38 Saved Policy EN1 of the Local Plan for Slough (2004) states that development is required to reflect a high standard of design and must be compatible with its surroundings in terms of access points. Saved Policy T2 deals states that within all developments that attract an increase in the number of trips, the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the integrated Transport Strategy. Saved Policy T8 states that proposals should include suitable cycle access to and through the site and Saved Policy T9 states that proposals should not prejudice the free flow of buses along existing and proposed bus routes.
- 8.39 Comments were received from the Highway Authority on 4<sup>th</sup> January 2021 and later on 28<sup>th</sup> January 2021 in response to the Transport Assessment and Travel Plan. Comments were received from the Highway Authority on 22<sup>nd</sup> January 2021 in response to the Travel Plan. An objection was not raised, but

further information was requested. The outstanding issues are considered to have been addressed including increasing Travel Plan monitoring to annually in accordance with other educational establishments in the borough and confirmation was received from the agent on 28<sup>th</sup> January 2021 to justify that the expansion does not increase the numbers of pupils with a need for mini-buses and therefore an increase in provision for mini-buses is not required.

- 8.40 The new car park received planning permission in December 2016, under ref P/04628/029, however, this was not implemented within the three year period specified on the conditions. Therefore, this proposed development is accompanied by an additional 9 parking spaces adjacent to the new block (visitor and disabled parking) and an additional 27 spaces attached to the existing parking area to the north of the College giving an overall increase of 36 spaces. The existing grass mound to the north will be levelled to allow for an extension to the car park.
- 8.41 The scheme also has 16 additional covered, lit and secure cycle parking spaces and 8 electric charging points (EVCP) for cars. Although transport policy requires 9 EVCP, it is considered that 8 EVCP is acceptable. The Transport Statement details that 73 staff members used a car in 2020 and the expansion is expected to increase by 5 to 78 staff members. Therefore 10% of this would be 7.8 EVCP spaces and therefore 8 EVCP would be reasonable.
- 8.42 Access to site will be controlled with new vehicle barriers and security gates. Additional staff parking will be provided to the north of the sports hall. New lockable bike shelter for students will provide 10 additional hoops. New visitor and disabled parking will be provided west of the new building. Visitors will access the school via the main entrance to the new building. Students will enter the new building along its southern edge. A covered link is included between the extension and the new building.
- 8.43 Vehicle barriers at the site entrance will be controlled with fob or card. A 2.4m high weldmesh security fence to southern boundary is proposed, mounted along top of low retaining wall. A 2.4m high weldmesh security fence will separate new staff parking from the playing field. The Crime Prevention Design Advisor for Berkshire recommended that the applicant incorporated this into the Design and Access Statement. However, an objection was not raised in relation to the design and layout, community safety and prevention as demonstrated on the drawings and Transport Statement and therefore it is considered the proposed security for the development is acceptable.
- 8.44 An additional 16 covered, lit and secure cycle parking spaces are provided, resulting in a total of 38 bicycle parking spaces, as opposed to the 40 stated in Highways' response. It is considered a total of 38 spaces are sufficient to accommodate, with expansion, more than 15% of all staff and students cycling to the site whereas pupil cycle mode share is currently 11% and staff cycle



mode share is 2.3%. On this basis, it is concluded that the proposed cycle parking provision is appropriate. Cycle parking will also be monitored as part of the Travel Plan monitoring.

8.45 In addition to the proposed cycle spaces, a public cycle hire facility with 20 bicycles is provided within the triangular parcel of land between Burnham Lane and Station Road approximately 300m to the south of the site. The facility works in combination with two other facilities located within the Slough Trading Estate and close to Slough railway station.

8.46 On this basis, the development is therefore considered to be in accordance with Core Policy 7 and 10 of the Slough Local Development Framework Core Strategy 2006- 2026 DPD (2008) and Saved Policies T2, T8, T9 and EN1 of the Local Plan for Slough (2004).

#### Landscape and Arboriculture

8.47 Policy EN3 of the Local Plan for Slough (2004) states that comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees (...) which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme. Landscaping should be carried out in the first planting season following the completion of the proposed development and a scheme for the subsequent maintenance and retention of the existing and proposed planting should be established. Landscaping schemes must have regard to the impact upon the street scene, screening effect, hard and soft landscaping, plant and tree species, the extent to which landscaping can act as a means of enclosure, improvements to visual amenity and opportunities for creating new wildlife habitats.

8.48 Key benefits of the scheme include new tree planting and groundcover planting to slope along southern boundary. Trees are narrow canopied due to tight space but will provide some buffer between the school and future housing to the south. Ornamental and sensory planting around building will be chosen from a palette of non-harmful plants, with a mix of herbaceous and shrub planting to provide year-round interest as well as nectar-rich plants.

8.49 The space to the east of the new building will be for more active use and include trim trail and table tennis tables, as well as habitat planting.

8.50 Between the new building and existing Millside building will be seating options, some enclosure from car park, buffers against building, table tennis tables, planting, hard surfacing to include the incorporation of a historic millstone on site and stone paving as a feature. Picnic tables and seating are included to allow outside dining.

8.51 The Landscape Officer provided comments on 22<sup>nd</sup> December 2020 and did not raise an objection. It was considered the tree survey and new soft landscape to be acceptable. It was advised to include a draft tree protection plan and method statement to support the application as a condition, however, this was provided prior to decision. Amendments were made to the submitted arboricultural method statement to relate to the tree protection plan and to be more site specific. The Landscape Officer confirmed the submitted plan was acceptable on 17<sup>th</sup> January 2021.

#### Flooding, Drainage and ground stability

8.52 Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural environment by preventing unacceptable levels of soil, air, water pollution or land instability. Paragraph 178 of the NPPF (2019) states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

8.53 Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that all development [...] be of a high quality design that is practical, attractive, safe, accessible and adaptable, respect its location and surroundings, shall not cause contamination or a deterioration in land, soil or water quality and receptors, 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. It also states that 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.

8.54 Core Policy 9 also states that development will not be permitted unless it protects and enhances the water environment and its margins. The Slough Borough Council Flood risk and surface water drainage Planning guidance (January 2016) provides additional guidance on the consideration of flooding issues.

8.55 Policy EN34 of the Local Plan (2004) states that Development which increases the demand for off-site service infrastructure, such as water supply, surface water, foul water drainage or sewerage treatment, will not be permitted unless sufficient capacity already exists or extra capacity will be provided in time to serve the development without harm to the environment.

8.56 The pre-application process identified that the site is potentially contaminated and remediation is required to reduce risk. No Phase 1 assessment was submitted with the application and therefore this matter remains outstanding. As a result, conditions are proposed to address this.

- 8.57 Thames Water provided comments on 16<sup>th</sup> November 2020, stating they had no objection to the planning application based on the foul water and surface water information provided and with regard to water network and water treatment infrastructure capacity.
- 8.58 The Local Lead Flooding Authority (LLFA) provided initial comments on 15<sup>th</sup> December 2020 requesting further information on the proposed manholes, soakaways and exceedance flows where above ground flooding may pool and flow. The drainage consultants have provided this further detail, however a response from the LLFA is yet to be received. It is considered by officers that the application will be delegated once details have been submitted and agreed by the LPA.
- 8.59 On the basis of the above, the proposal is considered to be in accordance with Core Policy 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) and paragraph 170 of the NPPF (2019).

#### Ecology

- 8.60 The NPPF (2019) requires local planning authorities to aim to conserve and enhance the natural environment when determining planning applications. Paragraph 170 of the NPPF (2019) states that: "Planning decisions should contribute to and enhance the natural and local environment by [...] minimising impacts on biodiversity and providing net gains in biodiversity".
- 8.61 Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that development will not be permitted unless it protects and enhances the water environment and its margins and enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
- 8.62 The application is supported by an Ecological Appraisal as well as Bat Survey Plan. The Ecological Appraisal concludes that no reduction in the ecological interest of the site or its surrounds is likely to arise as a result of the proposed development. In addition, the findings of the bat survey of the site indicate that there are no active bat roosts within the section of the building to be affected by the proposed development. Notwithstanding the absence of roosting bats, development proposals for the site should seek to maintain and where possible enhance opportunities for roosting, foraging and commuting bats. Precautionary measures identified in the report should therefore be implemented during construction to avoid any unexpected impacts on bats.
- 8.63 It is noted the comments are yet to be received from the Ecological Consultant. It is considered by officers that the application will be delegated once details have been submitted and agreed by the LPA.

8.64 On the basis of the above, the proposal is considered to be in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) and paragraph 170 of the NPPF (2019).

#### Planning Conclusion

8.65 Core Policy 1 of the Core Strategy (2006-2026) states that some relaxation of the policies or standards in the Local Development Framework may be allowed where this can be justified by the overall environmental, social and economic benefits that will be provided to the wider community.

8.66 It is considered that significant weight is given to the social and economic benefits that will be provided to the wider community as a result of the extension of an educational facility in a location where the precedent for education has already been set. This decision has been taken having regard to the policies as set out below, and to all relevant material considerations.

Policies:- EN1, EN3, EN5, EN24, OSC2, OSC13, H12, T2, T8, T9 of The Adopted Local Plan for Slough 2004 and Core Policy 1, 5, 6, 7, 8, 9, 10, 11, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

### **PART C: RECOMMENDATION**

9.0 Recommendation

9.1 Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to:

- finalising conditions with the applicant'
- approval of ecology details; and
- any other minor changes.

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

1. Commence within three years

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

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

## 2. Drawings

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

### Drawings

- Design and Access Statement revision B, dated June 2020, Issued 19<sup>th</sup> October 2020
- Drawing no. P17119-RFT-00-00-DR-A-0080\_S3\_P04, Coordinated Site Plan, dated June 2020
- Drawing no. P17119-RFT-00-00-DR-A-0102\_S3\_P02, Site Location Plan, dated June 2020
- Drawing no. P17119-RFT-00-00-DR-A-0105\_S3\_P06, Block Plan, dated June 2020
- Drawing no. P17119-RFT-00-01-DR-A-0201\_S3\_P07, First Floor - New build Haybrook, dated June 2020
- Drawing no. P17119-RFT-00-01-DR-A-0202\_S3\_P02, Roof Plan, dated June 2020
- Drawing no. P17119-RFT-00-GF-DR-A-0200\_S3\_P07, Ground Floor - New build Haybrook, dated June 2020
- Drawing no. P17119-RFT-00-GF-DR-A-0250\_S3\_P06, Ground Floor – Millside, dated June 2020
- Drawing no. P17119-RFT-00-RL-DR-A-0260\_S3\_P05, Roof Site Layout Plan, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0300\_S3\_P06, Elevations - sheet 1, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0301\_S3\_P04, Elevations - sheet 2, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0302\_S3\_P02, Elevations - Extension to Millside, dated June 2020
- Drawing no. P17119-RFT-00-XX-DR-A-0400\_S3\_P05, Sections, dated June 2020
- Drawing no. P17119-RFT-00-XX-VS-A-3001\_S3\_P02, Visualisation, dated June 2020

### MEP Drawings (Mechanical, Engineering and Plumbing)

- Drawing no. R10-13-SK01 - Ground floor M&E services, dated June 2020
- Drawing no. R10-13-SK02 - First floor M&E services, dated June 2020
- Drawing no. R10-13-SK03 - Mechanical services schematics, dated June 2020
- Drawing no. R10-13-SK04 - Ventilation services, dated June 2020
- Drawing no. R10-13-SK05 - Electrical distribution schematics, dated June 2020
- Drawing no. R10-13-SK06 - Site plan utility services layout, dated June 2020

- Drawing no. R10-13-SK07 - Ground floor above ground drainage, dated June 2020
- Drawing no. R10-13-SK08 - External lighting, dated June 2020
- Drawing no. R10-13-SK09 - External lighting photometric details, dated June 2020

#### Structures/Drainage

- Brief Structural Specification of the Works, Prepared by Andrew Newby Partnership, dated 15/07/2020
- Ground Investigation report, dated 03/08/2020
- Drawing no. 4399-500 Below Ground Drainage 1 of 2 P1, dated 15/10/2020
- Drawing no. 4399-501 Below Ground Drainage 2 of 2 P1, dated 15/10/2020
- Exceedance Routes Sheet 1 of 2, Drawing No. 4399-504 Rev P1, dated 18/12/2020
- Exceedance Routes Sheet 2 of 2, Drawing No. 4399-504 Rev P1, dated 18/12/2020

#### Landscape & Arboriculture

- Design and Access Statement, Ref: 2171-TFC-00-00-RE-L-8002-P02, Prepared by Terra Firma Landscape Architects, dated 14/10/2020
- Drawing no. MW.20.0517.TS, Tree Survey, dated 05/06/2020
- Drawing no. 2171-TF-00-00-DR-L-1001 , Landscape Proposals, dated 24/08/2020
- Haybrook College Playing Fields Provision Report\_P04, dated March 2020
- Arboricultural Assessment and Method Statement on behalf of Re: Format/ The Terra Firma Consultancy, Revision A issued 12/01/2021

#### Acoustics

- Noise Impact Assessment report ref R8540-1 Rev 0, dated 19/06/2020

#### Highways/Transport

- Haybrook College Extension Transport Statement 04 dated January 2021, received 12/01/21
- Haybrook College Revised Travel Plan 03

#### Ecology

- Haybrook College Ecological Appraisal, Prepared by HDA, dated 02/06/2020
- Haybrook College Bat Survey Report, Prepared by HDA, dated 25/06/2020

#### BREEAM and SBEM (Simplified Building Energy Model)

- 20200817 SRE BREEAM NC Pre-Assessment V1RevC, dated 17/08/2020
- 20200716 SBEM Summary Report\_v1RevB, dated 16/07/2020
- 20200713 SRE Energy Statement Haybrook College V1RevA, dated 17/07/2020
- Haybrook College Green (PV)\_BRUKL Output Document, HM Government, dated 06/07/2020

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

### 3. Materials

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. Hours of Use

The multi use games area shall not be used outside the hours below:

Weekdays: 09:00 - 17:00 for priority curriculum use and after-school clubs;

Weekdays: 17:00 - 19:00 for public use during term time (winter months 31<sup>st</sup> October - 31<sup>st</sup> March);

Weekdays: 17:00 - 21:00 for public use during term time (summer months 1<sup>st</sup> April – 30<sup>th</sup> October);

Weekdays: 09:00 - 19:00 for public use during school holidays; and

Weekends: 09:00 - 18:00 for public use.

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

### 5. Sports facilities

Within 9 months of the work commencing on site, a community use agreement should be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the 3G Artificial Grass Pitch and car park, and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The 3G Artificial Grass Pitch shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

### 6. Landscape

The development should be built in accordance with the approved plans Arboricultural Assessment and Method Statement on behalf of Re: Format/ The Terra Firma Consultancy, Revision A issued 12/01/2021, received 14/01/2021 and Tree protection plan dwg no MW.20.0517.TPP and shall be permanently maintained and retained thereafter.

REASON: To satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with policy EN3 of the Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990. Framework (2019).

#### 7. 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 Land Contamination: Risk Management (LCRM) 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.

#### 8. 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.

#### 9. Bin Stores



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

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

#### 10. Drainage

The development should be built in accordance with the approved Below Ground Drainage plans, Exceedance Route drawings and SDS Aqua detail for pollution control and shall be permanently maintained and retained thereafter.

REASON In the interest of highway safety and amenity of adjoining landowners.

#### 11. Biodiversity

The development should be built in accordance with the approved Ecological Appraisal and Bat Survey and shall be permanently maintained and retained thereafter.

REASON To ensure preservation of biodiversity, in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) and paragraph 170 of the NPPF (2019).

#### 12. Layout

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

#### 13. Cycle Parking

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

#### 14. Construction Traffic Management Plan

No construction or development shall commence on site until a Construction Traffic Management Plan has been submitted and approved in writing by the Local Planning Authority. The CTMP shall include a site set up plan and details of: hours of construction, duration of construction, hours of deliveries, traffic management measures, wheel washing facilities, storage of materials, 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 machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance. The Plan shall thereafter be implemented as approved before the 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.

#### INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, and to all relevant material considerations.

Policies:- EN1 EN3 EN5 EN24 OSC2 OSC13 H12 T2 T8 T9 The Adopted Local Plan for Slough 2004 and Core Policy 1, 5, 6, 7, 8, 9, 10, 11, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

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

3. If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](http://thameswater.co.uk/buildingwater).

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.

4. The Operational Noise Management Plan is expected, as a minimum, to contain the following information:
  - Functionality of the booking system, how it will be managed and who by;
  - Details on the retention of booking records, particularly accessibility to the Local Authority in the event that a noise complaint is issued to the Council and requires further investigation;
  - Details of who is responsible for the development and operation of the booking system and ensuring compliance within the MUGA operational hours;
  - The complaints procedure in place for members of the public to report to in the event of unacceptable noise or perceived breach of hours (expected to be a school contact); and
  - Standard terms and conditions for the hire of pitches, including statements regarding noise, anti-social behaviour, neighbourly conduct and the right to cease hire contract if found to breach conduct rules.
  - Physical security recommendations:
5. It is recommended that all external doors (including emergency egress doors) meet the minimum physical security standards of LPS1175SR2 and all installed ground floor glazed and all entrance shall be double glazed units and include one pane of laminate glass meeting, or exceeding, the requirements of BS EN 356-2000 (P1A) with a minimum thickness of 6.8mm with a minimum interlayer thickness of 0.76mm pvb (or SGP).
6. 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.
7. 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.
8. 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.

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**SLOUGH BOROUGH COUNCIL****REPORT TO: PLANNING COMMITTEE****DATE: February 2021****PART 1****FOR INFORMATION****Planning Appeal Decisions**

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

**WARD(S)****ALL**

<b>Ref</b>	<b>Appeal</b>	<b>Decision</b>
P/07900/005	11, Langley Road, Slough, SL3 7AE  Construction of a first floor extension, part single storey side and rear extension and loft conversion.	Appeal Dismissed  31 <sup>st</sup> December 2020
P/08247/002	2, Brackenforde, Slough, SL3 7AU  Construction of a two storey side extension.	Appeal Dismissed  5 <sup>th</sup> January 2021



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## Appeal Decision

Site visit made on 20 December 2020

by **Peter Mark Sturgess BSc (Hons), MBA, MRTPI**

an Inspector appointed by the Secretary of State

Decision date: Thursday, 31 December 2020

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**Appeal Ref: APP/J0350/D/20/3260382**

**11 Langley Road, Slough, SL3 7AE**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mohammed Amri against the decision of Slough Borough Council.
  - The application Ref P/07900/005, dated 12 May 2020, was refused by notice dated 25 August 2020.
  - The development proposed is construction of first floor extension, part single/part double storey side and single storey rear extension.
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### Decision

1. The appeal is dismissed.

### Preliminary Matter

2. I note that the Council has cited policies H12, H13, EN1 and EN2 of the adopted Local Plan for Slough (March 2004) in support of its refusal of the planning application on the notice refusing planning permission for the appeal proposal. However, the officer's report also refers to Core Policies 7, 8 and 9 of the Slough Local Development Framework, Core Strategy (2006-2026), Development Plan Document, December 2008. It also refers to the Slough Residential Extension Guidelines, Supplementary Planning Document (2010).
3. I have not been supplied with any of these documents apart from those referenced on the notice sent to the applicant refusing planning permission. I will therefore determine this appeal having regard to the policies referred to in this notice.

### Main Issues

4. The main issues are the effect of the proposal on the character and appearance of the area, the setting of St Bernard's School Conservation Area and on the living conditions of the occupiers of No 13 Langley Road.

### Reasons

#### *Character and appearance of the area*

5. The part of Langley Road where the appeal site is located is characterised by residential development to the east and the buildings and grounds of a school and offices to the north, south and west. The buildings to the north, south and west lie within the St Bernard's School Conservation Area (CA).

6. The bungalow on the appeal site is the nearest of three others to the CA. It is a modest property which is not prominent in the street scene. It harmonises well with the neighbouring properties in terms of its height and impact on the street scene.
7. The proposed extension would significantly alter the bungalow by adding a two-storey extension, cat slide roofs, flat roof/crown roof, dormer window and roof lights. The front elevation would be altered so that a gable would face the road. It would be significantly taller than the neighbouring bungalows and would be prominent when approached a long Langley Road from the east.
8. Langley Road gently slopes from the east to its junction with Sussex Place/London Road. The appeal site is set down at the end of a row of residential properties next to the CA. Its position and siting means that it is currently not prominent in the street scene. However, the height of the appeal proposal would mean that its prominence in the road would increase.
9. Moreover, views of the appeal proposal would be particularly prominent from the east. This increase in prominence, together with features that are not typical of this part of Langley Road, such as a crown roof, a large flat roofed dormer and multiple roof lights would mean that the development would fail to harmonise with the area. Consequently, the proposed development would be seen as an incongruous and bulky addition to the dwelling that would fail to respect the existing character and appearance of the area.
10. The development plan is comprised of the Local Plan for Slough adopted 22<sup>nd</sup> March 2004 (LP). This pre-dates the current version of the National Planning Policy Framework (the Framework).
11. The relevant policies of the LP are EN1, EN2, H12 and H13 all of which require new development, amongst other things, to be of a high standard of design and be compatible with their surroundings in terms of such things as height, massing and bulk. Policy H13 identifies this part of Langley Road as a residential area of '*exceptional quality*'. This policy does not support proposals which would have a detrimental impact on the character of these areas.
12. Despite their age, the policies relevant to this appeal are consistent with the current version of the Framework as this contains policies at paragraphs 124, 127 and 130 which seek to create high quality buildings and developments which are sympathetic to local character. I therefore give these policies substantial weight in the determination of this appeal.
13. As a result, I find that the appeal proposal is in conflict with the above policies of the LP, as it would lead to a prominent and incongruous development that would harm the character and appearance of the area by reason of its height, bulk and design.

#### *Setting of the Conservation Area*

14. The CA is comprised of a group of traditionally designed school buildings with modern additions to the rear. The predominant character of the area, when viewed from the surrounding roads, is that of brick built institutional and office buildings with slate roofs and decorative brickwork, together with the additional feature of a tall square tower with a pyramidal roof surmounted by a lantern/finial.

15. The site is adjacent to the CA and is separated from it by a brick wall. When viewed from the east in Langley Road the roofscape of the buildings in the CA are clearly visible beyond the appeal site. These are predominately slate pitched roofs supported by buff brick walls. The tower within the CA is a particularly prominent feature when viewed from this direction.
16. The roof of the existing bungalow on the appeal site is visible from this direction. However, this is set down and is read against the existing brick walls of the buildings within the CA. The bungalow itself is not prominent from this direction and does not harm the setting of the CA.
17. The appeal proposal would significantly increase the height of the existing bungalow, thereby increasing its prominence when the CA is viewed from the east along Langley Road. The design of the appeal proposal, in particular the half-hipped gables, roof lights and box dormer, would jar with the traditional pitched roofs of the buildings within the CA. It would also start to restrict views of the CA from Langley Road and compete in that view with the features of the CA. Consequently, this would harm the setting of the CA when viewed from Langley Road.
18. Whilst I have found that the appeal proposal would harm the setting of the CA this would amount to less than substantial harm in terms of paragraph 196 of the Framework. However, paragraph 193 of the Framework states that great weight should be given to the assets conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
19. The Framework explains that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset harm should be weighed against the public benefits of the proposal.
20. In this case the appellant has not offered any justification for the proposal nor advanced any public benefit that might be derived from the proposal. Therefore, I find that the proposal is in conflict with the provisions of the Framework that attach great weight to the assets conservation. In this case as the setting of the CA is not conserved by the development the appeal proposal is in conflict with the Framework.

*Living conditions of the occupiers of the neighbouring property*

21. No 13 Langley Road is a bungalow with rooms in its roof that lies adjacent to the appeal site. It is primarily orientated with its principal windows either facing on to Langley Road or its garden to the rear. It has a flank dormer window in the elevation facing the appeal site.
22. This dormer window is an addition to the original building, set back into the site and would face on to the side elevation of the proposed extension. However, due to its position on the roof it would continue to have an outlook over the rear garden of the appeal property. Moreover, the appeal proposal would, at the point opposite the neighbouring dormer, be diverging from the neighbouring property. That would further reduce any loss of outlook it would experience from the appeal proposal.
23. I note that the appellant has argued that the dormer itself serves a landing in No 13, however I did not inspect the interior of No 13 to test the accuracy of



this statement. Nevertheless, I consider that the outlook from this window would not be harmed by the appeal proposal for the reasons given above.

24. The LP at Policy EN1 expects developments, amongst other things, to be compatible with their surroundings and their relationship to nearby properties. In the respect of the relationship between the appeal proposal and the first-floor side dormer window at No 13 Langley Road I find that the appeal proposal is consistent with this policy for the reasons set out above.

### **Other Matters**

25. The appellant has argued that the Council is seeking to safeguard the bungalow 'typology' in this location. I have had regard to this point in this decision. However, and for the reasons given above, I consider that the location of a 2/3 story house of the design proposed in this location would harm the character and appearance of the area and harm the setting of the CA. It is not simply about maintaining the current bungalow on the site.
26. The appellant has also drawn my attention to examples in the Borough where existing bungalows have been developed into 2/3 storey houses and therefore the Council has not been consistent in its decision making. I do not have the full details of all the cases referred to by the appellant. However, I have, as I am required to do, addressed the merits of this particular case. In this case the specific circumstances such as the location of the plot, its relations to the street, principal views and proximity to the CA have been taken into account in the decision.
27. I note that the appellant has referred to the modern single storey buildings within the CA to the rear of the appeal site. Whilst I noted the presence of these buildings at my site visit, they are low buildings and not readily visible from any public vantage point that I could discern.
28. The appellant has referred to the materials from which the propose extension would be constructed. I have no doubt that were the appeal to be allowed that satisfactory conditions could be imposed in order to ensure that appropriate materials were used to construct the extension.

### **Conclusion**

29. I find that the appeal must be dismissed.

*Peter Mark Sturgess*

Inspector



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## Appeal Decision

Site visit made on 9 October 2020 by Alex O'Doherty LLB(Hons) MSc MRTPI

**Decision by R C Kirby BA (Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 5 January 2021

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**Appeal Ref: APP/J0350/D/20/3247901**

**2 Brackenforde, Slough SL3 7AU**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr M Singh against the decision of Slough Borough Council.
  - The application Ref P/08247/002, dated 23 September 2019, was refused by notice dated 28 November 2019.
  - The development proposed is described as, "erection of 2 storey side extension to dwellinghouse".
- 

### Decision

1. The appeal is dismissed.

### Appeal Procedure

2. The site visit was undertaken by an Appeal Planning Officer whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.

### Main Issue

3. The main issue is the effect of the proposal on the character and appearance of the host property and the surrounding area.

### Reasons for the Recommendation

4. The appeal site is located towards the end of Brackenforde, a residential street that largely consists of chalet bungalows which are predominantly front-gabled, with side doors.
5. The proposal, for a two-storey side extension with a catslide roof and a rear dormer, would meet the ridge height of the host property and would project to its side by a significant margin. Due to its height, depth and bulk, it would unbalance the host property in architectural terms, which currently consists of a legible set of elements. In particular, it would greatly diminish the architectural status of the front gable, which is a distinctive feature of the property. Additionally, when viewed from the side above the garage, due to its large mass it would appear as an imposing feature which would detract from the modest appearance of the bungalow.
6. Brackenforde exhibits a high degree of uniformity in terms of the overall design of the bungalows. I have had regard to the photographs provided by the appellant, but I observed that whilst some of the properties on this street have side projections, these are mostly subordinate to their host properties, whereas the proposal would not be subordinate. The prominent siting of the proposal

would mean that it would be a noticeable feature in the street scene, and at the scale proposed it would stand out as an unduly bulky addition. Due to the absence of other extensions of a similar scale in the immediate vicinity, it would appear as an incongruous development in the street scene.

7. I therefore conclude that the proposal would have an unacceptable and harmful effect on the character and appearance of the host property and the surrounding area. The proposal would conflict with Core Policy 8 of the Core Strategy (2006 – 2026), and Policies H15, EN1 and EN2 of the Local Plan for Slough (2004) which collectively require development to be of a high quality design which is compatible with its surroundings. The proposal would also conflict with the advice given in the Residential Extensions Guidelines Supplementary Planning Document (2010) which sets out that extensions should not detract from the original dwelling, or from the character of the area as a whole.

### **Other Matters**

8. The proposal would improve the living accommodation available to the appellant. However, as this would mainly be a private benefit, this has been given very limited weight and it does not outweigh the harm identified.

### **Conclusion and Recommendation**

9. Based on the above, and having regard to all matters raised, I recommend that the appeal should be dismissed.

*Alex O'Doherty*

APPEAL PLANNING OFFICER

### **Inspector's Decision**

10. I have considered all the submitted evidence and the Appeal Planning Officer's report and on that basis the appeal is dismissed.

*RC Kirby*

INSPECTOR

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**MEMBERS' ATTENDANCE RECORD 2020/21**  
**PLANNING COMMITTEE**

COUNCILLOR	27/5	24/6	29/7	26/08 Ext.	9/9	14/10	11/11	9/12	13/1	10/2	10/3	14/4
Dar	P	P	P	P	P	P	P	P	P			
M. Holledge	P	P	P	Ap	P	P	P*	P	P			
Ajaib						P	P	P	P			
Davis	P	P	Ap	P	P	P	Ap	Ap	Ap			
Gahir	P	P	P	P	P	P	P	P	P			
Mann	P	P	P	P	P	P	P	P	P			
Minhas	P	P	P	P	P	P	P	Ap	P			
Plenty	P	P	P	P	P	P	P	P	P			
Sabah	P	P	P	P*	P							
Smith	P	P	P	P	P	P	P	P	P			

P = Present for whole meeting  
 Ap = Apologies given

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

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