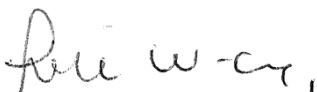


Date of issue: Tuesday, 2 March 2021

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Davis, Gahir, Mann, Minhas, Plenty and Smith)
<b>DATE AND TIME:</b>	WEDNESDAY, 10TH MARCH, 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 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 10th February 2021	3 - 8	-
4.	Human Rights Act Statement - To Note	9 - 10	-
<b>PLANNING APPLICATIONS</b>			
5.	P/02272/030 - Buildings 1 and 3, The Future Works, Wellington Street, Slough, SL1 1FQ  <i>Officer's Recommendation: Delegate to the Planning Manager for Approval</i>	11 - 66	Central
6.	P/02418/038 - 234-236, High Street, Slough, Berkshire, SL1 1JU  <i>Officer's Recommendation: Delegate to the Planning Manager for Approval</i>	67 - 98	Central
7.	P/00442/017 - 426-430, Bath Road, Slough, SL1 6BB  <i>Officer's Recommendation: Delegate to the Planning Manager for Approval</i>	99 - 120	Haymill and Lynch Hill
<b>MISCELLANEOUS REPORTS</b>			
8.	Local Plan Spatial Strategy - Initial Report on Public Consultation	121 - 136	All
<b>MATTERS FOR INFORMATION</b>			
9.	Planning Appeal Decisions	137 - 140	-
10.	Members' Attendance Record	141 - 142	-
11.	Date of Next Meeting - 14th April 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, 10th February, 2021.**

**Present:-** Councillors Dar (Chair), M Holledge (Vice-Chair, present between 6.39pm to 8.35pm), Ajaib, Davis, Gahir, Mann, Minhas, Plenty and Smith

**Also present under Rule 30:-** Councillors Akram, Ali, Brooker, Dhaliwal, Hulme and Swindlehurst

**PART I**

**101. Declarations of Interest**

Item 5 (Minute 106 refers) – Stoke Wharf and Item 6 (Minute 107 refers) – Trelawney Avenue: Councillor Ajaib declared that he was Council's nominated representative on the Slough Urban Renewal board. He withdrew from the virtual meeting during consideration of both of these applications and took no part in either decision.

Item 5 (Minute 106 refers) – Stoke Wharf: Councillor Mann declared that she had received correspondence from the applicant. She also declared that was a member of the Cabinet which had taken decisions in relation to the Stoke Wharf scheme as Slough Borough Council was a partner in Slough Urban Renewal. Given her membership of the Planning Committee, Councillor Mann had declared this interest at the relevant Cabinet meeting and had not participated in decisions taken by Cabinet in relation to the site.

**102. Guidance on Predetermination/Predisposition**

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

**103. Minutes of the Last Meeting held on 13th January 2021**

**Resolved –** That the minutes of the meeting held on 13<sup>th</sup> January 2021 be approved as a correct record.

**104. Human Rights Act Statement**

The Human Rights Act Statement was noted.

**105. Planning Applications**

The Amendment Sheet, which included details of alterations and amendments received since the agenda was circulated had been sent to Committee Members and published on the Council website on Tuesday 9<sup>th</sup> February. Members of the Committee confirmed that they had received and read it.

## Planning Committee - 10.02.21

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/07584/011 – Stoke Wharf: two objectors, the applicant and Ward Members Councillors Dhaliwal (Elliman), Akram (Elliman), Hulme (Central) and Ali (Central) addressed the Committee.

Application S/00745/000 – Trelawney Avenue: a representative of the applicant addressed the Committee.

Application P/02093/003 – 33 Bower Way: Ward Member Councillor Swindlehurst (Cippenham Green) addressed the Committee.

Application S/00695/004 – Haybrook College: the agent addressed the Committee.

**Resolved** – That the decisions taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the report of the Planning Manager and the Amendment Sheet circulated to Members prior to the meeting and subject to any further amendments and conditions agreed by the Committee.

*(Having declared an interest in items 5 (Stoke Wharf) and 6 (Trelawney Avenue) Councillor Ajaib left the virtual meeting and took no part in the decisions).*

### 106. 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.

Application	Decision
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.	Delegated to the Planning Manager, following consultation with the Chair of the Planning Committee, to approve, pending:  1. Referral to the Planning Casework Unit for the casework team to decide if the application would be called in either for decision by the Secretary of State, or the application remained to be decided by the Local Planning Authority.



**Planning Committee - 10.02.21**

	<ol style="list-style-type: none"> <li>2. The receipt of formal amended plans for consultation.</li> <li>3. Consultation by site notice with residents and Ward Members (Central and Elliman by email) on the amended plans referred to in the Amendment Sheet.</li> <li>4. Completion of the Section 106 Agreement.</li> <li>5. Agreement of pre-commencement conditions.</li> <li>6. Any changes to conditions.</li> </ol>
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*(Councillor M Holledge joined the meeting at 6.39pm. Having missed the start of the Planning Officer's introduction Councillor Holledge did not vote on the application. He then left the virtual meeting at 8.35pm so did not vote on any further items).*

*(The live stream of proceedings was interrupted at 6.53pm. The meeting was adjourned for five minutes until the live stream was restored, in accordance with the Council's Remote Meetings Protocol.)*

**107. S/00745/000 - Land to the south of Trelawney Avenue and to the east of Meadow Road, Slough**

Application	Decision
Construction of 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.	<p>Delegated to the Planning Manager to approve pending:</p> <ol style="list-style-type: none"> <li>(a) Outstanding drainage issues being addressed.</li> <li>(b) Completion of a Unilateral Undertaking to secure affordable housing and highways work.</li> </ol>

*(Councillor Minhas was not present at the start of the Planning Officer's introduction and therefore did not vote on the application).*

*(Councillor Ajaib rejoined the meeting).*

## Planning Committee - 10.02.21

### 108. 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.	Delegated to the Planning Manager for approval subject to no substantive concerns being raised by the Local Lead Flood Authority; to finalise conditions; and agree pre-commencement conditions; and any other minor changes.

### 109. P/02093/003 - 33 Bower Way, Slough, SL1 5HW

Application	Decision
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]	<p>Delegated to the Planning Manager for approval subject to:</p> <ul style="list-style-type: none"><li>(a) resolution of the internal space standards for the units in the rear block;</li><li>(b) For the applicant to enter into a Legal Agreement to fund a parking survey to be carried out by the Local Authority in order to determine whether any changes were needed to the on-street parking controls within the area;</li><li>(c) Ensure the character and appearance of the buildings respected the residential context;</li><li>(d) finalising conditions and any other minor changes.</li></ul> <p>If the above matters were not resolved to the satisfaction of the Planning Manager, the application is to be reported back to the Planning Committee.</p>

## Planning Committee - 10.02.21

### 110. S/00695/004 - Haybrook College, 112, Burnham Lane, Slough, SL1 6LY

Application	Decision
Extension to Millside School, new standalone building to accommodate 7 new classrooms and 3 specialist rooms, and a new 3G sports pitch.	Delegated to the Planning Manager for approval, subject to: finalising conditions with the applicant; approval of ecology details; and any other minor changes.

### 111. 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.

### 112. Members' Attendance Record

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

**Resolved –** That the Members' Attendance Record for 2020/21 be noted.

### 113. Date of Next Meeting - 10th March 2021

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

Chair

(Note: The Meeting opened at 6.30 pm and closed at 10.16 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

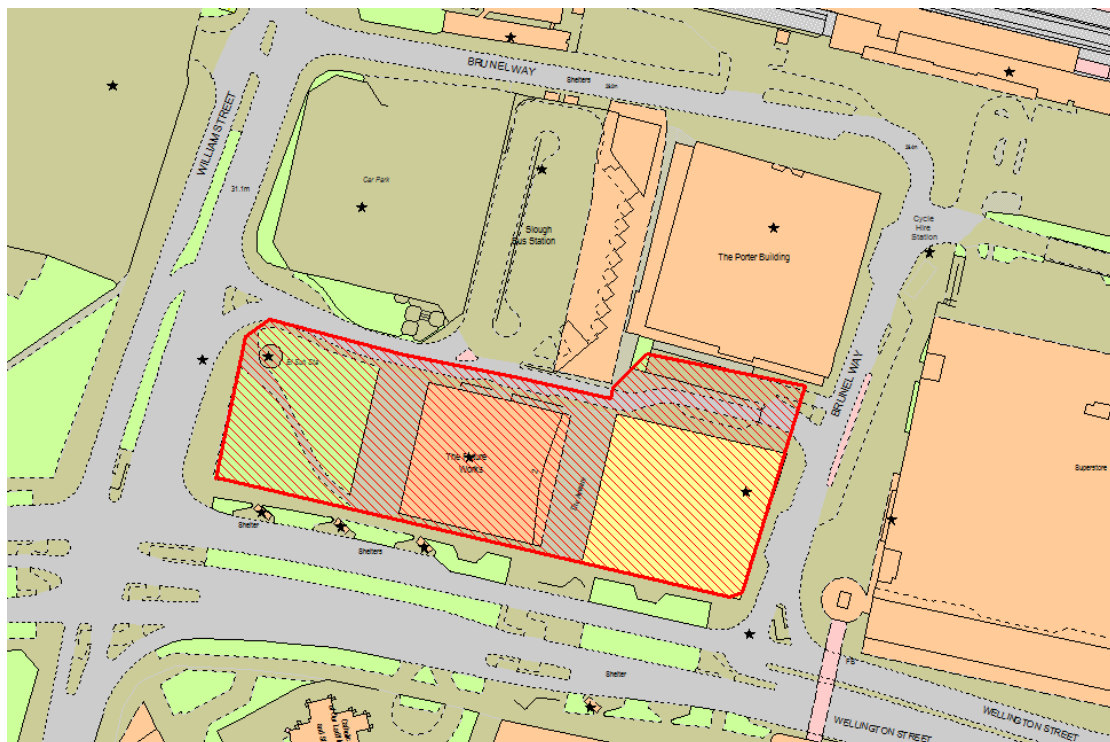
<b>USE CLASSES – Principal uses</b>	
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest 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:	13-Oct-2020	Application No:	P/02272/030
Officer:	Alex Harrison	Ward:	Central
Applicant:	Development Securities (Slough) Ltd	Application Type:	Major
		13 Week Date:	12 January 2021
Agent:	Miss Sarah Fabes, Lichfields		
Location:	Buildings 1 and 3, The Future Works, Wellington Street, Slough, SL1 1FQ		
Proposal:	Construction of two office buildings, at 12 storeys in height and 11 storeys in height (plus basements) and a single storey pavilion building, to include flexible uses at ground floor (uses at ground floor and mezzanine level within 3 The Future Works) to comprise a mix of office, parking, shop, financial and professional services, gym, café/restaurant, pub or drinking establishment, health centre dentist/and or community floorspace, and associated landscaping, access, car parking and public realm works.		

**Recommendation:** Delegate to Planning Manager to Approve Pending Completion of Section 106 Agreement



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) the satisfactory completion of a Section 106 Agreement to secure financial contributions towards sustainable transport improvements including electrical vehicle infrastructure in the town centre, car club spaces, the relocation of an existing EV charger, public realm and landscaping enhancements and provision of Travel Plan and Section 278 highways/access works;
- (ii) finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 13 April 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

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 This is a full planning application for the development of the two remaining plots of the Future Works site. The proposal will provide 2 detached office buildings either side of the existing Building 2.

2.2 The western part of the site will be occupied by Building 3 (3TFW) which will provide 18,036 sqm of floorspace in the following arrangement:

- 11,832sqm of office floorspace (GIA);
- 97 sqm of amenity space (GIA);
- 1,959sqm of back of house, plant and cycle space (GIA);
- 2,356sqm of car parking (GIA).

2.3 Building 3 is proposed to provide the floorspace over 11 storeys at its highest point. The car parking is provided within the building and would occupy part of the ground floor and a mezzanine above. Terraces areas are provided on the roof of the building.

2.4 The eastern part of the site will be occupied by Building 1 (1TFW) which will provide 25,842sqm of floorspace in the following arrangement:

- 20,146sqm of office floorspace (GIA);
- 315sqm of flexible office, commercial, leisure and retail floorspace (GIA);



- 1,977sqm of amenity, back of house, plant, and cycle space (GIA);
  - 1,752sqm of car parking (GIA); and
  - 653sqm of enclosed terraces (GIA).
- 2.5 1TFW proposes to provide the floorspace over 12 storeys at its highest point. The car parking provided is proposed at basement level and would be accessed using an existing ramped access that currently serves Building 2. The terrace space is provided predominantly within the roof area but the scheme also includes 3 terraces at corners of the building.
- 2.6 The proposal also includes the provision of a pavilion building that would sit between Building 1 and the existing Building 2 which will provide 45 sqm for an ancillary flexible commercial use (indicated as either a café or ancillary retail shop) on site and space for back of house activities for the office buildings.
- 2.7 Finally, the proposal includes a scheme of public and private realm works aimed at enhancing the space between the buildings.
- 2.8 In respect of parking provision the scheme will provide a total of 128 parking spaces, of which 25 will be EV spaces and 9 accessible spaces. The application also provides space for 152 cycle parking spaces.
- 2.9 The application is accompanied by the following documents:
- Planning Statement
  - Design and Access Statement
  - Heritage Impact Assessment
  - Historic Environment Desk Based Assessment
  - Wind Microclimate Assessment
  - Air Quality Assessment
  - Noise and Vibration Assessment
  - Planning Statement
  - Servicing and Delivery Plan
  - Construction Traffic Management Plan
  - Drainage Strategy
  - Contaminated Land and Geotechnical Desk Study Report
  - Transport Statement
  - Interim Travel Plan Statement
  - Phase 1 Ecology Assessment
  - Aboricultural Impact Statement
  - Energy Statement
  - BREEAM Sustainability Statement
  - Utilities Statement
  - Townscape and Visual Impact
  - Statement of Community Involvement

### 3.0 **Application Site**

3.1 The application site is known as the 'Future Works'. It is an area of land located immediately north of Wellington Street and sites between Brunel Way to the east and Stoke Road to the west.

3.2 The site is a linear shaped parcel of land that contains a central, recently completed office building providing commercial floorspace in a 7/8 storey building. The eastern part of the site is enclosed with hoardings and contains a large area of hardstanding and has been previously used as a construction compound. The western part of the site is currently open space on the corner of Wellington Street and Stoke Road with a footway running across it.

3.3 The retail centre of Slough lies to the south of the site along with St Ethelbert's Church and the Curve a town centre community hub. Slough bus station, the Porter building (5 storey office development) and the Former Octagon site are located to the east of the site. The latter of these has recently been granted a resolution to approve a 7 storey office development, subject to completing a S106 agreement.

3.4 To the west is Stoke Road and beyond that the former Thames Valley University site which is part of the Heart of Slough proposals and is earmarked for mixed-use development including housing and offices.

3.5 To the east of the site is an established retail convenience goods superstore which has its service access off Brunel Way.

3.6 Immediately south of the site is the A4 which acts as the principal east-west route through Slough, and links the town to the M4 to the east. To the north is Slough Station which connects the town to Central London, running to Paddington Central and taking passengers west as well. Access to the stations car parks and drop off points are gained via Brunel Way.

3.7 The site is not within a Conservation Area, nor does it contain any listed buildings, but it is close to and visible from several Grade 2 listed buildings – the rail station (three separate list entries) and St Ethelbert's Church and Presbytery (two list entries).

### 4.0 **Relevant Site History**

4.1 The following application is currently being considered by the Council on the application site:

P/02272/031

Temporary change of use of the of the land for car parking

P/02272/029

Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

(herein referred to as 'the EIA Regulations') in relation to the proposed development known as No. 1 and No. 3 The Future Works. The development comprises the construction of commercial-led development with associated access, parking, public realm and landscaping.  
Not EIA Development 6 August 2020

P/02272/028

Temporary change of use to a car park  
Approved 6 December 2018

P/02272/013

Application for extension of time for implementing existing planning permission reference p/02272/009 dated 14th October 2009 for:

Redevelopment of the existing Brunel bus station and public car park on wellington street and the construction of a phased office-led mixed use development. Full planning permission for building 1 will comprise of 12,365 sq m (gfa) of office (11,163 sq m gia) and retail (199 sq m gia) floor space with shared basement parking serving buildings 1 & 2 (6,584 sq m gea) and associated landscaping and plant. The application includes vehicular access and egress onto Brunel way, egress onto William Street and alterations to the entrance to the wellington street subway.

Outline planning permission for building 2 will comprise of up to 22,223 sq m (gea) of office (20,115 sq m gia) and retail (316 sq m gia) floor space. Matters for approval include access, scale, layout and landscaping. Details of appearance to be reserved.  
Approved 7 October 2015

P/02272/009

Redevelopment of the existing Brunel bus station and public car park on wellington street and the construction of a phased office-led mixed use development. Full planning permission for building 1 will comprise of 12,365 sq m (gfa) of office (11,163 sq m gia) and retail (199 sq m gia) floor space with shared basement parking serving buildings 1 & 2 (6,584 sq m gea) and associated landscaping and plant. The application includes vehicular access and egress onto Brunel way, egress onto William Street and alterations to the entrance to the wellington street subway.

Outline planning permission for building 2 will comprise of up to 22,223 sq m (gea) of office (20,115 sq m gia) and retail (316 sq m gia) floor space. Matters for approval include access, scale, layout and landscaping. Details of appearance to be reserved.  
Approved 19 October 2009

- 4.2. Application ref P/02272/009 was the application that granted the original consent for the development of the Future Works site. Since its approval there have been a number of amendment applications and approval of details submission as well as an application to extend the implementation

time of the permission. It is this extended time limit application (ref P/02272/013) that was implemented to provide the existing building on the site and gave approval for the parameters of the other buildings.

4.3 There is also relevant planning history on adjoining sites which are considered material to the consideration of the current planning application given issues of size and height and these are set out below.

4.4 P/14405/00  
Heart of Slough Masterplan. This included redevelopment (outline) of four sites adjacent to the roundabout including Thames Valley University (TVU site), Brunel Bus Station, Slough Public Library and Slough Day Centre and the Church of Our Lady Immaculate and St Ethelbert to provide (amongst other things) 1,598 new dwellings, 48,708 sqm of office space, a 120 bed hotel, a new bus station and 6,085 sqm of community floor space. Approved 22 December 2009.

P/02252/009  
Brunel Bus Station (Brunel Place). This involved the redevelopment of the Brunel Bus station and public car park on Wellington Street for a phased office led mixed use development. (Two buildings 11,163 sqm and 22,233 sqm)  
Approved 14 October 2009.

P/15524/000 –  
Slough Day Centre (The Curve). Redevelopment of the site for a new library and cultural centre.  
Approved 6 September 2013.

P/00789/028  
The Porter Building. Erection of a five storey office building.  
Approved 27 January 2016.

P/06684/015  
Queensmere Shopping Centre. Mixed development scheme for 11,533sqm of A1 Retail, Class A3 –A5 food and drink and Class D2 assembly and leisure floor space and 675 residential units. The residential element was proposed within 4 towers of between 15 and 23 storeys and a standalone tower of 15 storeys.  
Reported to planning committee on 26 November 2015 and delegated to the planning manager subject to completion of a Sec 106 (not yet completed).

P/17238/00  
Slough Central Library, 85 High Street. Construction of mixed use development (part ten, part nine, part six and part four storey) to provide two hotels totalling 244 guestrooms, two ground floor commercial (A1/A2/A3/A4) units totalling 379 sqm, and 64 self-contained residential units with a residential mix of 12 x studios, 28 x 1 bedroom units and 24 x 2 bedroom dwellings together with associated car and cycle parking, refuse storage and the installation of plant and equipment.  
Approved 29 November 2018

## 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) site notices were displayed outside the site on 27/10/20. The application was advertised as a major application in 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 Highways

#### Vehicular Access

Vehicular access to 1 The Future Works will be provided from Brunel Way. On arrival cars will arrive via the Brunel Way / Wellington Street junction, then turn left into the existing 2 The Future Works basement ramp to access the 1 The Future Works Basement Car Park. For 3 The Future Works, cars will arrive from Stoke Road southbound, turn left into the access road and then turn right into the Car Park. On departure, cars will exit left from the car park, then turn left onto Stoke Road, and disperse at the next junction.

A Stage 1 Road Safety Audit was completed in support of the planning application.

SBC have no objection to the vehicular access arrangements for the site. The Travel Plan Coordinator will need to liaise with SBC if SBC implement a revised masterplan for the Station Plaza area and this changes the access arrangements for the site.

#### Access by Sustainable Travel Modes

The site is located 120 metres from Slough Railway Station (1 minute walk) and 50m from Slough Bus Station (1 minute). During the Morning Peak, Slough Railway Station offers 4 services per hour to Burnham Station, 6 services per hour to London Paddington, 7 services to Maidenhead and 8 services per hour to Reading. The area is considered to have a Public Transport Accessibility Rating (PTAL) of 5, which is the highest possible rating for Slough. The site is also located approximately 280m (3 minutes' walk) from Slough High Street.

Cyclists and pedestrians will be able to access the site via the network of footways surrounding the site which include a shared footpath for pedestrians and cyclists on Wellington Street and Stoke Road. All junctions surrounding the site provide signalised crossings with a pedestrian refuge.

Therefore, the site is situated in a highly sustainable location with opportunities to travel to Future Works by rail or bus from locations within

and outside of Slough. The close proximity of Slough High Street offers the opportunity for employees to walk to amenities before work, during their lunch break or after work.

### Parking

The proposed number of parking spaces was agreed with SBC Highways and Transport at preapplication stage. In total 176 parking spaces are proposed for both buildings. It is proposed to provide 65 parking spaces for 1 The Future Works and 63 Parking spaces for 3 The Future Works. An additional 19 car parking spaces allocated to 1 The Future Works to be allocated offsite (to be agreed with SBC) to achieve a rate of 1 parking space per 1500sqft.

The proposed parking falls below the maximum number required by the Slough Borough Council Parking Standards. The SBC Parking standards allow max. provision of 1 space per 40m for office use in the Town Centre area, with nil provision allowed for Financial Services and pub/restaurants, whilst parking for gyms within the Town Centre can be considered on merits.

At a ratio of 1 space per 40sqm, the parking standards allow for a maximum of 511 parking spaces for the 20,461sqm of office use at 1 The Future Works and 296 parking spaces for the 11,832sqm of office use at 3 The Future Works.

However, the main objective of the Slough Core Strategy (2008 – 2026) and Slough Local Transport Plan 3 are to reduce the need to travel and encourage more sustainable modes of transport. The Local Transport Plan also seeks to reduce demand for limited road space available within the Town Centre, which will reduce congestion and make journey times more reliable. The site is situated in the most accessible part of Slough Borough and offers potential for the majority of journeys to be made by sustainable travel modes. Therefore Slough Borough Council accept car parking provision of 176 spaces, which falls well below the maximum number permitted by the adopted standards.

5% of the parking spaces provided will be designed to an accessible standard for disabled drivers, as agreed at preapplication stage with SBC Highways and Transport. 4 Motorcycle Parking spaces are proposed at a ratio of 1 stand to every 20 parking spaces with a minimum of two stands, as agreed at preapplication stage with SBC Highways and Transport.

Therefore SBC Highways and Transport have no objection to the proposed parking provision for the Future Works Development.

### Cycle Parking

98 cycle parking spaces are proposed for 1 The Future Works and 54 cycle parking spaces are proposed for 3 The Future Works.

The proposed quantity of cycle parking spaces has been derived in reference to BREAAAM guidance. The BREAAAM guidance recommends the provision of cycle parking based on an accessibility rating and given the site has a high BREAAAM AI Accessibility rating of 28.03, resulting in a 50%

reduction in cycle parking.

Cycle parking will be provided within a mix of double-deck parking and standard Sheffield stands, to provide flexibility on different bicycle types and differences in ability to use stacked cycle parking.

#### Trip Generation and Traffic Impact

The impact of the proposed development on the surrounding highway network was assessed using SMMM17 which is Slough Borough Council's Transport Model. The modelling was undertaken by Atkins as SBC's consultant. The impact of the development was assessed during a Future Year of 2026 with the proposed development in a 'Do Something' scenario and without the proposed development in a 2026 'Do Minimum' scenario.

The development is forecast to generate 594 person trips in the AM Peak Period and 501 person trips in the PM Peak Period. 1 and 3 The Future Works is forecast to generate 60 two-way vehicle trips in the AM Peak Hour and 59 two-way vehicle trips in the PM Peak Hour.

The Transport Modelling exercise concluded that the development will have no significant impact on the local area with the introduction of the development, with only minimal impact on queues, delays and journey times forecasted with constrained car parking.

There will be some nominal changes in delay along Stoke Road southbound, as traffic is stopped more frequently with traffic entering / exiting 3 The Future Works and some issues around blocking of the junction have been identified that will be required to address to ensure delays for buses, 3TFW and "Former Octagon Site" traffic are not any longer than forecasted by the modelling.

It was identified that the yellow junction box at the junction of the B416 Stoke Road with the Bus Station should be extended to ensure blocking of the access does not occur.

The modelling exercise concludes that although the development is not forecast to impact the surrounding highway network, consideration of the bus station operation is required to prevent excessive delays for buses and drivers from "former Octagon Site" and 3TFW.

SBC have no objection to the proposed development based on the development's impact on the surrounding road network.

However, SBC require the applicant to confirm what consideration has been given to the possibility that traffic from 3 The Future Works will block the bus station. It is recommended that a contribution towards the extension of the yellow junction box is secured within the S106 agreement.

#### Interim Travel Plan

An Interim Travel Plan has been provided which will be developed into a separate Travel Plan for each building. The Interim Travel Plan therefore identifies, as far as possible outline aims, objectives and targets for agreement, as well as measures to be implemented pre-occupation, and

the proposed programme for monitoring and reviewing the Travel Plans.

The primary aim of the Travel Plan is to promote, facilitate and increase sustainable travel choices to and from 1 + 3 The Future Works, thereby seeking to minimise single occupancy car use. The aim is to be achieved through the following three objectives:

1. By ensuring good accessibility to 1 + 3 The Future Works by non-car modes; removing barriers, both perceived and actual, to walking, cycling and using public transport.
2. By increasing understanding among staff/occupants and visitors of the travel options that are available to them, by marketing and raising awareness of the Travel Plan and its purpose.
3. By providing information to allow, staff/occupants and visitors to understand the benefits of sustainable transport; actively promoting non-car travel choices and car sharing.

The preliminary targets for the Travel Plan are for a 5% reduction on the baseline number of journeys to 1 and 3 The Future Works by cars and a 5% increase in the baseline number of journeys by sustainable travel modes, within one travel plan cycle (2 years).

SBC Highways and Transport have no objection to the targets or measures set out within the Interim Travel Plan and are satisfied that this interim Travel Plan form the basis of dedicated Travel Plans for each building.

#### Servicing and Deliveries

It is proposed that servicing for Future Works 1 will take place from the layby on Brunel Way.

Servicing for Futures 2 and 3 will take place from a dedicated layby provided on the access road between Future Works 2 and 3. Servicing vehicles will arrive from Stoke Road, turn into the access road and reverse into the servicing/loading bay, avoiding any conflict with buses. Egressing service vehicles will give way to buses. The TA states that scheduled movements will be timed for off-peak periods. Waste room capacity is based on a twice weekly collection frequency of general and recycled waste per building. Ad-hoc deliveries associated with couriers will be accommodated via a drop-box facility close to the car park ramp.

A Stage 1 Road Safety Audit was completed of the proposed site access arrangements which identified two problems with use of the layby on Brunel Way for servicing.

The first problem identified is the dual use of the layby for charging electric vehicles and for use by refuse vehicles which could result in potential increased risk of nose to tail or side impact vehicular collisions occurring whereby vehicle occupants could sustain personal injury.

The second problem identified was that the swept paths show a refuse vehicle seeking to enter the layby in Brunel Way would see significant



encroachment into the southbound lane for vehicular traffic on Brunel Way. The auditor raised concern that this increases the risk of head on or offside collisions between refuse vehicles and southbound vehicles on Brunel Way.

SBC Highways and Transport require the amendment of the servicing bay in accordance with the comments provided by the Road Safety Auditor.

SBC require the applicant to specify the time periods when waste collection will take place.

#### Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) has been prepared which sets out measures to control the impact of construction on the highway network surrounding the development.

The following control measures will be confirmed once the contractor has been appointed:

- Programme of construction works, including start and end date for each phase of construction.
- Working Hours
- Method for checking operational, vehicle and driver compliance with relevant laws.
- Access routes for heavy construction traffic
- Construction access and egress points
- Schedule for site traffic movements
- Traffic marshalling
- Waiting arrangements for when loading area is unavailable
- Wheel washing
- Communication with local businesses
- Scaled drawing of construction site set up.

SBC welcome the provision of the above control measures for the construction phase. It is recommended that the final detailed CTMP is secured by condition.

However, the Construction Traffic Management Plan identifies that some construction traffic would depart the site using the junction of the Bus Station Access with Stoke Road.

SBC Highways and Transport require further consideration of whether Construction vehicles can ingress/egress the site without use of the bus station access road. SBC wish to minimise the impact of construction traffic on bus journey times wherever possible.

#### Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns, I confirm that I have no objection to the proposed development.

## 6.2 Environmental Protection

### Summary

The applicant's air quality assessment has concluded that the AQ impact of the development on existing receptors is not significant. However the development will increase vehicle emissions on road links within AQMA4, where a sizeable reduction in road NOx emissions is required and compliance issues remain until at least 2025. To align with the Council's AQ Action Plan and Low Emission Strategy it is recommended that air quality mitigation be incorporated into any permission granted through the following conditions and contributions:

- Submission and approval of details of electric vehicle charging provision within at least 15% of parking bays for future occupants;
- Submission and approval of a Construction Environmental Management Plan (CEMP);
- Relocation, or contribution for replacement, of the existing electric vehicle charge point on Brunel Way;
- Contribution to electric bus infrastructure at Brunel Bus Station; and
- Contribution to town centre electric vehicle car club.

The applicant's noise assessment is accepted. However, technical details/ specifications of the building plant and glazing will be need to be submitted for approval to ensure that noise levels emitted from the development by plant and experienced by future users achieve the appropriate levels set by the assessment. The following conditions are therefore recommended to be attached to any permission granted in respect of this application:

- Submission and approval of sound level reduction properties of glazing materials
- Submission of details of plant noise emissions
- The CEMP to include a noise and vibration management strategy

### Detailed Comments

#### AIR QUALITY

The previous comments in December 2020 provided an initial review of the air quality assessment (AECOM, October 2020) and requested clarification on a number of points. The table below sets out the actions requested and the response of the applicant's consultant:

<b>Action requested Dec'20</b>	<b>Consultant response Jan'21</b>
<b>Assessment:</b>	
Details about construction vehicle numbers, length of construction phase, routing of vehicles in AQ assessment	Construction phase traffic is not anticipated to exceed the threshold set out by EPUK above which detailed modelling of construction phase traffic is required: "Large, long-term construction sites that would generate large HGV flows (>200 per day) over a period of a year or more." Information obtained on estimated traffic flow

	<p>rates indicates that the Proposed Development is anticipated to generate a maximum of 44 outward vehicle movements per day (inclusive of LGVs and HGVs), of which a maximum of 31 are expected to be HGVs.</p>
Justification of realistic driver choices assumed	<p>The consultant has referred to the Transport Assessment for details as to how this was assumed by the highways consultants.</p>
Clarification of no plant on-site associated with other users on ground floor	<p>The understanding of the consultant at the time of writing the AQ assessment was that the Proposed Development is not anticipated to include any on-site centralised combustion plant for heating / energy. Instead, heating demands shall be met using electricity. Therefore no modelling was conducted of plant emissions.</p>
Clarification of model verification – esp re SLO21	<p>Unadjusted modelled concentrations for each monitoring site were within +/- 25% of the monitored concentrations. Post-adjustment, modelled concentrations were all within 12% of the monitored concentrations, with SLO21 under-predicting by -4.1%, and was therefore the most accurate of all modelled locations across the verification model. The uncertainty/accuracy of the model can be determined using the “RMSE” calculation. LAQM TG.16 considers an RMSE within 25% of the annual mean objective to be acceptable (10 µg/m<sup>3</sup>), however an RMSE within 10% of the objective (4 µg/m<sup>3</sup>) is preferable. Using the adjustment factor of 1.55, an RMSE of 3.2 µg/m<sup>3</sup> was calculated which is well within this acceptable limit. Additionally, SLO21 is considered to be a ‘roadside’ monitoring site and is situated approximately 1.6m from the modelled road. Receptor R17 is located approximately 14.3m from the same modelled road. As NO<sub>2</sub> concentrations drop off quickly from the roadside, levels here would be expected to be lower than at the monitoring site, as found in our assessment.</p>
AADT inputs to operational dispersion modelling	<p>The Transport Assessment provided by the planning agent is the main report text only and is missing appendices containing traffic modelling assumptions and inputs. These were subsequently obtained and reviewed.</p>
<b>Mitigation:</b>	
Inclusion of NRMM in CEMP	<p>The following NRMM controls outlined within SBC’s Low Emission Strategy shall be added to Appendix A of the Air Quality Assessment, for inclusion within the CEMP:</p> <p>(i) In accordance with Table 10 of SBC’s Low Emission Strategy, from 1st September 2020, NRMM of net power between 37kW and 560kW will be required to meet the following standards, based upon the engine emissions standards in</p>

	<p>EU Directive 97/68/EC and its subsequent amendments:</p> <p>(a) NRMM used on any construction or demolition site within the Slough urban area will be required to meet Stage IIIB of the Directive as a minimum.</p> <p>(b) NRMM used on any MEDIUM or MAJOR classified development will be required to meet Stage IV of the Directive as a minimum.</p> <p>It is noted that these standards will be applicable to both variable and constant speed engines for both NO<sub>x</sub> and PM.</p> <p>(ii) All eligible NRMM should meet these standards unless it can be demonstrated that the machinery is not available or that comprehensive retrofit to meet both NO<sub>x</sub> and PM emission standards is not feasible.</p>
Inclusion of Euro VI commitment in CEMP	Not directly addressed within consultant comments. To be addressed via CEMP condition.

The AQ Assessment used dispersion modelling software ADMS-Road (v5.0.0.1) to predict pollution levels at selected receptors due to road traffic emissions within a future do nothing and with development scenarios. Receptors locations included 17 existing 'representative' residential receptor locations at ground or first floor on Slough High Street, the A4 west and east of the site, Stoke Road north of the site and Windsor Road to the south of the site. The site is located in a quadrant by the mainline train station 'zoned' for commercial office developments. The former Thames Valley University site to west of development has not yet been redeveloped and remains vacant. To the south of the site is the current retail centre of Slough. The western half of the site, coincident with the proposed location of 3TFW and the existing 2 TFW, lies within an air quality management area (AQMA) - AQMA4, along the A4 Bath Road from Stoke Pokes Lane to past the Uxbridge Road A412 roundabout. Existing Council air quality monitoring within this AQMA shows roadside exceedances of the nitrogen dioxide (NO<sub>2</sub>) annual mean AQ objective in recent years and while below the objective in the baseline year of 2019, remained within 5% of the objective at a number of monitoring locations.

The air quality assessment has predicted that the maximum increase in annual mean nitrogen dioxide concentrations with the development at residential ground floor receptors on the A4 to the 355m west and from 340m east of the development (R05, and R15 & R16 respectively). The maximum increase predicted is +0.1 ug/m<sup>3</sup>. In accordance with the guidance issued by the Institute of Air Quality Management to describe impacts, due to the level of the annual mean NO<sub>2</sub> levels relative to the National AQ objective and the size of the change, the impact is classified as negligible. The applicant's consultants do not consider this to be significant and conclude that the development can therefore proceed without the need for any mitigation.

However, judgement of significance of effect that any proposed development might have is a two stage development control process: the first being the applicant's air quality assessment and the second being by

the Local Planning Authority taking into account other influences, such as:

- (i) The real world impact on levels of NO<sub>x</sub>/ particulate emissions;
- (ii) The extent of future population exposure to the impacts; and
- (iii) Compliance with AQ objectives as part of the Council's obligations under the Local Air Quality Management Regulations.

Transport consultants Ramboll have indicated that the development will result in an average increase in traffic flows of 1.6% Annual Average Daily Traffic (AADT) flows across the roads within the study area. The traffic data provided by Ramboll to inform the air quality assessment indicates that the development will be add up to 735 AADT to local links. Whilst the transport assessment may consider that this will not have a significant impact on the functioning of the highway network, this equates to estimated annual emissions of NO<sub>x</sub> and particulate matter (as PM<sub>2.5</sub>) of 0.92 tonnes and 0.05 tonnes, respectively. The development site has been vacant for about 8 years, with the former bus station use (and its vehicle movements) moved to an adjacent plot. Consequently the vehicle trips generated by the development do truly represent a real world increase in emissions.

The applicant's air quality assessment can only consider cumulative impacts and future developments for committed highways schemes and developments for which permission has been granted. However, pre-application discussions are underway with the Local Planning Authority for a scheme to provide regeneration of Slough town centre including development of new residential dwellings. This will introduce new residential receptors fronting the A4 Wellington Street, including at ground floor level. Similarly pre-application discussions for a mixed use development at the former Thames Valley University site on the opposite side of William Street to The Future Works are set to commence shortly. These schemes will introduce new residential receptors into the A4 corridor within the study area of The Future Works. While these schemes will need to assess air quality themselves in terms of changes in vehicle emissions and exposure of existing and new receptors and mitigate their own impacts, it increases the importance of continuing to deliver air quality improvements in the area, promoting sustainable development and not allowing baseline creep.

Part of The Future Works development site and the A4 corridor past the site lies within the Council's Air Quality Management Area (AQMA), AQMA4. The Council is currently preparing a new AQ Action Plan (AQAP) and has undertaken detailed dispersion modelling of existing and future baseline air quality levels around the Borough including within the town centre and AQMA4. On this road link up to 70% of total NO<sub>x</sub> emissions originate from road vehicles. It is estimated that a reduction of up to 25% road NO<sub>x</sub> emissions are required in AQMA4 to achieve annual mean NO<sub>2</sub> concentrations below 36 ug/m<sup>3</sup> at receptors within the AQMA. Further the Council's modelling has predicted that the A4 road link through the town centre would exceed 40 ug/m<sup>3</sup> until 2022 and be greater than 36 ug/m<sup>3</sup>, not achieving compliance until at least 2025.

In this context, while the impact of The Future Works development on existing residential receptors may not be significant, the increase of vehicle

emissions conflicts with the Council's AQAP objectives and places a greater priority consideration on the impacts. Therefore it is considered appropriate that the development include mitigation measures to off-set some of the increase in vehicle emissions. The Council's Low Emission Strategy (LES) sets out types of air quality mitigation that might be appropriate to different scales of development. The development will include provision of electric vehicle charging for a proportion of future users, which is categorised as a default Type 1 mitigation in the LES to be included in all major developments irrespective of impacts. The size of the development also triggers the requirement for a Travel Plan – Type 2 mitigation. Opportunities for additional on-site Type 2 mitigation such as measures to support cycling and walking infrastructure, to support the Slough Electric Vehicle Plan or to integrate with electric car clubs are limited due to the nature of the development and absence of any publically accessible parking with the scheme.

Off-set mitigation should therefore be sought to support the Slough Low Emission programme. The programme was updated in December 2020. Within the updated programme there are a number of relevant proposed projects within the Town Centre. The site itself lies within the North East Town Centre sector of the programme but as any measures would need to be provided off-site within the Town Centre, programmes in the other sectors (North West, South West and South East) within close proximity may also be appropriate. It is recommended that contributions are sought towards two key projects:

1. Electric bus infrastructure – dedicated EV charging systems at the adjacent Brunel Bus Station to support sustainable public transport infrastructure; and
2. Electric Vehicle Car Club – contribution to 2 bays in the town centre for use by the public including future site occupants;

Construction phase mitigation will be provided for within Type 2 mitigation of Non-road mobile machinery (NRMM) controls and a Construction Environmental Management Plan to minimise construction emissions in accordance with best practice – see further comments below.

As per the December 2020 comments, it remains our recommendation that the following conditions also be attached to any planning permission granted in respect of this application:

1. **Electric Vehicle Charging** – proposed by the applicant at a ratio of 15% of car parking spaces. It therefore recommended that a condition be attached to any planning permission granted in respect of this application requiring electric vehicle charging to be provided for at least 25 car parking spaces – 15 spaces serving 1TFW and 10 spaces serving 3TFW. The EV charging points must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The number of EV charging points required at the opening of the development must meet at least 50% EV charging provision, with the remainder of the EV chargers being installed at an agreed date. At least 1 charging unit should be provided for within the accessible parking spaces.
2. **Construction Environmental Management Plan** – the construction phase assessment within the air quality assessment

concluded that due to the size and nature of the proposed earthworks and construction programme there is a high risk of dust soiling from the site. Therefore to mitigate soiling impacts and minimise impacts to human health it is appropriate that a CEMP is prepared for approval including the best practice air quality mitigation measures from Appendix A of the Air Quality Assessment and NRMM controls in line with the requirements of the Council's Low Emission Strategy (Table 10). The developer should also use reasonable endeavours to use/require vehicle use complying with the latest European Emission Standard – such as a contractual requirement on the principal contractor.

A Council-owned public rapid EV charge point is currently present on the eastern site boundary. The applicant is proposing to repurpose this layby for the servicing of their development. The Council's highways safety auditor has raised concern with the use of the layby for both charging and servicing. **Therefore, to enable the use of the layby for servicing the applicant should be required to either re-provide the rapid EV charge point at an alternative on-site location or provide a contribution towards relocation of the chargepoint.** The charge point will need to be served by two dedicated parking bays and accessible to the public 24 hours a day, 365 days per year. As the existing charge point is Council-owned the infrastructure, the land and any easements need to be signed over to the Council. There should be continuous provision between the existing charging point and its replacement. The siting of the replacement chargepoint should be subject to Council approval to ensure that it is suitable for use and meets the strategic criteria for our public charging network. It is recommended that the details of the rapid EV charge point be secured through a S.106 agreement to any permission. **Any agreement to financial contribution towards relocation of the chargepoint should ensure that above requirements can be satisfied without third party contingencies.**

#### ENVIRONMENTAL NOISE

The previous comments in December 2020 also provided an initial review of the noise assessment (AECOM, October 2020) and requested clarification on a number of points in respect of assessment of the construction phase impacts (including vibration assessment) and outlining the need to consider environmental noise issues further once the proposed development reaches the detailed design stage. A copy of the transport assessment underpinning the noise assessment was also requested – and this has now been provided.

The construction phase noise assessment is based on a number of assumptions as the construction programme information is not yet available. The applicant's consultant's response in January 2021 confirmed that no further details are currently available and that the contractor team would prepare a CEMP to include a noise management strategy and reconsider vibration issues once the duration and of any vibration creating works has been identified in the construction programme. So while the conclusion of the assessment to-date is accepted, it remains recommended that a Construction Environmental

Management Plan be prepared for the development and includes noise management through best practice noise mitigation measures. The CEMP should also consider the potential for vibration impacts, particularly with respect to the heritage asset of St Ethelbert's Church immediately south of Wellington Street, and determine where on-going vibration monitoring is necessary during the construction phase.

At this stage there is an absence of detailed plant specifications or locations. The applicant has proposed plant noise limits to not exceed existing background noise levels at 1m from each receptor, based on the previous background survey information. Further assessment will therefore be applicable by the developer at the detailed design stage. Consequently it is recommended that a standard condition be attached to any planning permission granted to control plant noise limits.

The applicant's noise assessment used noise modelling to predict façade incident noise levels. The assessment found that sound reduction is required for acceptable internal noise levels. This can be achieved through 4mm/12mm/4mm glazing - however the assessment under-pinning this level of glazing is based on a number of assumptions about building ventilation and construction. Consequently it is recommended that any planning permission granted be conditional on a requirement on the developer to submit details of glazing to demonstrate that the necessary sound reduction can be achieved by the glazing to be installed.

### 6.3 Conservation Consultant

The Future Works site is located in central Slough, just south of Slough Railway Station and on the north side of Wellington Street.

The site was part of the Heart of Slough Masterplan approved in 2009 (P14405/000). Permission was also granted in 2009 for two office buildings, one in full that has since been built (now known as 2 TFW) and the other in outline (P02272/09). The original proposal in the Heart of Slough Masterplan was for three buildings whose roof lines collectively formed an asymmetric V shape (the 'tick'), the central section of this (2 TFW) has now been built.

The two buildings proposed will be block like in form with stepped roof terraces. It is proposed that one building is 12 storeys (1 TFW) and the other 11 storeys (3 TFW). The proposed massing for 1 & 3 TFW varies slightly from that of the previously consented scheme and the design / external appearance has been deliberately altered so that the 3 buildings differ in design.

In accordance with paragraph 189 of the NPPF a Heritage Statement accompanies the application, the scope of which was agreed at the pre-application stage. A Townscape and Visual Impact Assessment has also been provided.

The Heritage Statement considers the impact upon the proposed designated and undesignated heritage assets. To the south of the Site, on the opposite side of Wellington Street, is the Grade II listed Church of Our Lady Immaculate and St Ethelbert and adjacent Grade II listed St



Ethelbert's Presbytery. There are three Grade II listed buildings/structures associated with Slough Station to the north. In the wider surroundings there are a number of heritage assets, including listed buildings, locally listed buildings and conservation areas. Located approximately 3km south of the Site is Windsor Castle (Grade I and Scheduled Monument) and approximately 7.5km south of the Site is the King George III Statue (Grade I) in Windsor Castle Great Park. Due to the raised topography of Windsor, particularly within Windsor Castle and Home Park, the settings of these heritage assets incorporate the Slough skyline, which features the site.

The prime conservation consideration is whether the proposal will preserve the setting (and thereby the significance) of the designated heritage assets referred to above.

The NPPF defines setting as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.'

Historic England states that setting itself is not designated. Whilst every heritage asset has a setting, its importance, and therefore the degree of protection it is offered in planning decisions, depends entirely on the contribution it makes to the significance of the heritage asset or its appreciation.

Historic England's Tall Building's Advice Note 4, (2015) is clear that good design and detailing is a key part of reducing the impact of tall buildings on the setting of surrounding heritage assets. Much thought has clearly gone into the design, however there are some concerns regarding the scale and massing. Previously the three buildings and the angled roof forms worked well together as a group, however, the triangular profile of the already constructed 2 TFW now sits less comfortably between the flat/stepped roof lines of the proposed buildings to either side and the development does not tie together so well.

In terms of impact upon the designated heritage assets deemed to be potentially impacted BEAMS gives the following advice.

The setting of St Ethelbert's church is the asset which is most likely to be impacted due to the proximity of the site to the church. Historically churches were usually the tallest buildings within a town / village – giving them visual prominence and using height to highlight their importance. In Slough the prominence of St Ethelbert's Church has changed significantly in the latter part of the 20th / early 21st century with the construction of taller buildings surrounding the site.

As with the Old Library site (now being redeveloped with a 9-storey building), BEAMS has reservations over the overall height and massing of the development on this site and do not agree with part of the conclusion of the Visual Impact Assessment for the current scheme which states that: The scale, massing and design of the scheme relate well to St Ethelbert's Church and its local landmark qualities would be unaffected. BEAMS considers that the setting will be harmed slightly due to a further reduction

in visual significance and that its prominence in local views and landmark character would be eroded. Whilst taking into account the existing context the proposal is considered to have a slight adverse impact upon the wider setting of St Ethelbert's Church and therefore impact upon its significance. However, this harm is considered to be less than substantial (NPPF, para. 196) and BEAMS is mindful of the existing outline consent and masterplan proposals.

The proposal is not considered to harm the setting of the buildings at Slough railway station and BEAMS concurs with the findings of the heritage statement in relation to impact upon other designated heritage assets considered within that report. In terms of the impact upon the setting of Windsor Castle (in views from Copper Horse) it seems as if the proposal will not 'break the skyline' and will therefore blend with the existing built form locally.

In summary, BEAMS raises some concerns regarding the scale and massing of the 11 and 12 storey buildings proposed for the Future Works site. The proposed development, by virtue of its scale, bulk / mass is considered to have a slight adverse impact upon the setting of St Ethelbert's Church and to therefore impact upon its significance. However, this harm is less than substantial (NPPF, para. 196).

The Council, as decision maker, should balance the less than substantial harm identified with any public benefits that may arise from approving the scheme.

#### 6.4 Contaminated Land Officer

The report provides a thorough review of the historic information available, including previous findings, and it is suitable for the current stage of the development process.

I concur with the contaminated land and geotechnical related recommendations including the need to undertake a site and project specific ground investigation, to consider the contaminated land ground conditions and groundwater quality on site, informed by further investigation works, etc

Raise no objections subject to conditions.

#### 6.5 Lead Local Flood Authority

Following request for additional information to be provided, no objections are raised in respect of flood impact and drainage proposals.

#### 6.6 Thames Water

##### Waste Comments

Following initial investigations, Thames Water has identified an inability of the existing FOUL WATER network infrastructure to accommodate the needs of this development proposal. Thames Water has contacted the

developer in an attempt to agree a position for foul water networks but has 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.

“The development shall not be occupied until confirmation has been provided that either:-

1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or-
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation 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 development and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

The developer can request information to support the discharge of this 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.

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, 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.

No development shall be occupied until confirmation has been provided that either:-

1. Capacity exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or
3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

The developer can request information to support the discharge of this 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.

#### Water Comments

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission.

No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

Please read our guide 'working near our assets' to ensure your workings will be 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-yourdevelopment/>

In addition to these conditions a number of informatives are also proposed.

#### 6.7 Landscape Officer

The site located on the corner of Wellington Street and the B146. This is an extremely busy road junction in the centre of Slough. There are no trees of any significance on the site or within the immediate vicinity which is a weakness that the area has.

The development must contribute to improving the public realm for pedestrians and cyclists passing and accessing the buildings to and from the station and town centre. This aspect should be discussed with highways to gain maximum benefits and improvements.

The provided tree protection plan will protect the existing trees growing outside the site.

The buildings have are very large both in terms of height and bulk. The landscape around the building at floor level and on the terracing will be vital to the success of this scheme.

The general layout of the public realm provides tree planting and seating areas around the building and this will help mitigate the scale of the buildings for pedestrians. No detailed plans have been provided within the

Design and Access Statement but this can be a condition of any approval. Again with the roof terracing, no details designs have been provided and correctly a soft and hard landscape plan will be needed for these areas. All soft landscape must seek to provide plants that will provide for as much biodiversity as possible.

Due to the complexity of site and the multiple uses it is essential that the soft and hard landscape can adapt. To this end a landscape and ecological management plan for the duration of the development must be put in place. That will allow changes to be made when required so that there is always a high quality vibrant green spaces around the building.

#### Ecology

Details of ecological enhancements set out within section 6. Opportunities for Ecological Enhancement of the Ecological assessment must be provided.

No objections raised subject to conditions and a request is made for a S106 contribution towards wider public realm improvements.

#### 6.8 Historic England

Raised no objection, advising they do not need to be reconsulted on any changes

#### 6.9 Crime Prevention Design Advisor

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

Although I do not wish to object to the proposals, I do have some concerns in relation to community safety/crime prevention design. 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),

#### Basement parking:

Parking facilities positioned underneath the office will incorporate some staff entrance to the cores. These areas must be for staff only and each core must have access control in the form of a fob for example, that only allows them access to the floor on which they work. In terms of the security of the parking areas, it is recommended that these are fitted with electric open lath roller shutters (to LPS1175 SR2 or equivalent), to ensure the security of them. These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. The layout and design of this facility should also incorporate the safer parking principle of surveillance, lighting and management processes and procedures.. Car parks that aren't secure, are extremely vulnerable and attract anti-social behaviour and a place for the homeless to sleep or shelter. If not already considered I ask that all vehicle entrance and egress points are secured.

#### Cycle store::

The large cycle store includes showering facilities for both males and

females (with only one threshold between the two areas). Given the size of the developments it would not be unreasonable to assume that unauthorised members the public could 'tailgate' through the outer door and either target cycles or gain access to showers and toilets facilities . The physical security of these linked facility will be critical in deterring unauthorised access, ASB or crime. I strongly recommend that additional secure lobby or threshold be included between those in the cycle store and those using the shower. This is a significant concern and I ask that amended plans be submitted prior to approval being granted

Recessed areas:

This is a significant concern: from the plans provided I note that the relationship between pavilion (retail and large bin store) and building either side create significant recessed areas. Slough has established local issues of street drinking, Anti-Social Behaviour (ASB) and homeless individuals sleeping rough. Quiet often recessed spaces become resting - places for rough sleepers, windblown litter and other deposits associated with the activities they attract.. I ask that this area be redesigned to remove recessed areas, and I ask that amended plans be submitted prior to approval being granted

CCTV:

From the documentation provided, I cannot identify if public realm and private internal CCTV will be incorporated into the design. Again this is a concern and ask that this point be clarified. It is recommended that where natural surveillance of concealed and secluded areas cannot be achieved CCTV (formal surveillance) should be considered. CCTV can have a positive impact on crime, especially when implemented as part of a wider package. However, CCTV should not be considered as an alternative to good design. CCTV is most effective when combined with good lighting and designed to counter a set of offences, and supported by management, continuous monitoring and adequate response.

The proposed CCTV system should include details as to the type of cameras or their anticipated role or function, whether this will be a monitored or simply a recorded system. I ask that a copy of the CCTV operational study, together with a detail CCTV layout should be submitted prior to installation.

Landscaping and lighting:

The landscaping scheme should ensure that natural surveillance throughout the development and include appropriate vehicle mitigation. Trees should not impinge upon street lighting or CCTV lines of sight. Tree positions and final growth height/spread should be considered to avoid this. A holistic approach should be taken in relation to landscape and lighting, and SBD guidance on both should be followed. I ask that detailed plans be submitted and approved prior to planning approval

Glazing:

Serious consideration must be given to the ground floor glazing which encloses and define public open space, Minimum requirements for potential hazards from flying glass should be considered. Guidance on the specification of the proposed glazing systems and other requirements such as Health and Safety may also need to be assessed, I ask that the

applicant undertake this assessment prior to approval - recommend further consultation with the TVP CPDA.

External doors:

For this development to meet the police recommended minimum physical security requirements I would advise that all external doors be to LPS 1175 SR 2 minimum, with any integral glazing being laminate. All Doors should be electronic, fob activated, permitting access to authorised personnel only, and external doors opening into public space must have a vision panel.

Security lighting:

Lighting should be provided all external doors (including fire exits and roller shutters). Lighting for footways and vehicular routes/parking should conform to BS5489.

Refuse:

All refuse storage should be secure. Again, SBD guidance and standards should be applied.

Following the submission of additional information, further comments were provided with all matters addressed aside from the recessed areas which is discussed in the report.

- 6.10 Berkshire Archaeology  
No comments received.
- 6.11 Economic Development Officer  
No comments received
- 6.12 Asset Management  
No comments received.
- 6.13 Sustainable Design and Construction  
No comments received.

## PART B: PLANNING APPRAISAL

- 7.0 **Policy Background**
- 7.1 National Planning Policy Framework and National Planning Policy Guidance:
  - Chapter 2: Achieving Sustainable Development
  - Chapter 4: Decision making
  - Chapter 6: Building a Strong Competitive Economy
  - Chapter 7: Ensuring the vitality of town centres
  - Chapter 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 5 – Employment  
Core Policy 6 – Retail, Leisure and Community Facilities  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment  
Core Policy 10 - Infrastructure  
Core Policy 12 – Community safety

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

7.6 Policy S1 – Retail Hierarchy  
Policy S18 – Security Shutters  
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



- 7.7 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.
- 7.13 Interim Framework for the Centre of Slough
- 7.14 Slough Borough Council has produced an Interim Planning Framework for the Centre of Slough which comprises a "land use" framework which sets out how sites could come forward for development in a comprehensive way. The Framework seeks to bring together existing planning policy and practice in Slough as it currently applies to the town centre. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31 July 2019 and members endorsed the approach taken in the strategy.

The Interim Framework promotes an “activity” led strategy which seeks to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough. It explains that the main elements for developing such a strategy are already in place. The centre can become a world class transport hub. It has the potential to be a thriving business area and can accommodate a large amount of new housing. It also recognises the aspiration to create a new cultural hub in Slough. All of these will generate the footfall and spending power that can be captured by a regenerated and revitalised shopping and leisure centre.

The Framework promotes the redevelopment of the Queensmere and Observatory shopping centres in a way which “rediscovered the High Street” and makes it the focal point. This means that new retail and leisure uses should front onto the High Street rather than looking inwards. It also proposes to create a new pedestrian street which links the High Street to the station via Mackenzie Square and Brunel Way. This will help to break down the barrier that is currently formed by amount of traffic on the A4 Wellington Street and start to knit the centre back together.

The Framework recognises that there is an important role for some “meanwhile” uses in the centre in order to maintain its vitality and viability.

The Framework sets out the broad principles for how the centre should look in terms of building heights, street patterns, key linkages and design quality. The Framework aims to direct development to key areas and sites and ensure new development is coordinated to ensure it ties in with transport objectives and contributes to an improved image of the town through good quality design and place-making.

The Framework indicates that support will be given towards a higher rise cluster on either side of the northern part of William Street and immediately south of the railway bridge (part of TVU and Octagon site). The Framework recommends that tall buildings should only be allowed if they are of the highest standard of design, improve the urban realm in particular the public spaces around the base and they do not have an adverse impact upon neighbouring uses. It is also important that they provide high quality living standards for their residents and in particular address air quality issues. This may require tall buildings to be set back a significant distance from the edge of street. The Framework provides further specific design guidance for tall buildings.

## 8.0 **Planning Assessment**

8.1 The planning considerations for this proposal are:

- Principle of development
- Highways Impact
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Noise impacts
- Air quality



- 9.5 The principle of development is also established through the consenting of the original hybrid application for the site which has resulted in the construction of Building 2. As this permission was lawfully implemented it remains extant.
- 9.6 On the basis of the points made above the proposed development is considered to be acceptable in principle and is considered to be a significantly important town centre site.
- 10.0 **Highways considerations**
- 10.1 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'.
- 10.2 3TFW will be accessed off William Street utilising the existing access to the bus station and will turn into the basement car park without compromising the functioning of the bus station. 1TFW will be accessed by using the existing access ramp to the basement used by the existing building which is off Brunel Way. The access arrangements are considered to be acceptable although it is noted that here is a slight concern over potential of waiting traffic on William Street and interference with traffic movements but it is determined that this can be addressed by extending the box junction. This will need to be pad for by the applicant and can be secured as part of the S106 agreement.
- 10.3 Vehicle parking numbers are considered acceptable for a Town Centre location and the parking arrangement includes accessible spaces. There are also no objections to the cycle parking arrangements.
- 10.4 Servicing and Delivery arrangements are set out in a submitted strategy. The arrangements for 3TFW and the existing building will be by way of a dedicated service area accessed of William Street and can be managed to not clash with bus movements. The arrangements for 1TFW is to utilise and existing layby on Brunel Way. This arrangement is acceptable in principle but the details submitted raise questions over whether or not the layby can be safely accessed and egressed by a service vehicle. At the time of drafting this report the applicant has been requested to provide further clarification in this respect.

- 10.5 The layby on Brunel Way also has a EV Charging Station located on it. This use would clash with the servicing arrangements of the development. It is proposed that this will be removed from this location as part of future public realm works but currently provides an accessible location for public charging. There is not objection to the relocation of the charger but it will be necessary for the applicant to make a S106 contribution towards its relocation and this is set out in para 20.2.
- 10.6 Due to the operation of the bus station and access to the train station, along with general traffic volumes in the area, it is important to ensure the construction phase does not adversely affect traffic. The applicant submitted a construction management plan with the application but greater detail will be required and therefore a condition is included for a Construction Traffic Management Plan that will address this.
- 10.6 Due to the sustainable location it is necessary that a travel plan will be implemented for both buildings. This would be secured by S106 along with a monitoring fee required in accordance with the developer's guide. A framework travel plan was submitted with the application which shows that the applicant is committed to this.
- 10.7 On the basis of the considerations above there are no objections in Highways terms, subject to the additional clarification on the servicing bay arrangements. Assuming this is addressed the development is not considered to have a significant adverse impact on the highway network.
- 11.0 **Impact on the character and appearance of the area**
- 11.1 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
- 11.2 The proposed development was subject to pre-application discussions as well as discussions as part of the application process which has seen the design of the scheme evolve from its initial inception. When comparing to the original hybrid permission for the site it is clear that the design has moved away from a development of 3 inter-relating buildings. The applicant's have stated from the outset that the buildings are proposed to establish their own identity. This is considered to be acceptable in principle but it does not negate any requirement to propose development that is acceptable in terms of its impact on the character of the area, particularly given the prominence of the application site in the public realm and relationship to the setting of the listed buildings in particular St Ethelberts Church. In this respect the Local Planning Authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The same applies to the other listed buildings but given the comments of the Council's Conservation Officer, those are to a lesser degree.

- 11.3 In respect of the scale of the development proposed the policy guidance encourages tall buildings on the application site. The buildings as proposed sit at 11 Storeys for 3TFW and 12 Storeys for 1TFW although overall scale is determined by internal floor to ceiling heights. The scales of the building proposed would ensure they are a prominent feature in the streetscene. Importantly the height of the buildings proposed shows that there would be a relationship with the existing building and the three as a row. The highest points of each of the proposal have a visual relationship with the existing building and although the roofs are not in the same style as the existing building (as was originally indicated in the original hybrid application) they respect the existing roof form and use it in determining the height of the buildings proposed.
- 11.4 In respect of the surrounding area it is noted that the proposed buildings would be higher than the Porter Building to the north and the forthcoming building on the former Octagon site, also to the north. The difference in height is not considered to be a significant issue for this proposal as the Future Works site was intended to be developed to provide prominent buildings in the streetscene. It is also noted that the scale of the building in this proposal are not as high as the scale of building shown on the previous hybrid application scheme. The reduction in general scale for this current application serves to help establish a better relationship with the other building adjacent to the site.
- 11.5 In terms of footprint the two proposed building are designed to reflect the footprint of the existing building. The siting of the building provide appropriate rhythm between the building and suitable spacing which results in the buildings having a visual inter-relationship as well as retaining their individual character.
- 11.6 In respect of individual design, Building 1TFW has been designed as a building that addresses a frontage on all four elevations. The ground floor provides the entrance lobbies and circulation space along with 3no ancillary units that would be occupied by ancillary uses such as a café. The plate of the upper floors overhang the ground floor area providing cantilever coverings which have been implemented into part of the public realm proposals. Additional information was provided to give greater clarity into the ground floor elevation treatment onto Brunel Way as there is an extent of blank frontage to this elevation. The details show this area to be addressed by adding variation in the elevation treatment which reduces the impact of this
- 11.7 The upper floors are proposed with glazing creating a vertical emphasis which is offset by a strong frame character that provides a horizontal balance. The windows arrangements are comparable to the existing windows at the existing building. The roof of the building will provide a terrace garden for employees. A design feature of this building is the inclusion of corner garden areas on the elevations. The inclusion of these features provides a unique addition to the building and contributes to the

building as a high-quality design.

- 11.8 The other building 3TFW, is proposed with its principal frontages focused on Wellington Road and the adjacent office building, 2TFW. There are no active frontages to the north and east to accommodate the proposed car park area. It is not intended to encourage activity in these parts due to there being clashes with bus station traffic and to reflect the Council's goal to prioritise pedestrian activity to Brunel Way rather than Stoke Road.
- 11.9 The elevational treatment of this building also creates a vertical emphasis through the glazing arrangements and includes a roof terrace for part of its roof area.
- 11.10 As with the other building, there is an element of the ground floor façade that would create an inactive frontage to Wellington Street which will be prominent. The applicant has, throughout the course of the application, sought to address this issue with solutions including art-based elevation treatment to generate visual interest at street level. On the basis of the information submitted with the application it is considered that a suitable solution can be achieved for the street level elevation. In order to ensure it is achieved it is proposed to include a condition requiring detailed approval of the elevation treatment.
- 11.11 The proposal for 3TFW also includes the erection of a single storey pavilion building in between this building and the existing office building. This is designed to provide a café type unit as part of the public realm area between the two that is also directly accessible to the offices. The building will also hold the bin stores to the rear and will acts to screen the servicing arrangements for the building which are also to the rear.
- 11.12 The development also proposed significant works to the curtilage areas of the site that will become part of the public realm. The proposal include a balanced scheme of hard and soft landscaping that seek to enhance the area. No objections have been raised to the landscaping proposals which are considered in details further in this report.
- 11.13 On the basis of the considerations above it is acknowledged that the applicant has worked openly and proactively with the Council to achieve a high-quality design solution for the Future Works Site. The proposed development will enhance the area to the benefit of the town. Further considerations on the impact of the development are to follow for matters such as heritage and landscape however, the individual design merit of the proposal are considered to adhere to Policies EN1 and EN2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012.

12.0 **Impact on amenity of neighbouring occupiers**

- 12.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 12.2 Considering the location of the application site it is noted that there are no adjacent neighbouring residents and therefore no impacts to consider.
- 12.3 The impact on neighbouring residents will therefore be through a change in visual outlook through the construction of the two buildings. The site is located in the town centre in a location that includes other taller buildings. The introduction of the buildings proposed in this application will sit taller than the buildings around it but it will still generally be seen in the context of others and not isolated. The impact on views from neighbouring residents would be negligible in terms of the extent to which it affects neighbouring amenity.
- 12.4 For the reasons described above the proposal is considered to be acceptable in light of this impact and Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

13.0 **Noise Impacts**

- 13.1 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 Additional information was requested from the Environmental Quality Officer and duly submitted for consideration. The information submitted demonstrates that suitable noise levels can be achieved for users of the building. It is necessary to require a condition that would give details of the proposed glazing installations so that it can be demonstrated that they provide suitable insulation levels from noise impacts.
- 13.3 The application does not provide any details of plant and equipment to be installed to serve the proposed uses. These installations have the potential to create noise impacts for users and people in the vicinity and therefore a condition would also be required to ensure details of installations are provided to the Council so that they can be assessed to ensure they emit appropriate noise levels for the area.



13.4 Subject to the two conditions referred to above, the proposed development is not considered to have any adverse noise impact on the area and is considered to be able to provide suitable working and visiting environments in respect of noise mitigation and is therefore acceptable in light of policy 8 of the Core Strategy 2006-2026.

14.0 **Air Quality**

14.1 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. Development should, wherever possible, help to improve local environmental conditions such as air and water quality...”

14.2 Additional information was requested from the Environmental Quality Officer and duly submitted for consideration. The site lies partly within an existing Air Quality Management Area (AQMA) and while the report concludes that there will be an insignificant impact on the area however it is acknowledged that there will be an increase in vehicle emissions on the roads within the management area. It is a requirement of being in the AQMA area that there is a reduction in emissions and while not a significant increase, a reduction would not be achieved and therefore mitigation is required.

14.3 The application has proposed some mitigation in proposing 15% of the proposed parking spaces will have electric vehicle charging provision. This can be secured by condition but it is also considered reasonable to require the development to have the infrastructure in place to enable the ability for all parking spaces to have electrical charging point in the future. This is a proposal that has been required of the former Octagon site to the immediate north and is considered necessary for this development as well.

14.4 Further mitigation has been requested in the form of Section 106 contributions for the electrification of buses in the town and for the provision of 2no car club space in a separate town centre location. These are requested in line with the Low Emissions Strategy and are considered to be necessary and reasonable requests. Amounts are detailed in Para 20.2 of this report.

14.5 Finally it is necessary to ensure there is no adverse impact on air quality during the construction phase of the development and therefore a condition is required to ensure the applicant submits a Construction Environmental Management Plan that demonstrates how the construction phase will not have an adverse effect.

14.6 The proposed development is not considered to have a significant adverse impact on air quality and the proposed conditions and s106 contributions are considered to mitigate against the impacts that will be apparent.

15.0 **Heritage Impacts**

15.1 Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. As a consequence, the desirability of preservation must be given considerable importance and weight in the decision making process.

15.2 Paragraph 190 of the NPPF 2019 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

15.3 Paragraph 193 of the NPPF 2019 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance

15.4 Paragraph 194 of the NPPF 2019 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

15.5 Paragraph 196 of the NPPF 2019 states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".

15.6 The heritage assets in this case have been identified as:-

To the south of the Site, on the opposite side of Wellington Street, is the Grade II listed Church of Our Lady Immaculate and St Ethelbert and adjacent Grade II listed St Ethelbert's Presbytery.

There are three Grade II listed buildings/structures associated with Slough Station to the north.

In the wider surroundings there are a number of heritage assets, including listed buildings, locally listed buildings and conservation areas.

Located approximately 3km south of the Site is Windsor Castle (Grade I and Scheduled Monument) and approximately 7.5km south of the Site is the King George III Statue (Grade I) in Windsor Castle Great Park. Due to the raised topography of Windsor, particularly within Windsor Castle and Home Park, the settings of these heritage assets incorporate the Slough skyline, which features the site.

The setting of St Ethelbert's church is the asset which is most likely to be impacted due to the proximity of the site to the church.

The proposal has been assessed by the Conservation Consultant and it was identified that there would be an impact on the setting of St Ethelbert's Church to the south and concludes:

*'...the setting will be harmed slightly due to a further reduction in visual significance and that its prominence in local views and landmark character would be eroded... However, this harm is considered to be less than substantial and BEAMS is mindful of the existing outline consent and masterplan proposals.'*

15.7 It is acknowledged that there would be an impact on the setting of the building that would cause harm that is less than substantial. The introduction of 2 additional buildings would further erode the setting of the building however the development proposed here is less in scale than previously approved in the original hybrid application which therefore means there is an existing consent that has a greater impact.

15.8 The Church is separated from the application site by Wellington Street which acts to ensure it has a prominent presence in the public realm.

15.9 The NPPF requires a balance of less than substantial harm against the public benefits of a proposal. In this case the development to a prominent town centre site to provide employment opportunities is considered to be a public benefit that would outweigh the impact on the setting of the listed building.

15.10 The proposal is not considered to harm the setting of the buildings at Slough railway station and BEAMS agree with the findings of the heritage statement in relation to impact upon other designated heritage assets considered within that report.

In terms of the impact upon the setting of Windsor Castle (in views from Copper Horse) it seems as if the proposal will not 'break the skyline' and will therefore blend with the existing built form locally.

15.11 Historic England have also considered the application, including the impact on the setting of Windsor Castle and raised no objections.

15.12 The proposed development is not considered to result in a significantly adverse impact on designated heritage assets that would outweigh the public benefits of the scheme and it is therefore considered acceptable in light of Policy 9 of the Core Strategy and the advice of the NPPF.

#### 16.0 **Crime Prevention/Secured by Design**

16.1 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.

16.2 The Crime Prevention Design advisor has reviewed the proposal and is content with the proposals and responses made. There is a single outstanding matter relating to the pavilion building and the risk that its current design creates recessed areas that could give rise to anti-social behaviour. The CPDA has requested that this element of the scheme be revised but the applicant has responded to advise that the external area will be lit and monitored by CCTV via the reception area. They add that there is also a possibility that this area will be closed off in the evening and this strategy would be developed along with detailed landscaping.

16.3 The concerns raised are considered to be reasonable and it is important that public realm areas do not create potential for anti social behaviour. It is considered that a management strategy of this area and the wider application site can address the concerns. Therefore a condition that would sit alongside other landscaping conditions will be added that requires a solution to the management of the public realm, particularly between 3t fw and 1t fw, to remove risks of anti-social behaviour.

16.4 Therefore the application is considered acceptable in terms of crime prevention and providing a safe and accessible environment and the comments from the Crime Prevention and Design Advisor can be addressed and implemented at the secure by design accreditation stages which would be required by way of condition as well as a separate condition for glazing.

## **17.0 Sustainable design and construction**

- 17.1 The application was accompanied with a Sustainability BREEAM Statement and an Energy Statement. The BREEAM statement conduct a pre-assessment of the proposal which has concluded that the development would seek to achieve a BREEAM rating of 'Excellent'. Policy 8 of the Core Strategy requires developments in the Borough to be sustainable, high quality design, improve the quality of the environment and address the impact of climate change. Achieving a BREEAM rating of 'Excellent' would align the scheme to this policy goal.
- 17.2 The proposed energy strategy is centred on implementing energy efficient fabric of the construction of the buildings proposed and utilising air source heat pumps to provide heating and hot water to the buildings. The assessment determines that this would result in carbon dioxide emissions saving of 29% of 1tfw and 25% of 3tfw.
- 17.3 The use of air source heat pumps on the development is considered to be acceptable in light of the requirements of Core Policy 8 and the fabric first approach to reducing energy consumption results in reductions that are also acceptable.
- 17.4 The application is therefore considered to be acceptable in this respect and an appropriately worded condition will be required to ensure implementation is carried out as proposed.

## **18.0 Ecology**

- 18.1 Paragraph 17 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 18.2 The application was accompanied with an ecology assessment. It is noted the existing site offers very little ecological value and the landscaping proposals give an opportunity to demonstrate a net gain in biodiversity.
- 18.3 The proposal are therefore considered to be acceptable in respect of Ecology and a condition can be included to ensure net gains in biodiversity are achieved.

## **19.0 Flooding and Drainage Impacts**

- 19.1 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.

- 19.2 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.
- 19.3 A Flood Risk Assessment and Drainage Strategy have been submitted with the application. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding. The site is at very low risk of fluvial and low risk of surface water flooding
- 19.4 Surface water will be drained via rainwater goods into attenuation tanks located below ground. There are also roof gardens that will help with drainage. The applicant confirms the drainage network is designed to for a 1:100 return.
- 19.5 The proposed foul drainage solution it to discharge into the mains sewer and the applicant acknowledges that additional modelling is required to determine capacity.
- 19.6 The Lead Local Flood Authority raised no objections to the surface water drainage proposals. Thames Water has acknowledged that additional work is required in respect of foul drainage and there are conditions proposed to accommodate this. There are no objections to the drainage proposals in spite of the additional modelling required and therefore it is considered that, in principle, there will be suitable foul drainage infrastructure to accommodate the development.
- 19.7 On the basis of the considerations above there are no objections to drainage proposals subject to the conditions included in the recommendation.

## **20.0 Infrastructure Requirements/Section 106**

- 20.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. 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. The following Section 106 contributions have been sought.

20.2

Highways/Transport	<ul style="list-style-type: none"> <li>• Implementation of traffic regulation orders (prior to commencement)(amount to be confirmed)</li> <li>• £6,000 Travel Plan contribution - prior to occupation;</li> <li>• Travel Plan (submitted prior to occupation or within 6 months of first occupation);</li> </ul>
Env Quality/Low Emissions Strategy	<ul style="list-style-type: none"> <li>• £150,000 contribution towards bus EV infrastructure;</li> <li>• £89,500 contribution towards relocated Rapid Charger Infrastructure</li> <li>• £100,000 towards two car club bays in a town centre location.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>• £52,200 towards planting 87 trees works to be supplied, planted and maintained by Slough Borough Council at £600.00 per tree.</li> </ul>

21.0 **Conditions**

21.1 The recommendation in the next section include a number of conditions that would be subject to the grant of any permission should Members resolve to do so. A noteworthy point with this is that the applicant has requested that there is an implementation period of 5 years rather than the legislation prescribed standard of 3 years. This is due to the need for there to be discussions with the statutory electricity undertaker over the availability of power for the development. Due to a number of data centres potentially establishing in Slough the availability of power for this development is a matter for the applicant to pursue. In light of the reasons given it is considered that, as an exception, an extended implementation period can be agreed.

21.2 Otherwise, conditions have been drafted to allow for a phased approach to development. This means that not all details for the entire scheme is required at the same time and would allow for one building to come forward for construction without the other.

22.0 PART C: RECOMMENDATION

22.1 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) the satisfactory completion of a Section 106 Agreement to secure financial contributions towards sustainable transport improvements including electrical vehicle infrastructure in the town centre, car club spaces, the relocation of an existing EV charger, public realm and landscaping enhancements and provision of Travel Plan and Section 278 highways/access works;
- (ii) finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 13 April 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

CONDITIONS:

1. The development hereby permitted shall be commenced within five 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:

- Drawing No. 6261 SRA 00 00 DR A 02 100 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 00 00 DR A 02 101 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 00 00 DR A 02 102 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 00 00 DR A 02 110 Rev P02, Dated 02/10/2020, Recd On 13/10/2020y
- Drawing No. 6261 SRA 00 00 DR A 02 111 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA XX XX DR A 02 310 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 0B DR A 02 099 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 00 DR A 02 100 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 01 DR A 02 101 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 02 DR A 02 102 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 03 DR A 02 103 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 04 DR A 02 104 Rev P04, Dated 02/10/2020, Recd On 13/10/2020



- Drawing No. 6261 SRA 01 05 DR A 02 105 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 06 DR A 02 106 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 07 DR A 02 107 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 08 DR A 02 108 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 09 DR A 02 109 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 10 DR A 02 110 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 11 DR A 02 111 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 12 DR A 02 112 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 200 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 201 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 202 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 203 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 300 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 301 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 400 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 401 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 402 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 403 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 B2 DR A 02 098 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 B1 DR A 02 099 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 00 DR A 02 100 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 00 DR A 02 101 Rev P07, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 01 DR A 02 102 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 02 DR A 02 103 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 03 DR A 02 104 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 04 DR A 02 105 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 05 DR A 02 106 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 06 DR A 02 107 Rev P04, Dated

- 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 07 DR A 02 108 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 08 DR A 02 109 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 09 DR A 02 110 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 10 DR A 02 111 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 11 DR A 02 112 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 200 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 201 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 202 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 203 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 300 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 301 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 400 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 401 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 402 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 403 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 00 DR A 02 500 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 RF DR A 02 501 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 502 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 503 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Delivery and Servicing Plan by Ramboll dated 07/10/2020, Recd On 13/10/2020
  - Arboricultural Impact Assessment by AECOM dated 01/10/2020, Recd on 13/10/2020
  - Energy Statement by AECOM dated September 2002, Recd on 13/10/2020
  - Sustainability BREEAM Assessment by AECOM dated 01/10/2020, Recd on 13/10/2020

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. No development shall take place until details have been submitted to and improved in writing of a phasing plan detailing the phasing for

1TFW and 3TFW, to include associated landscaping. The Development shall be implemented in accordance with the approved phasing details.

REASON: For the avoidance of doubt and to define the planning permission.

4. Pursuant to Condition 3, prior to completion of the structural frame of the building within a phase, full façade construction details, including glazing, with commensurate composite sound insulation performance predictions of the building in that phase particular building, shall have been submitted to and approved in writing by the local planning authority. The approved details shall show that internal noise levels shall comply with the recommendations of the noise assessment (AECOM, October 2020) and shall achieve the standard of sound level reduction required therein. The details shall be implemented as approved.

REASON: In the interest of protecting amenity and to reduce noise pollution, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework

5. Pursuant to Condition 3, no development within a phase shall take place until details of the facing materials, including paint colours, glazed facades, and aluminium framing to be used on all external facades and roofs of the buildings to which the details relate, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works commencing on the relevant part of the development. No part of the development shall be used or occupied prior to the implementation of the approved details for the relevant building/phase. The development shall be carried out strictly in accordance with the approved details.

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).

6. Pursuant to Condition 3 and notwithstanding the information in the approved plans, none of the ground floor areas of a building within a phase shall be occupied until detailed drawings (plans, sections and elevations) at a scale of 1:50 of the shopfronts and signage zones located have been submitted to and approved by the Local Planning Authority in writing. The works shall be carried out in accordance with the approved plans, prior to first occupation of the relevant ground floor area/unit.

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).

7. The flexible retail/commercial; units hereby approved shall operate only between 06:30 hours and 23:00 hours, from Monday to Thursday; between 06:30 hours and 00:00 hours on Fridays and on Saturdays; and between 07:00 hours to 22:30 hours on Sundays and Bank Holidays.

REASON: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 6 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).

8. Pursuant to Condition 3, prior to the completion of the structural frame of the relevant building, a detailed hard and soft landscaping and tree planting scheme shall have been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs for the relevant phase.

The approved scheme shall be carried out no later than the first planting season following completion of the relevant phase. 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.

9. Pursuant to Condition 3 a Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas within the relevant phase shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the relevant phase of development or in accordance with a programme to be agreed as part of the Landscape Management Plan . The Landscape Management Plan(s) shall be carried out as approved.

REASON In the interests of the visual amenity of the area, to ensure replacement trees are planted/replanted and to ensure a high quality public realm and open spaces 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 National Planning Policy Framework (2019).

10. Prior to first occupation of the development hereby approved, details of ecological enhancements as recommended within the Section 6 of the Ecological assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme no later than the first planting season following completion of the relevant phase development and shall be permanently retained and maintained thereafter.

REASON: To ensure the development delivers a net gain in biodiversity in accordance with the National Planning Policy Framework (2019).

11. No building hereby approved shall be occupied until confirmation has been provided that either:-

1. Capacity in the wastewater network exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan or
3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

12. Pursuant to condition 3, prior to first occupation of a phase of development a refuse 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 for the relevant phase 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, prior to first occupation of the relevant phase of development, 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).

13. Pursuant to Condition 3, neither building hereby approved shall be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority to demonstrate how Secure by Design requirements have been achieved for the relevant phase of development. The evidence shall be submitted and approved in writing

by the Local Planning Authority, prior to first occupation of the relevant phase of development. The Evidence shall include details and specifications of any laminated glazing and curtain wall structures to the ground floor retail/café/restaurant windows that are adjacent to public seating areas and details of any proposed CCTV equipment on the building to which the intended occupation relates. The relevant phase of development shall be carried out in accordance with the approved measures , prior to first occupation of the relevant phase of development. The approved security measures shall be maintained and retained thereafter.

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).

14. The cycle parking racks and storage facilities within the development shall be provided in accordance with the approved plans. The cycle facilities for each building shall be implemented prior to the occupation of that building and shall be retained thereafter at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, 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 3 (2008) and the National Planning Policy Framework (2019).

15. Pursuant to Condition 3, prior to occupation of a building within a phase hereby approved, details of a Whole Life Management and Maintenance Scheme for the Surface Water Drainage Scheme measures for the building to which the details relate shall be submitted to and approved in writing by the Local Planning Authority. The Whole Life Management and Maintenance Scheme shall be implemented in accordance with the approved details prior to first occupation of the relevant building hereby permitted, and will thereafter be permanently retained and maintained.

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).

16. The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Energy Statement from AECOM reference 60627616 (dated September 2020) which calculates the reduction in annual CO2 emissions to 136.9 tonnes corresponding to a reduction across the site of 29% for 1TFW and 65.3 tonnes corresponding to a reduction across

the site of 25% over Building Regulations 2013 Part L and associated Approved Documents. Neither building shall be used or first occupied (other than for construction purposes) until it's relevant works to achieve the reductions have been carried out in accordance with the approved details and shall be retained for the lifetime of the relevant part of the development.

REASON: In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the 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).

17. Within 3 months of final occupation of the café/restaurant and/or offices within the relevant building phase, evidence shall be submitted that the renewable energy technologies and sustainable design and energy efficiency measures set out in the approved energy statement and Pre-BREEAM Assessments, as approved above have been implemented in accordance with the approved details for the relevant building which confirm a BREEAM 'Excellent' for the office uses and BREEAM 'Very Good' for retail uses can be achieved.

REASON: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policy 8 of the Core Strategy (2006-2026) and the National Planning Policy Framework (2019).

18. Pursuant to Condition 3, prior to the completion of the structural frame of the building within each relevant phase hereby approved, details of green roofs, roof terraces and terrace gardens, including planting and maintenance schedules, and ecological enhancement measures for the relevant building shall be submitted to and approved in writing by the Local Planning Authority. The green roofs shall be laid out on the relevant building, prior to the first planting season following completion of the relevant phase in accordance with the details as approved. The green roofs shall be permanently retained thereafter.

REASON: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policy 8 of the 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. Pursuant to Condition 3, no development within a phase shall take place until a Construction Management Plan for the works associated with that building has been submitted to and approved in writing by the local planning authority, which shall include the following details:

- Programme of construction works, including start and end date for each phase of construction.
- Working Hours
- Method for checking operational, vehicle and driver compliance with relevant laws.
- Access routes for heavy construction traffic
- Construction access and egress points
- Schedule for site traffic movements

- Traffic marshalling
- Waiting arrangements for when loading area is unavailable
- Wheel washing
- Communication with local businesses
- Scaled drawing of construction site set up
- provision to be made to accommodate all site operatives'
- non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance.

The Plan shall thereafter be implemented as approved before development within that phase begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality in accordance with policies 7 and 8 of the Core Strategy (2006-2026) and the National Planning Policy Framework (2019).

20. Pursuant to Condition 3, no development within a phase shall begin until details of a scheme (Construction and Environmental Management Plan) to control the environmental effects of construction work for that particular building 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

The development of the relevant phase 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).

21. Pursuant to Condition 3, no piling shall take place within a phase until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out within that phase, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement for that phase.

Reason: To prevent any potential to impact on local underground water and sewerage utility infrastructure ensure that any ground and water contamination is identified and adequately assessed, to safeguard the environment and to ensure that the development is suitable for the proposed use in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

22. The development shall not be occupied until confirmation has been



provided that either:-

1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation 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 development and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

23. Pursuant to Condition 3, prior to first occupation of any commercial use within the relevant phase of Development, a site servicing strategy or Delivery and Servicing Plan (DSP) for that use/occupier including vehicle tracking, for the relevant phase of Development 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 of development. The approved measures shall be implemented and thereafter retained for the lifetime of the commercial uses in the relevant phase of development.

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 Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

24. Pursuant to Condition 3, no development shall take place until details have been submitted to and approved in writing by the Local Planning Authority that show a minimum of 15% of the parking spaces hereby approved within each phase as having electric vehicle charging points. The EV charging points must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The number of EV charging points required at first occupation of the development must meet at least 50% of the agreed EV charging provision, with the remainder of the EV chargers being installed at an agreed date. At least 1 charging unit should be provided for within the accessible parking spaces. The Electric Vehicle charging points shall be constructed to be fully operational and made available for use prior to occupation of the offices. 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.

25. Notwithstanding the Electric Vehicle charging bays required by Condition 25, a Passive Electric Vehicle Charging Report shall be submitted to the local authority for approval in writing detailing how infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicles could be delivered, post occupation of the development. The report shall comprise evidence of the physical equipment, alterations to the car parking area and buildings and any subterranean works required to convert passive Electric Vehicle charger spaces to active spaces along with the required power supply necessary to support the Electric Vehicle chargers. The report shall be submitted to the local planning authority prior to commencement of any development work. The future conversion of passive Electric Vehicle spaces to active spaces shall be carried out in accordance with the approved Passive Electric Vehicle Charging Report for the lifetime of the development.

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.

26. No construction shall take place within 5m of the water main. No development shall take place until details have been submitted and approved in writing by the Local Planning Authority of Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure and has the potential to impact on local underground water utility infrastructure.

27. Pursuant to Condition 3, prior to the completion of the structural frame of the relevant building, full façade construction details, including glazing, with commensurate composite sound insulation performance predictions of that particular building, shall have been submitted to and approved in writing by the local planning authority. The approved details shall show that internal noise levels shall comply with the recommendations of the noise assessment (AECOM, October 2020) and shall achieve the standard of sound level reduction required therein.

REASON: In the interest of protecting amenity and to reduce noise pollution, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework.

28. Pursuant to Condition 3, prior to commencement of the relevant above ground works (excluding demolition and site investigation) on the relevant phase of the Development details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system for that development shall be submitted to and approved in writing by the Local Planning Authority, including the height of the extract duct and vertical discharge outlet, 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 associated use within each phase of development and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that nearby premises are not unduly affected by odour and disturbance 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).

29. 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 offices and café/restaurants and the external amenity/balconies and terraces.

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).

30. 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).

31. 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 unless express planning permission is granted by the Local Planning Authority.

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).

32. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 or any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order and 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 of use of any part of the building are permitted unless express planning permission is granted by the Local Planning Authority.

REASON: 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).

33. The window glass of any ground floor shopfront hereby approved shall be clear and shall not be mirrored, tinted or otherwise obscured and shall be permanently retained as such unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory external appearance and to prevent harm to the street scene, 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 (2019).

34. Pursuant to Condition 3, prior to completion of the structural frame of the relevant building in a phase, details of specifications of the proposed glazing that encloses and defines the public open space hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include assessment into impacts from flying hazards and other Health and Safety considerations. The works shall be carried out in accordance with the approved details for each relevant part of the development and thereafter be retained and any replacement glazing will be installed to the same approved specification.

REASON: To ensure glazing installations are safe and durable as part of the public realm 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).

35. Notwithstanding the approved Geotechnical and Contamination Report, no works shall commence within the relevant phase until an

Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority for that phase. 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 for the relevant phase.

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.

36. Pursuant to Condition 3, development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for for that phase of the development 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 Geotechnical and Contamination Report), 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 for the relevant phase. 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 for the relevant phase. 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.

37. Pursuant to Condition 3, no development within the relevant phase 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 for the relevant phase, as 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.

38. Notwithstanding the details in the approved plans, prior to the completion of the structural frame details shall have been submitted to and approved in writing of the proposed eastern elevational treatment of the ground floor of building 1TFW. The details shall include details of the proposed external facing materials for the elevation and the works shall be carried out in accordance with the approved details and thereafter be retained.

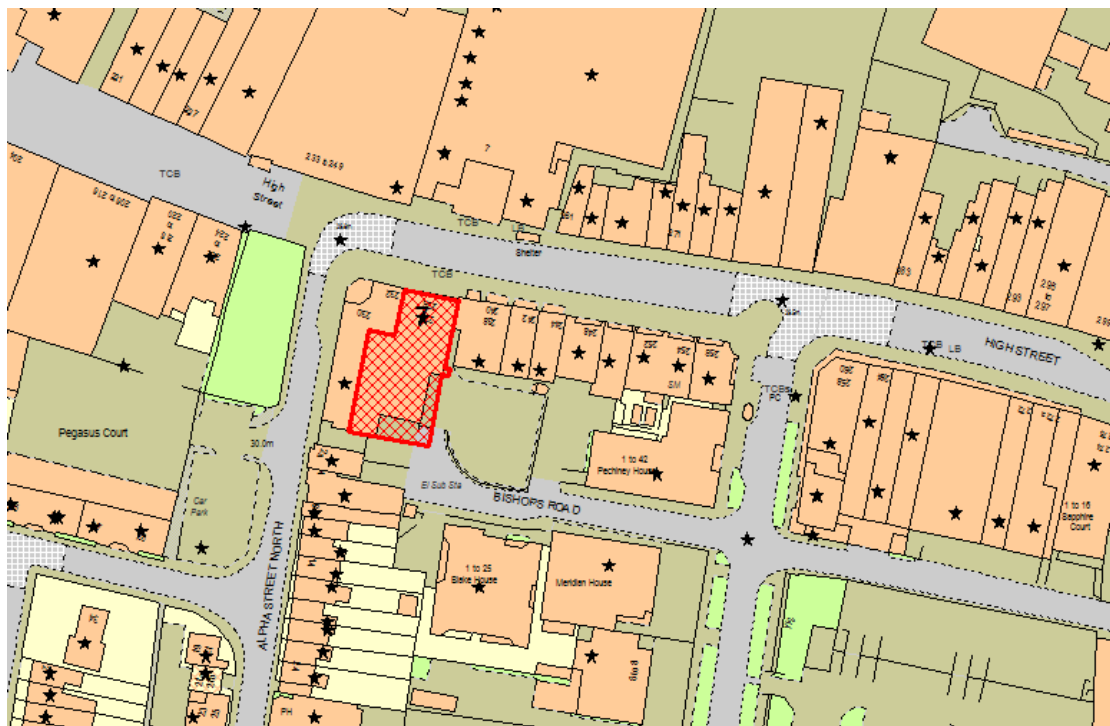
REASONS: The elevation as proposed accommodates servicing and back of house areas for 1TFW and details are required to ensure the elevation achieves high quality design in a public realm location in the interests of Policy 8 of the Core Strategy 2006-2026 and saved policies EN1 and EN2 of the Local Plan.

39. Notwithstanding the details in the approved plans, prior to the completion of the structural frame details shall have been submitted to and approved in writing of the proposed southern and western elevational treatment of the ground floor of Building 3TFW. The details shall include details of the proposed external facing materials for the elevation and the works shall be carried out in accordance with the approved details and thereafter be retained.

REASONS: The elevation as proposed is on a prominent public corner and has no active frontage and therefore requires a high quality proposal that delivers visual interest in a public realm location in the interests of Policy 8 of the Core Strategy 2006-2026 and saved policies EN1 and EN2 of the Local Plan.

Registration Date:	12-May-2020	Application No:	P/02418/038
Officer:	Christian Morrone	Ward:	Central
Applicant:	Mr. & Mrs. Amarjit & Baljinder Hansra	Application Type:	Major
		13 Week Date:	11 August 2020
Agent:	Mr. Redmond Ivie, Redmond Ivie Architects 10 Barley Mow Passage, London, W4 4PH		
Location:	234-236, High Street, Slough, Berkshire, SL1 1JU		
Proposal:	Conversion of existing first floor ancillary retail storage to residential flats (C3 Use Class) and upward extension over ground floor and first floor to create 14 flats (4 x studio flats; 8 x 1 bed flats; 2 x 2 bed). Rear extension for secure cycle store and bin store. Photovoltaic panels on flat roof.		

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



1.0 **SUMMARY OF RECOMMENDATION**

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

A) For approval subject to:-

1. Redesigning the bin store to comprise hit and miss fencing, with no roof or door to the opening;
2. agreement of the pre-commencement conditions with the applicant/agent;
3. finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 10<sup>th</sup> May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee

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

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application for:

- Conversion of existing first floor ancillary retail storage to residential flats (C3 Use Class) and upward extension over ground floor and first floor to create a total of 14 flats (4 x studio flats; 8 x 1 bed flats; 2 x 2 bed).
- Rear extension to create secure cycle store and bin store.
- Photovoltaic panels on flat roof

3.0 **Application Site**

3.1 The application site is located on the southern side of the High Street within the defined town centre. The site comprises a retail unit at ground floor and ancillary storage at the first floor. The building appears as three storeys when viewed from the High Street; however it is only two storeys as the roof sharply slopes towards the rear to where building reduces to a single storey. The building is finished in a light red brick.

3.2 The surrounding area comprises a variety of town centre uses at ground floor



and in many cases residential flats to the upper floors. The neighbouring unit to the west at is barber shop with flats above, while the neighbouring unit the east is public house and what appears to be ancillary space above.

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

4.1 The most relevant planning history for the site is presented below:

P/02418/036 Construction of rear extension at ground, 1st & 2nd floor level. Formation of new mansard roof with front & rear dormers. Conversion of 1st, 2nd & 3rd floors into 12 residential flats (5no. studios & 7no. 1 bed flats) Window alterations to the upper floor of the front elevation. Bike and bin store to the rear.  
Approved with Conditions; Informatives; 13-Jan-2020  
**[Not implemented and Extant]**

P/02418/027 Erection of first floor pitched roof rear extension to storage ancillary to retail use and conversion of upper floor, of existing building for no 2 two bed roomed flats  
Approved with Conditions; Informatives; 04-Nov-2003  
**[Not implemented and Expired]**

P/02418/016 Demolition and redevelopment of 232/236 high street and change of use of 230/236 high street to a3/a1. With alteration to approved opening hours on sundays (as amended 13.07.98 & 24/07/98)  
Approved with Conditions; Informatives; 03-Aug-1998

#### 5.0 **Neighbour Notification**

5.1 Due to the development being a major application , in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and following revised plans, site notices were displayed outside the site on 19/01/2021. The application was advertised in the 29/01/2021 edition of The Slough Express.

The consultation period expired on 22/02/2021.

#### 6.0 **Consultations**

6.1 **Local Highway Authority:**

Vehicular Access

The proposed development does not propose a vehicular access to the site and therefore SBC Highways and Transport have no objection to the proposed development on the basis of vehicular access.

## Collision Data

Publicly available collision data has been analysed using CrashMap.co.uk to obtain an indication of whether there is an existing highway safety problem which could present a hazard to residents of the proposed development. Data for the most recently available 5-year period shows that there has been one slight injury accident at the junction of Alpha Street North with the High Street.

## Access by Sustainable Travel Modes

Pedestrian access will be provided via a wheelchair accessible lift and a staircase. The site is considered a sustainable location due to its proximity to the shops and amenities located on Slough High Street, The Curve, Slough Railway Station, Slough Bus Station and Tesco Extra.

## Trip Generation

The site will increase walking and cycling trips to and from the development and will generate some servicing trips associated with online shopping and maintenance of the properties.

## Vehicle Parking

No parking spaces are proposed at the development. The Slough Borough Council Parking Standards allow for nil parking provision at residential developments located within the Town Centre.

The location is considered acceptable for a development with no car parking spaces. The site is considered a highly sustainable location given its proximity to shops and services located on Slough High Street. The site has a high rating of 4 for Public Transport Accessibility Level. The site is located 20m away from the Observatory Centre Bus Stop on the High Street, served by the 81 Bus Service which provides 4 buses per hour between Slough and Hounslow. The site is located 650m from Slough Railway Station (650m) and 750m from Slough Bus Station (750m).

In addition, the surrounding roads form part of a controlled parking zone and are subject to a double yellow line parking restriction. Parking bays are available for disabled drivers, loading bays, taxi drivers and short-stay pay parking. There is no uncontrolled on-street parking available in the vicinity of the development and therefore the development will not create a parking problem on the surrounding roads.

Therefore SBC Highways and Transport Team accept the car free nature of the development and do not object on the basis of parking provision at the development.

It is recommended that residents of the development are excluded from obtaining permits for any on-street parking bays in the area. It is recommended this is secured by condition.

### Cycle Parking

A secure cycle store is proposed for 14 bicycles with additional refuse and recycling areas for the flats. No short-stay cycle parking is proposed to support the development.

The SBC Developers Guide – Part 3: Highways and Transport requires the provision of short-stay visitor cycle parking for blocks of flats with more than 10 dwellings.

Short-stay cycle parking is available in the form of 8 Sheffield stands on Alpha Street North directly west of the development and 5 Sheffield stands outside Wilkinsons west of the development.

However, SBC Highways and Transport would like to ensure that these short-stay cycle stands remain available for shoppers using the High Street. Therefore SBC Highways and Transport request that the applicant provide two Sheffield stands for visitor cycle parking. It is recommended that these cycle stands are secured by condition.

### Servicing and Refuse Collection

The proposed site plan (Drawing No. 1077/01 dated April 2020) displays two stores for refuse and recycling bins for the shop on the ground floor. The site plan displays three stores for refuse and recycling bins for the flats above the shop. SBC provide guidance for refuse storage in the document titled: Refuse and Recycling Storage for New Dwellings. This guidance outlines that at developments of more than 12 flats, waste should be stored in 1100 litre bins.

The guidance requires the provision of two 1100 litre general waste bins and one 1100 litre recycling bin for 14 flats on the basis that the guidance requires 97 litres of residual waste capacity per flat and 53 litres for recycling per flat.

Service and delivery vehicles could utilize the Bishops Road access to the rear of the development. The refuse vehicle could collect from Bishops Close as per the existing refuse collection arrangements for the existing shop and other High Street Shops which store their EuroBins near Bishops Close.

### Summary and Conclusions

I confirm that I have no objection to this application from a highway perspective. I recommend the following condition(s)/informative(s) as part of any consent that you may issue

Recommended Conditions:

1. Residents Parking Permits
2. Details Cycle Parking
3. Construction Management Plan

6.2 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>

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](http://thameswater.co.uk/buildingwater).

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.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

6.3 Neighbourhood Protection

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.4 Contaminated Land Officer:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.5 Lead Local Flood Authority:

On the previous scheme you accepted that as there is no change in footprint, as it's just an extension above existing floors, no drainage details were required.

The revised scheme is one more floor but still the same footprint and therefore the same will be applicable.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

- 7.1 National Planning Policy Framework 2019:  
Chapter 2. Achieving sustainable development  
Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes  
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

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

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

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design  
EN2 – Extensions  
EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
EN17 – Locally Listed Buildings  
H11 – Change of Use to Residential  
H14 – Amenity Space  
T2 – Parking Restraint  
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map (2010)
- Nationally Described Space Standards
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

Slough Local Development Plan and the NPPF

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 on 19th February 2019.

The National Planning Policy Framework 2019 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.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to 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.

Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application.

#### Emerging Preferred Spatial Strategy for the Local Plan for Slough

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.

A number of strategic housing sites were identified to implement the spatial strategy. This site was not identified as a strategic housing site. However, it is recognised that site has potential to make a useful contribution towards meeting the increasing housing targets for the Borough, by increasing the residential quantum in the town centre. It is not identified as a site in the Council’s current housing trajectory.

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.

#### Interim Framework for the Centre of Slough:

Slough Borough Council has produced an Interim Planning Framework for the Centre of Slough which comprises a “land use” framework which sets out how sites could come forward for development in a comprehensive way. The

Framework seeks to bring together existing planning policy and practice in Slough as it currently applies to the town centre. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31st July 2019 and members endorsed the approach taken in the strategy.

The Interim Framework promotes an “activity” led strategy which seeks to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough. It explains that the main elements for developing such a strategy are already in place. The centre can become a world class transport hub. It has the potential to be a thriving business area and can accommodate a large amount of new housing. It also recognises the aspiration to create a new cultural hub in Slough. All of these will generate the footfall and spending power that can be captured by a regenerated and revitalised shopping and leisure centre.

The application site is identified as a Scale of Opportunity site as shown on Plan B; a Retail Frontages site as shown on Plan C; and an Area of Change as shown on Plan D. Plan G does not identify the site for New Tall Buildings. The site is therefore identified as being potentially available for redevelopment; would need to retain an active frontage; and is identified as site that could contribute towards the 9,000 new homes proposed by the Centre of Slough Framework.

7.2 The planning considerations for this proposal are:

- Planning history
- Land use
- Supply of housing
- 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
- Surface water drainage
- Equalities Considerations
- Presumption in favour of sustainable development

## 8.0 **Planning history**

8.1 The planning history is a material consideration. The previous planning application (ref. P/02418/036) for the following was approved on 15<sup>th</sup> January 2020:

Construction of rear extension at ground, 1st & 2nd floor level.  
Formation of new mansard roof with front & rear dormers.  
Conversion of 1st, 2nd & 3rd floors into 12 residential flats (5no.



studios & 7no. 1 bed flats) Window alterations to the upper floor of the front elevation. Bike and bin store to the rear.

Although the above development has not been implemented, its planning permission does not expire until January 2023 and therefore at the time of writing could still be carried out subject to discharging pre commencement conditions.

8.2 The main differences compared to the previously approved extant scheme (ref. P/02418/036) are set out below:

- An additional storey to accommodate 2 x 2 residential flats.
- Continuation of the front elevation up to fourth storey and additional set back top floor.

8.3 Since the previously approval (ref. P/02418/036), the National Planning Policy Framework has been updated on 19 February 2019 and the Local Planning Authority can not demonstrate a Five Year Land Supply. In addition the Interim Framework for the Centre of Slough and the Emerging Preferred Spatial Strategy for the Local Plan for Slough have been published.

These changes are considered where necessary within the assessment.

8.4 The site and surrounding is not materially different compared to when the previously approved application (ref. P/02418/036) was determined.

## 9.0 **Land Use**

9.1 The site is located within the defined Town Centre and comprises a ground floor retail unit with ancillary storage above.

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

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

- 9.4 The proposal would result in the loss of retail storage space at first floor. The rear of the ground retail unit would be retained for some retail storage. While this retained area is relatively small, there is no evidence to suggest it would not provide enough storage space to support the ground floor retail unit. In addition, the loss of the first floor ancillary space to residential flats could take place via the extant planning permission (ref. P/02418/038).
- 9.5 The provision of flats in the town centre is compliance with Core Policies 1 and 4 and the National Planning Framework.
- 9.6 The Emerging Preferred Spatial Strategy seeks to deliver major comprehensive redevelopment within the “Centre of Slough”. The site is identified within the Interim Framework for the Centre of Slough as being potentially available for redevelopment; would need to retain an active frontage; and as site that could contribute towards the 9,000 new homes proposed by the Centre of Slough Framework. This site is not identified for New Tall Buildings.
- 9.7 The proposal would extend the existing building to provide 14 additional residential units. The height of the building is not considered to constitute a ‘New Tall Building’ and the ground floor would retain its active frontage retail unit. As such the proposal is consistent with the spatial principles of the Interim Framework for the Centre of Slough and The Emerging Preferred Spatial Strategy.
- 9.8 Based on the above, the proposal would be a policy compliant land use. Neutral weight is attributed to the planning balance.
- 10.0 **Supply of housing**
- 10.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.
- 10.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council’s Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan
- 10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. The proposal for 14 residential

units would make a contribution to the supply of housing, and given that that the tilted balance is engaged, this contribution would in principle attracts significant positive weight in the planning balance.

10.4 *Housing mix*

One of the aims of National Planning Policy is to deliver a wide choice of high quality homes and to create sustainable, inclusive and mixed communities. This is reflected in Core Strategy Policy 4. The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) suggests in table 39 the following percentage mixes are needed within Slough:

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Market</b>	5	19	57	20

10.5 The proposal would include 4 x studio flats; 8 x 1 bed flats; 2 x 2 bed units which do not reflect the proportions in the Local Housing Needs Assessment. As such the proposal would not fully comply with the housing mix requirements of Core Policy 4, and the requirements of the National Planning Policy framework. This tempers the weight allocated to the benefit of providing housing. As such, when considering the proposed benefits, moderate – considerable positive weight would be tilted in favour of the supply of 4 x studio flats; 8 x 1 bed; 2 x 2 bed flats.

10.6 Core Policy 4 of the Core Strategy requires all proposals of 15 or more dwellings (gross), to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. As the proposal is for 14 units, no affordable housing provision is required.

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

11.1 The National Planning Policy Framework 2019 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, EN2, and EN3.

11.2 The surrounding area is retail in character; however there are residential flats to the upper floors of the surrounding shopping units, and residential dwellings to the south. The existing building appears as three storeys when viewed from the High Street; however it is only two storeys as the roof sharply slopes towards the rear to where building is single storey.

11.3 The proposal would extend the existing elevation fronting the High Street by one storey before setting back to provide the top fifth storey that would not breach the overall height of the neighbouring building to the east. The proposal for two additional storeys; the top of which would be appropriately set back, would not result in a visually overbearing or dominant feature, or result in an unacceptable loss of sunlight on the High Street.

- 11.4 There are Locally Listed Buildings within the High Street, the closest being at 283 – 299 High Street, which are set away by an ample distance to prevent any unacceptable impacts.
- 11.5 To the rear the existing building slopes down to a single storey in height, and the proposal would extend part of this to up to five storeys. There are existing residential buildings to the rear in Bishops Road which are similar in height and in some cases higher than proposed. Given the separation distances from these buildings, the proposed height would height not appear out of proportion or as visually overbearing or dominant when viewed form the rear.
- 11.6 It is noted that the horizontal features in the building would not visually coordinate with the neighbouring building to the east. However this is not a particularly strong feature with the neighbouring buildings or in the wider context of the High Street. In extending upwards by an additional two storeys, the proposal would result in a two storey sheer wall above the flat roof of the neighbouring three storey building to the west and similar to above the sloping roof on the neighbouring building to the east. The upper part of the sheer wall would be set back to expose the balconies and dormers for the proposed top floor. This provides some visual interest, and in addition the sheer walls would be finished in a facing brick similar in appearance to those used on the existing building. This is considered to provide an acceptable visual relationship with the neighbouring buildings.
- 11.7 The proposed pattern of fenestration, materials and detailing would reflect that of the existing building which given the above, the proposal would result in an extension that would be visually compatible with the existing building and surrounding area
- 11.8 The application proposes south facing photovoltaic panels on the flat roof of the upward extension. Views of these panels would be very limited and given the appropriate proportion of the roof space they would accommodate, they would appear as typical ancillary equipment that would not detract from the merits of the proposed building or the character of the surrounding area.
- 11.9 No landscaping is proposed and given the nature of the proposal being an upward extension, Officers are satisfied there is no cost effective way of introducing any.
- 11.10 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy, Local Plan Policies EN1, EN2, EN3, and EN17, and the requirements of The National Planning Policy Framework 2019. Neutral weight is attributed to the planning balance.
- 12.0 **Impact on amenity of neighbouring occupiers**
- 12.1 The National Planning Policy Framework 2019 encourages new

developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

12.2 There are a number of residential units to the rear in Bishops Road and Alpha Street North. The separation between these residential units would exceed 21 metres which satisfactorily mitigates any unacceptable overbearing or loss of privacy issues for a Town Centre location.

12.3 The separation between the application site and the buildings directly opposite on the High Street is approximately 19 metres. These buildings do not appear to be in residential uses, however 261 High Street contains a residential use at first floor, but is further along to the east. 19 metres is short of the normally required separation distance of 21 metres between primary windows, however 19 metres is not untypical of a Town Centre situation and would not sterilise any future change of use opposite the application site.

12.4 The application proposes south facing photovoltaic panels on the flat roof of the upward extension. There is an existing five storey block of flats to the southeast in Bishops Road and residential buildings to the southwest which front Alpha Street North. Given the five storey height of the proposal and the fact that these neighbouring residential properties are not positioned due south of these panels, it appears there may not be any significant impact on these existing residents in terms of glint and glare. However, it is recommended a condition is included to secure a glint and glare study and any mitigation required to ensure these panels would have an acceptable impact.

12.5 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy, Local Plan Policies EN1 and EN2, and the requirements of The National Planning Policy Framework 2019. Neutral weight is attributed to the planning balance.

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

13.1 The National Planning Policy Framework 2019 states that planning should create places with a high standard of amenity for existing and future users.

13.2 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."

13.3 Local Plan Policy H14 seeks an appropriate level while having regard to:

- a) the type and size of dwelling and type of household likely to occupy dwelling;
- b) quality of proposed amenity space in terms of area, depth, orientation,

- privacy, attractiveness, usefulness and accessibility;
- c) character of surrounding area in terms of size and type of amenity space for existing dwellings;
- d) proximity to existing public open space and play facilities; and
- e) provision and size of balconies.

13.4 *Access:*

Access from the street would be gained directly from the footway in the High Street. A corridor then provides access to the stairs and lift to the upper floors. Considering the number of residential units proposed, the access point would appropriately distribute residents and visitors past an acceptable number of residential units and therefore minimise likely disturbance for future occupiers.

13.5 *Internal living conditions:*

The gross internal areas and bedrooms would exceed the Nationally Described Space Standards. The built-in internal storage areas as proposed are less than the described amount (in some case less than 50 percent). Given the gross areas exceed the Standards, it would be possible to provide an appropriate amount of fixed storage should a particular resident require. It is acknowledged this not in full accordance with the Nationally Described Space Standards and therefore a very limited amount of negative weight is attributed to the planning balance.

13.6 The layout of the flats is such that all principle habitable rooms serving the individual units would be served by windows that provide good outlook, and appropriate levels of daylight and sunlight.

13.7 *External amenity space:*

The previously approved scheme (ref. P/02418/036) did not provide balconies for the 12 approved flats. This proposal would provide a full width external terrace area for the top floor High Street facing 2 bedroom flat. The remaining flats would not be served by balconies.

13.8 The site is positioned close to good quality Public Open Space (Lascelles Park and Upton Court Park). The provision of balconies fronting the High Street is not part of the character of surrounding area in terms of size and type of amenity space for existing dwellings and would likely need to be set within the building so as not to overhang the High Street and therefore un-achievable on this proposal. It is acknowledged that balconies could potentially be incorporated at the rear; however this has not been proposed and does not form part of the previously approved scheme (ref. P/02418/036). Notwithstanding the previous approval, the proposed external amenity space would not fully comply with Local Plan Policy H14, and given the above, a moderate amount of negative weight is attributed to the planning

balance.

13.9 Given the size of the proposal being less than 70 flats, the Developers Guide does not set a specific tariff for public open space other than for a financial contribution of £300 per dwelling for the enhancement of existing nearby public open space for such schemes in the town centre that have inadequate private amenity space. In this case this would amount to £3,300 in total. As a section 106 is not being entered into for this application, requiring this amount through a legal agreement is not considered expedient.

13.10 *Noise:*

Given the town centre location, external noise could arise from late night uses, external plant serving adjoining buildings. This can be addressed by a condition to secure a noise report and any mitigation such as enhanced fabric / windows and a ventilation strategy to allow the windows to be closed when noise levels are higher.

13.11 The proposed top floor would provide living areas that would be positioned above bedrooms within the proposed third floor which can cause noise issues for the residents in the flats below. Building Regulations control internal transmission of noise for the floor slabs, and therefore it would not be reasonable to secure noise / impact insulation details.

13.12 *Conclusion:*

Based on the above, the proposal would provide flats with gross internal floor areas that would exceed the Nationally Described Space Standards, provide good outlook, appropriate levels of daylight and sunlight, and militate against external noise within the Town Centre. However, there are some conflicts with Policy by virtue of the built-in storage less than the described amount (in some cases less than 50 percent) and the absence of balconies. Given these conflicts, a moderate amount of negative weight is attributed to the planning balance.

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. Core Policy 12 of the Core Strategy requires development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.

14.2 The National Planning Policy Framework requires developments to be safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

14.3 Access from the street would be gained directly from the footway in the High

Street where there is already a good level of natural surveillance. A secondary access would be provided at the rear where there is a reasonable degree of natural surveillance from the residential flats in Bishops Road. A corridor then provides access to the stairs and lift to the upper floors. Considering the number of residential units proposed, it would not be appropriate to compartmentalise the internal layout via fob access.

- 14.4 Cycle storage would comprise a communal store located within the single storey rear extension and accessed via a secure door. Local Plan Policy T8 requires a suitable number of cycle parking racks. The Developers Guide states the purpose of the guidance is to incorporate high quality cycle parking into all new developments. In terms of quantum, the guide seeks 1 space per unit to be individual lockers for flatted developments plus visitor cycle. However, given the town centre location where space for individual lockers is restricted, a relaxation for a modest number of flats can be justified subject to appropriate security arrangements. Best practice for designing out crime (Secured by Design Guidance) does not exclude communal storage provided it includes robust construction and appropriate security details. Subject to a condition to submit details in relation to Secured by Design, the proposed cycle store the size of which would houses 14 cycles, would be in accordance with the intentions of the Developers Guide although would not be in full in accordance with its detail. Given the above, and subject to condition, overall the proposed cycle parking would be broadly in accordance with the security requirements sought by the Development Plan.
- 14.5 The bin store at the rear would comprise a solid structure with a roof and door. Such a structure is not encouraged by Thames Valley Police as the doors are often left open and provides a sheltered and secluded space which does lends itself to criminal or antisocial activity. Planning Officers have requested the bin store is redesigned to comprise hit and miss fencing, with no roof or door.an update will be provided on the amendment sheet to committee.
- 14.6 Based on the above, and subject to conditions and changes requested, the crime prevention aspects of the proposal are considered to be broadly in accordance with Local Plan Policy EN5; T8; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied to the planning balance.

15.0 **Highways and Parking**

- 15.1 The National Planning Policy Framework 2019 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2019 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'.

15.2 *Access and Trip Generation*

15.3 Access from the street would be gained directly from the footway in the High Street. A secondary access would be provided at the rear via Bishops Road which also provides access to the cycle store and reuse store. There are appropriate pedestrian access points which the Local Highway Authority has not objected to. No parking provision is proposed and given the number of flats, the site would generate limited traffic.

15.4 *Car parking:*

15.5 The application proposes no parking spaces which is in accordance with the development plan guidelines for this Town Centre location. The roads in the vicinity of the site are subject to parking restrictions. The Local Highway Authority has raised no objection in relation to the parking provision subject to restricting future residents from obtaining a parking permit .

15.6 *Cycle parking:*

Local Plan Policy T8 requires a suitable number of cycle parking racks. The Developers Guide states the purpose of the guidance is to incorporate high quality cycle parking into all new developments. In terms of quantum the guide seeks 1 space per unit parking to be individual lockers for flatted developments plus visitor cycles.

15.7 Cycle storage would comprise a communal store for 14 bicycles located within the single storey rear extension and accessed via an external door to the side. The absence of individual lockers and the provision a communal store for 14 cycles may not encourage the ownership of good quality cycles or encourage sustainable modes of transport. This would not be wholly in accordance with the Developers Guide. However, given the town centre location where space for individual lockers is restricted, a relaxation for a modest number of flats can be justified subject to appropriate security arrangements. Best practice for designing out crime (Secured by Design Guidance) does not exclude communal storage provided it includes robust construction and appropriate security details. Subject to a condition to submit details in relation to Secured by Design, the proposed cycle store the size of which would houses 14 cycles would be in accordance with the intentions of the Developers Guide although would not be in full in accordance with its detail. The Local Highway Authority has not objected to the cycle store. Given the above, and subject to condition, overall the proposed cycle parking would be broadly in accordance with the requirements sought by the Development Plan.

15.8 The Local Highway Authority has requested two Sheffield stands for visitor cycle parking. There is no space available within the site to provide these. A financial contribution towards additional stands in the High Street was considered, but as a Section 106 would not be required, it would not be expedient to request a financial contribution. Given the size of the proposal being only four flats above the fresh-hold which requires visitor cycle parking, and given there is ample public cycle parking in the town centre, the resulting impacts would be minimal and not expedient to mitigate.

15.9 Given the above, the proposed cycle parking would not be in full accordance with the Development Plan; however, the resulting harm would be mitigated to some degree by the applying conditions to require secured by design compliant cycle storage.

15.10 *Servicing and Refuse Collection:*

Refuse storage would be sited in the single storey rear extension, and comprise three euro bins for residential waste, and two euro bins for the commercial waste (positioned at opposite ends of the store). The Local Highway has assessed the storage provision / location and raised no objection.

15.11 Summary:

Based on the above, and subject to conditions the proposal would be broadly in accordance with the relevant requirements of the Development and would not lead to and the National Planning Policy Framework 2019 and would not lead to unacceptable impact on highway safety, or severe impacts on the road network. Neutral weight should be applied to the planning balance.

16.0 **Surface water drainage**

16.1 Paragraph 165 of the National Planning Policy Framework requires Major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.

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

16.3 The application has been assessed by the Lead Local Flood Authority and given the footprint would largely be the same as the existing footprint, and given the roof slopes would not worsen run off rates, no additional drainage design over the existing situation is required .

16.4 Based on the above, proposal would comply with Core Policy 8 of the Core

Strategy and the requirements of the National Planning Policy Framework 2019. Neutral weight should be applied to the planning balance.

17.0 **Equalities Considerations**

17.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

17.2 The proposal would provide new residential accommodation at a mix of dwelling sizes. Given the town centre location no onsite parking provided or required. Publicly available wheelchair accessible parking is available in the town centre. Access into the building is via doorways at ground level, and a stairwell and lift is provided for access to the upper floor. Internal wheelchair accessibility is controlled by Building Regulations.

17.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.

17.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

18.0 **Presumption in favour of sustainable development:**

18.1 The application has been evaluated against the Development Plan, the NPPF and other relevant material planning considerations. The Authority has assessed the application against the 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.

The proposal for 14 residential units would make a contribution to the supply of housing, and given that that the tilted balance is engaged, this contribution would in principle attracts significant positive weight in the planning balance. The proposal for 4 x studio flats; 8 x 1 bed flats; 2 x 2 bed units do not reflect the proportions in the Local Housing Needs Assessment. This tempers the significant positive weight allocated to the benefit of providing housing to a **moderate – considerable positive weight which is to be tilted in favour of the supply of housing.**

The report identifies that the proposal complies with most of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are some conflicts with the Development Plan, namely:

1. The built-in storage less than the described amount (in some case less than 50 percent) and the absence of balconies (**Moderate negative weight**)

Subject to addressing the issues set out in the recommendation, when considering the proposal which in all other respects comply with the local and national policies towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough, the Local Planning Authority consider that the adverse impacts of the development 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 and tilted in favour of the supply of housing. On balance, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) Redesigning the bin store to comprise hit and miss fencing, with no roof or door to the opening;
- 2) agreement of the pre-commencement conditions with the applicant/agent;
- 3) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 10<sup>th</sup> May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee

19.0 **PART C: RECOMMENDATION**

19.1 Having considered the relevant policies set out above, 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:

A) For approval subject to:-

1. Redesigning the bin store to comprise hit and miss fencing, with no roof or door to the opening;
2. agreement of the pre-commencement conditions with the applicant/agent;
3. finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 10<sup>th</sup> May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee

20.0 PART D: LIST CONDITIONS AND INFORMATIVES

Not yet finalised or agreed with Agent

1. Commence within three years

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

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

2. Drawing Numbers

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

- a) Site Location Plan (titled A B Superstores, 234 -236 High Street, Slough, SL1 1JU Location Revised); Dated 02/04/2020; Rec'd 18/06/2020
- b) Drawing No. 234HS/12112015/REV-0-1/2; Dated 12 November 2015; Rec'd xxxx
- c) Drawing No. 1077/01; Dated April 2020; Rec'd 18/01/2021 – BIN STORE TO BE REVISED
- d) Drawing No. 1077/02; Dated April 2020; Rec'd 18/01/2021
- e) Drawing No. 1077/03; Dated April 2020; Rec'd 18/01/2021
- f) Drawing No. 1077/04; Dated April 2020; Rec'd 18/01/2021
- g) Drawing No. 1077/05 Rev A; Dated April 2020; Rec'd 18/01/2021
- h) Drawing No. 1077/06 Rev B; Dated April 2020; Rec'd 18/01/2021
- i) Drawing No. 1077/07 Rev C; Dated April 2020; Rec'd 18/01/2021
- j) Drawing No. 1077/08 Rev B; Dated April 2020; Rec'd 18/01/2021
- k) Drawing No. 1077/014 Rev B; Dated September; 2020; Rec'd 18/01/2021
- l) Drawing No. 1077/015 Rev A; Dated January 2021; Rec'd 18/01/2021

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. Construction Traffic Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and

construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy Guidance. Details should also be provided of contractor parking delivery timings, traffic management for deliveries, working hours, wheel washing facilities, and turning and maneuvering spaces for large vehicles/construction plant. The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

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

#### 4. Working Method Statement

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (vi) construction working hours

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

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

#### 5. Details and of materials

Prior to the commencement of the development hereby approved, specification and appearance details the tiles, roof material, edging/ copings, windows and balconies used on the top floor shall be submitted and approved in writing by the Local Planning Authority. The development shall thereafter 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, 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.

#### 4. Noise Assessment External Noise

Prior to the commencement of the development hereby approved a scheme for protecting the proposed flats from external noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a) Day and night time noise assessment with any mitigation both in accordance with ProPG: Planning and Noise Guidance and British Standard 8233:2014.
- b) Where windows are required to be closed to meet the required indoor sound levels; acoustic mechanical ventilation measures for each flat

The development shall be carried out in full accordance with the approved details prior first occupation and shall be retained as such all times in the future. The mechanical ventilation shall then be used and maintained in accordance with the manufactures requirements for the lifetime of the development.

REASON To ensure adequate mitigation against external noise level 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.

#### 5. Secured By Design

Prior to the commencement of the development hereby approved, a secure access strategy capable of achieving a Secured by Design Gold Award shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Valley Police.

The development shall then be carried out in full accordance with the approved details prior to first occupation of the development hereby approved. These measures shall be retained, used, and maintained in accordance with the manufactures requirements for the lifetime of the development.

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



Government Act 2000; in accordance with Policy EN5 of the Local Plan for Slough and to reflect the guidance contained in The National Planning Policy Framework.

6. Glint and glare study

Prior to the installation of any photovoltaic panels a glint and glare study on highway safety and residential amenity for the photovoltaic panels 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 and any mitigation recommended.

REASON To ensure any reflective material would have acceptable impacts on highway safety and neighbour amenity in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2019.

7. Refuse and recycling store

No part of the development hereby approved shall be occupied until specification, appearance, and weathering treatment details of the hit-and-miss fencing to the external elevations of the proposed refuse and recycling store have been submitted to and approved in writing by the Local Planning Authority.

The approved refuse and recycling store shall then be completed in accordance with the approved details prior to first occupation of the development hereby approved and retained at all times in the future to serve the residential flats hereby approved.

REASON In the interests of visual amenity and highway safety and convenience of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 7 and 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.

8. Cycle Parking

No part of the development hereby approved shall be occupied until the following details of the cycle parking spaces within the approved cycle store have been submitted to and approved in writing by the Local Planning Authority:

- a) The specification details for the cycle racks and appropriate security

fixings

The cycle parking spaces shall then be completed in accordance with the approved details and approved plans, and in accordance with the Secured by Design requirements required by condition 8 of this planning permission prior to first occupation of the development hereby approved and retained at all times in the future to serve the residential flats hereby approved.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 7 and 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

#### 9. Pedestrian access

The pedestrian access to the development from High Street shall be kept free of obstruction and be available for use by residents of the development at all times.

Reason: In the interest of pedestrian safety, in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004, Core Policies 7 & 12 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 10. Elevation Materials

The materials in all external elevations other than the top floor and refuse store of the development hereby approved shall be carried out in materials that match as closely as possible the colour, texture, pattern, detailing, and design of the existing building at the date of this permission.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality 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) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 11. Use of flat roofs

The roof areas on the development hereby approved shall not be accessible for residents or visitors and shall not be used as a balcony, roof garden or other amenity area.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, and the requirements of the National Planning Policy Framework.

## 12. Parking Permit Restriction

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

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

### INFORMATIVES:

#### 1. Highways:

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

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.

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.

#### 2. Thames Water:

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

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.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

3. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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.
4. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays unless government guidance explicitly extends these hours.
5. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.

6. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
7. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.

8. Highways:

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

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

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

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

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

9. Thames Water

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. [www.developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services](http://www.developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services)

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.

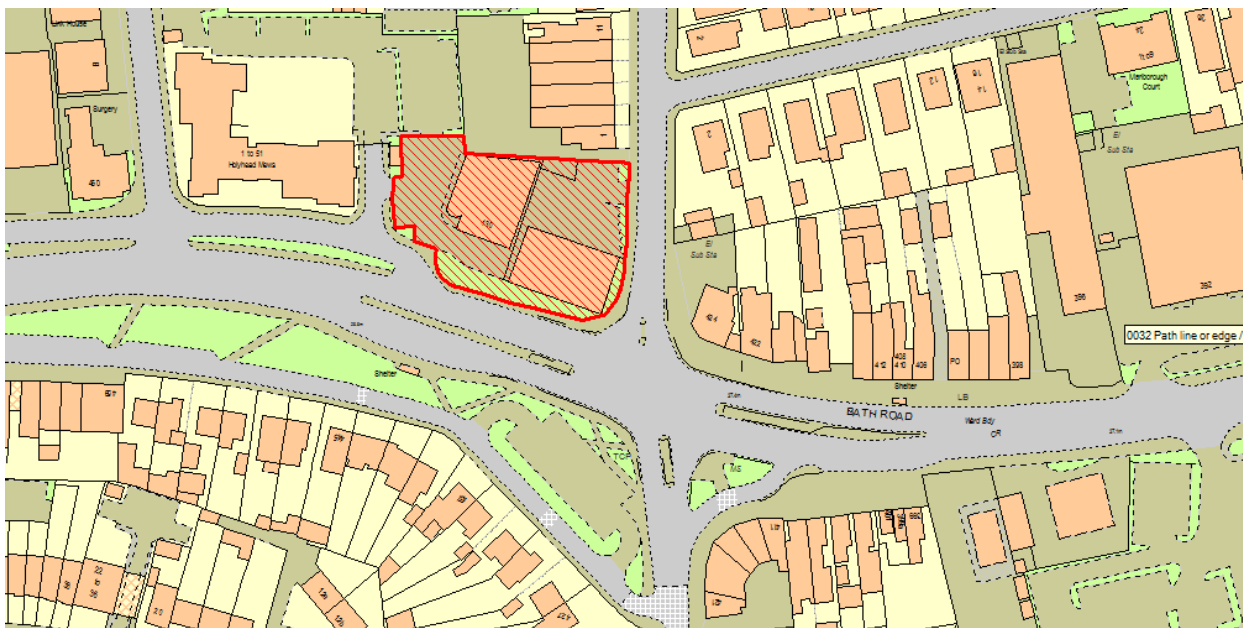
[www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes](http://www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes)

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://www.thameswater.co.uk/buildingwater).

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.

Registration Date:	21-December-2020	Application No:	P/00442/017
Officer:	Neil Button	Ward:	Haymill & Lynch Hill
Applicant:	Mr. Sean Bates, Feltham Properties Ltd	Application Type:	Major
Agent:	Mr. James Iles, Pro Vision	13 Week Date:	22-March 2021
Location:	426-430, Bath Road, Slough, SL1 6BB		
Proposal:	Reserved matters application for approval of full details regarding matters of Appearance, Landscaping and Layout pursuant to outline planning permission (and Approval of Scale and Access) for demolition of existing buildings and redevelopment to provide up to 75 dwellings, including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure (Ref. P/00442/016) dated 25th September 2020.		

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



## **P/00442/017 - 426-430 Bath Road**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:
- A) For approval subject to finalising conditions; and any other minor changes following the expiry of the statutory consultation on 19<sup>th</sup> March 2021.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This application seeks reserved matters approval for Landscaping, Layout and Appearance in connection with an outline application (with Access and Scale approved) for the redevelopment of 426-430 Bath Road. The proposals comprise the erection of a six storey residential building on a site comprising two commercial plots of land to provide 75 flats with ground level car parking, roof terraces and landscaping.
- 2.2 The proposed development is consistent with the revised illustrative scheme (condition 4 of the outline approval) and is in accordance with the approved height and parameters (relating to scale as per condition 3 of the approved scheme). These conditions were recently varied by way of a s96A application [Ref: P/00442/018] which clarified the elements of the outline consent which are approved insofar as they relate to height and scale. The proposal comprises a building which extends to 6 storeys and steps down to two storeys along the rear boundary. The proposed building would front Bath Road and would extend around the corner onto Station Road.
- 2.3 The proposed revised development would provide up to 75 flats with a mix of 28 x 2bed and 47 x 1 bed apartments. Of these the affordable provision is 4 x 2 bed 3 person and 3 x 1 bed 2 person in accordance with Schedule 4 Paragraph 11 of the s106 agreement attached to the outline permission.
- 2.4 The detailed layout identifies that 60 car parking spaces could be provided and 78 cycle spaces which is in accordance with conditions 22 and 14 of the outline permission.
- 2.5 The existing access from the Bath Road will be removed and the new access will be from Station Road in the same location as the existing access.
- 2.6 The proposed scheme includes a private amenity space as a roof-top terrace, plus private terraces/Juliet/projecting balconies to the majority of the



apartments.

### 3.0 **Application Site**

- 3.1 The 0.21 Ha site is on the corner site of Station Road and Bath Road. The site is brownfield in nature and is occupied by two commercial premises within separate land ownerships. The eastern parcel of the site contains a branch of a national multiple car tyre business and the western parcel comprise a two storey office. The site does not fall within the Simplified Planning Zones. The site has recently been fenced off following the vacation of the car tyre business.
- 3.2 There is no residential use on the site at the moment. The site is not in a Conservation Area. There is a Listed Milestone on the opposite side of the A4 in the traffic island. There are three birch trees along the site frontage.
- 3.3 To the north of the site is a parking courtyard to the existing flats on the adjacent site. These flats were approved in 2004 are five storeys tall and are finished in buff brick and render with a flat roof. To the north of the Station Road end of the site are a few mixed uses conversions with A1 uses on the ground floor and flats above. These were two storey homes when constructed but have been modified to the rear for commercial purposes.
- 3.4 To the south of the site are semi detached inter-war style family dwellings which appear to be in largely original condition from the frontage.
- 3.5 The surrounding wider area comprises a mix of commercial and residential uses. The more immediately locality, north of the A4, mainly of a residential nature.
- 3.6 The site is approx. 2.5 miles from the Town Centre, 1 Mile from Junction 7 of the M4 and 500m from Burnham Station. There are several bus stops nearby on the Bath Road, Elmshott Lane and Station Road. There is a parade of shops and restaurants immediately to the north of the site on Station Road. St Andrews Church, Cippenham Library and Cippenham Primary School and parade of shops/showrooms on Elmshott Lane are located to the south of Bath Road (on Elmshott Lane) circa 400m from the site.

### 4.0 **Site History**

- 4.1 A number of planning applications have been submitted, but these relate to the respective businesses presently on the site and are of a minor nature (advertisements, minor alterations etc). The recent applications on the site(s) include:
- 4.2 P/00442/014: Demolition of existing buildings and redevelopment [of 426-430 Bath Road] to provide up to 60 dwellings (one, two and three bedroom flats), including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure (Outline application to consider access and scale). Approved subject to s106 and conditions dated 15<sup>th</sup> February 2019.

- 4.3 P/00442/015: Outline application [at 430 Bath Road only] for the demolition of the existing building and redevelopment of the site to provide up to 28no. dwellings, including access, parking, landscaping, boundary treatments and associated infrastructure (Outline application seeking approval for access and scale, with appearance, landscaping, and layout reserved). Withdrawn
- 4.4 P/00442/016: Outline Planning Permission to include Matters of Access and Scale for the demolition of existing buildings and redevelopment to provide up to 75 dwellings, including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure. Matters of Appearance, Landscaping, and Layout are Reserved. Approved subject to s106 25<sup>th</sup> September 2020.
- 4.5 P/00442/018: Non Material Amendment to Planning Permission (Ref: P/00442/016 dated 25/09/2020) comprising a modification to the approved drawings (subject to conditions 3 and 4) under s96A (3) of the Town and Country Planning Act (1990) as amended. The modification relates to the deletion of the measurement of the gap between the development and adjacent properties to the north on Station Road. Approved 4<sup>th</sup> February 2021

## 5.0 **Neighbour Notification**

- 5.1 Site Notices x 5 (Dated 4<sup>th</sup> January 2021) & Press Release (Dated 26<sup>th</sup> February 2021)
- 5.2 No neighbour representations have been received at the time of writing this report.

## 6.0 **Consultation**

### 6.1 Transport and Highways

No objections to the proposals subject to the submission of tracking plans for larger vehicles. No objections to the Delivery and Servicing Plan.

### 6.2 Landscape Officer:

I have looked through the LMP submitted by Landscape Perspective Ltd. The contents and standards should ensure the establishment and long term success of the landscape around the building. I have reviewed Site Plan - colour - hard landscape FC919-0-05 which given the constraints on the site is acceptable. I also note that there is not tree protection plan to secure the retention of the highway trees on the verge adjacent to the site. It would be useful to have this information ahead of any approval if possible. We need the soft landscape plans which details where all the plants will be planted. The soft landscape could remain a matter for condition if they do not wish to provide the details at this time.

6.3 Environmental Quality: No comments

6.4 Housing Officer: No comments

6.5 Crime Prevention Design Advisor

I do not wish to object to the proposals. However, I consider some aspects of the design and layout to be problematic in crime prevention design terms and therefore feel that the development may not meet the requirements of the National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127. Detailed Comments:

Secure Residential core: In order to prevent unauthorised access onto and between residential floors I ask that each core (lift and stair case) lobby doors sets isolate the core from private residential corridors. Building Regulations ADP-Q require that these communal entrance doors meet the minimum physical security standards of PAS 24:2016. These in turn must be controlled by an electronic remote release system with intercom audio link to apartments. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance.

Physical security: A condition is recommended which requires a written strategy for access control to be submitted to, and approved by the authority.

To aid the applicant, the further detailed advice is provided relating to the need for compartmentalisation of each floor, secure entrances, communal lobbies, bin and cycle store doors and electronic gates/shutters to the car park (which will be included within an informative) as an aid to achieving this condition.

6.6 Waste Management

Bin stores: To take the 1100lt bins out of the bin store the DSO require a master key to the bin store roadside lock. The adjacent store exit door should have a dropped curb to facilitate the 1100lt bins movements to collection point due to the small wheel base of the 1100lt bins.

Food waste collection will be mandatory by 2023: Has the developer target proofed the waste storage capability of this new development for storage and collection of food waste? In the assessments Waste the discussion only seem to concern recycling dry goods and burnable refuse. Storage will be required in the flats and in the bin stores for separated food waste.

## **PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

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

application:

The National Planning Policy Framework (NPPF) 2019

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.

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

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 5 – Employment (inc “Areas for Major Change”)
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 8 – Natural and Built Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

- Policy H10 – Minimum Density
- Policy H14 – Amenity Space
- Policy EN1 – Standard of Design
- Policy EN3 - Landscaping
- Policy EN5 – Design and Crime Prevention
- Policy T2 – Parking Restraint
- Policy T8 – Cycling Network and Facilities

## Composite Local Plan – Slough Local Development Plan and the NPPF

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.

### Other relevant documents

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

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

- 1) Principle of development;
- 2) Reserved Matters – Appearance & Layout;
- 3) Reserved Matters – Landscaping;
- 4) Relationship with neighbouring properties;
- 5) Parking and highway safety.

### 8.0 **Principle of Development**

8.1 The principle for a residential development of up to 6 storeys has been established through the recent grant of outline planning permission for up to 75 flats (ref: P/00442/016) dated September 2020. Scale and Access have been approved in regards to the proposed development which permits buildings up to 6 storeys with access from Station Road.

8.2 The applications seeks approval for Appearance, Layout and Landscaping in

detailed form and the applicant has submitted a number of detailed plans and a Landscape Management Plan in support of the proposals.

- 8.3 The report will cover these details alongside a review of the environmental impacts and car parking/highways impacts to determine whether the proposals are acceptable in their detailed form.

9.0 **Reserved Matters: Appearance & Layout**

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.

- 9.2 The proposed building would be six storeys in height which is similar (in terms of scale and height) to the five storey block of flats at the adjoining Holyhead Mews. Illustrative elevations of Bath Road and Station Road facades were submitted under the approved scheme and these have been further articulated through the detailed design.

**Appearance:**

- 9.3 This Reserved Matters application complies with the details of scale approved as part of the outline planning application. The maximum height of the proposed building of 19.55m at the south east corner matches that listed in conditions 3 and 4 under the approval (as varied by way of the aforementioned s96A). To provide visual interest, the ridge height is varied; the highest part of the building is located on the prominent corner of Bath Road/Station Road and the building height is broadly aligned to the height of Holyhead Mews to the west. The building steps down to the existing two storey development fronting Station Road. The below elevations of Bath Road and Station Road comprise the main principal elevations.





- 9.4 The proposed elevations (including the corresponding courtyard elevations and western facades) have been reviewed by officers and subject to refinement at the pre-application stage. The entrances are clearly defined with the same materials language used for both whilst the canopies are different to respond to the different locations. Open grills in form of laser-cut patterned steel panels are proposed at ground floor level to the car park allow for a more active frontage with clear views through the under-croft. These will be further highlighted by the use of lighting at night. The transition between materials has been simplified and the introduction of vertical elements gives a rhythm to the south side. Fenestration has been varied to complement the rhythm and to assist with the creation of a more active frontage.
- 9.5 Balconies have been added to the centre section on the north side to make maximum use of potential amenity, these are positioned so that living rooms have a door onto the balcony but also a full height window that is not obscured by the balcony to retain views and allow maximum daylight into these rooms.
- 9.6 The north east section of the building where it steps down has been rationalised and simplified. The use of the different materials here is designed to reflect the height of the neighbouring buildings.
- 9.7 The proposed materials are designed to match the existing area. The modern palette is designed with complementing textures and colours. The majority of the external is brickwork, in two contrasting colours to break up the mass and create interest.



9.8 The materials set out in the Design and Access Statement are as follows:

- Light Brick: Gibraltar pale grey buff brick;
- Darker brick: Graphite Black Multi or Westminster Blue Black Brick;
- Cedral Click C18 Slate Grey;
- Light colour render to entrance features;
- Black Juliet design;
- Gutter / Downpipe – Black;
- Grills to parking area - laser cut metal;
- Metal Coping to follow all around the edge of the roof line

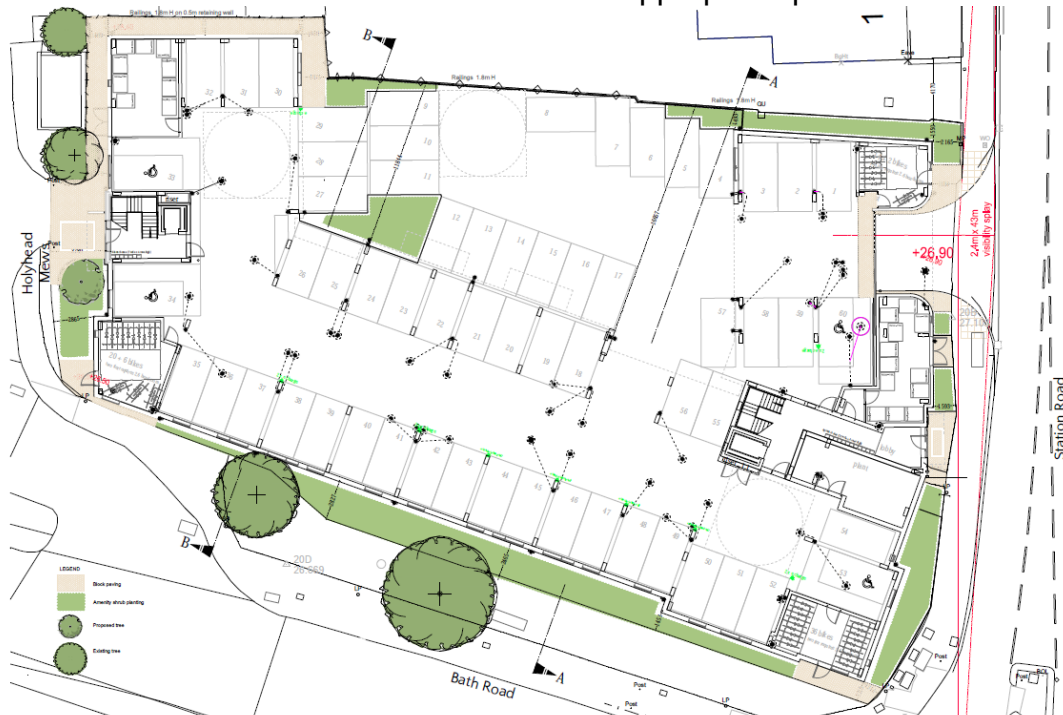
9.9 It is considered that the materials selected respond to the predominant brick-based buildings within the locality. The DAS provides alternative material options to inform the assessment. However, in principle the palate of materials illustrated in the rendered elevations and CGI above demonstrates that the proposals will provide a sufficient quality appearance. The final materials can be conditioned. The appearance of the building is considered to be satisfactory in townscape terms and would be compatible with the scale and height of Holyhead Mews to the west.

9.10 The detailed plans show that the proposal respects the building lines, materiality and proportions of the adjoining building and could be of a good quality design. Minor revisions have been submitted as part of the application due to the need to provide additional sustainable design features (ie: to incorporate air source heat pumps) and this has resulted in the need to raise the parapet height on the southern elevation by circa 400mm. This amendment has no bearing on the acceptability of the proposals. The proposed appearance of the development is considered to raise no significant design and street scene concerns and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.



## Layout:

- 9.11 The proposed layout is consistent with the illustrative scheme submitted under the outline approval. The proposals comprise a part 2, part 3, part 5 and part 6 storey building with a car parking area provided in the full extent of the ground floor with 75 residential apartments above. Residential entrances are provided on Station Road and on the side access road adjacent to Holyhead Mews. These are least exposed to the Bath Road frontage and so it is considered the entrances are located in appropriate positions.



- 9.12 The Station Road/Bath Road corner element incorporates access to a cycle store which provides access into the parking undercroft. This provides some further animation and activation at the ground floor and is considered acceptable subject to the security provisions being provided (to respond to the Crime Prevention Design Advisor comments). The ground level parking area contains some landscape features incorporated into the layout to soften the appearance. There is limited scope for tree planting and so this is considered to be acceptable. The layout of the car parking spaces is considered further in the transport section, but in principle the ground floor layout is considered to be acceptable.
- 9.13 The upper floors have been arranged around two cores with residential units located off the central corridors. The accommodation schedule confirms that the flats will meet the minimum sizes set out in the Nationally Described Space Standards for 1 bed and 2 bed units. Given the layout of the plan, dimensions of the size and position of the cores, the proposals create a greater proportion of single aspect units which is unfortunate. Dual aspect flats are provided around the corners where possible and the central internal facing flats will have access to private balconies.

- 9.14 One of the key features of the layout comprises the communal roof terrace at fifth floor level. This is accessible for all residents in the block and the submitted layout for the terrace indicates this will provide a good facility for residents.
- 9.15 The applicant has submitted revised floorplans which indicate how the detailed comments made by the Crime Prevention Design Advisor can be addressed by way of compartmentalising the residential cores and providing adequate security measures to ensure compliance with Policy EN5 of the Local Plan. The planning condition on the outline permission requires Secure by Design compliance so there is no further requirement for a new condition on this reserved matters submission. In summary, officers consider the proposed layout is acceptable.

**Landscaping:**

- 9.16 The application site has limited soft landscaping, but an area of amenity grassland (outside of the application site) will remain on the Bath Road frontage, including the existing trees. Paving to the perimeter within the site boundary will be Marshalls Tegula or similar approved with feature pattern at the entrance in a contrasting colour. The rear car park will be made secure by the installation of simple hoop top 1800 high railings
- 9.17 The landscape strategy for the Bath Road and Station Road frontage comprises planting to soften the elevation of the building at ground floor. This can be achieved by planting larger shrubs between the windows and low planting in front of the windows to not restrict daylight coming into the car park. The planting will be a mix of evergreen and deciduous shrubs to create seasonal interest and visual amenity for the residents looking down onto the space from the apartments above. Within the car park areas to the rear of the building planting will be carried out to soften the boundaries and to provide biodiversity improvement and visual interest on entering the car park.
- 9.18 The fifth floor contains a communal roof terrace. The terrace takes the form of a series of garden rooms and is designed to create usable attractive amenity space with landscaping and planters dividing the space into smaller enclaves and including seating, tables and shelters etc. These will be incorporated into the design of the terrace and securely fixed to the building fabric. The planters, some of which have vertical green screens for privacy, add greenery to the area and create a domestic external area. The roof will be edged in black metal coping with an 1800 mm high opaque glass hand rail barrier to the edge of the terraces. Shade structures are proposed to provide shelter and privacy, with a mix of free-standing furniture and integral hardwood bench seating in the raised planters. Planting is proposed to be simple, low maintenance and contemporary using grasses and herbaceous material.
- 9.19 There are a series of private terraces on the north eastern section of the building at 4th and 3rd floors together with private terraces for apartments 68, 72, 73 and 74 at 5th floor level.

- 9.20 There are a total of five existing trees on or immediately adjacent to the application site, including three birch trees on the Bath Road frontage and two Rowan trees on the western boundary. Of the 3 existing trees on or immediately adjacent to the south of the application site all but one will be retained, with one silver birch being removed to facilitate development. The applicant confirms that replacement trees will be planted to mitigate against this loss. Details of the planting of new trees along with the methods of tree protection will be conditioned.
- 9.21 The Council's Landscape Officer raises no objections to the proposals and officers consider the landscape provisions are of a good quality to warrant approval. It is considered that the details submitted to discharge the Reserved Matters are acceptable and the proposal could comply with Core Policy 8 of the Core Strategy, Policies EN1, EN3, EN5 and H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

#### 10.0 **Relationship With and Potential Impact on Neighbouring Properties**

- 10.1 The main area for consideration would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and over-dominance. The separation distances are now fixed herein, and the potential for overshadowing and the creation of a sense of enclosure has been considered in this assessment.
- 10.2 The guidelines set out in The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document regarding generally acceptable separation distances within a residential context are considered to be of relevance.
- 10.3 The separation distances are shown on the indicative drawings. A separation distance of 12m is shown in relation to Holyhead Mews (to the west) due to an access road. This means that in order to meet the 15m primary elevation to gable separation distance, the scheme should ideally be inset by 3m. However, officers consider that the resulting distance is not going to pose an unreasonable constraint on a site that measures 62m wide. The extent of impact on the adjoining neighbours is considered to be minimal given the facing windows serve hallways and secondary room windows in Holyhead Mews. The resultant amenity levels within would therefore not be significantly reduced as a result of the development. This was considered at the outline stage and remains acceptable to officers.
- 10.4 It is noted that in relation to the immediate facing dwellings (at Holyhead Mews and to 1-11 Station Road), no rear gardens will be overlooked as these areas comprise parking and service areas. Equally the windows on the rear elevations (of 1-11) will all face west which will not be affected by the development. The east facing windows in Holyhead mews appear to be to communal hallways and secondary rooms. Combined with the modest separation distances, the resulting relationship between the adjoining buildings is sufficient to mean that there are no concerns raised as regarding

impact of the proposals to the south or western elevations. The scheme steps down to two storeys along the rear boundary. This is considered to be sensitive to the domestic scale of the area to the north west and will reduce the visual impacts to the rear. There are no significant issues to reconsider in terms of the revised scale and height of the development which is in line with the illustrative proposals and in full accordance with the approved parameters set out in condition 3 of the outline approval.

10.5 In summary, no conflict is found with regards Local Plan Policy EN1 or Core Policy 8 of The Core Strategy. The scheme is able to respect its location and surroundings and respect the amenities of adjoining occupiers.

#### 11.0 **Parking and Highway Safety**

11.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

11.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

11.3 The existing building is located in a sustainable location and has a wide range of schools, transport, shops, employment etc open to prospective residents. For these reasons the site has been identified as being able to be reused for residential purposes.

11.4 The scheme contains 60 car parking spaces for 75 units, at a parking ratio of 0.8 spaces per dwelling. This reflects the sustainability of the location, which would be highlighted further through the site Travel Plan secured by way of the s106 agreement.

11.5 The Council's Highway consultee has raised no major objections to the level of parking.

11.6 The principal matters for consideration of the reserved matters submission relate to the proposed car and cycle parking arrangement and the location and layout of the bin stores. The applicant has submitted a tracking analysis of the least accessible car parking spaces which indicate adequate access/egress can be achieved for vehicles measuring 4.532. Although Highways officers raise no objection to the proposals, additional tracking detail is requested for larger vehicles. This has been requested from the applicant and will be reviewed prior to concluding the assessment.

11.7 The applicant has submitted a Delivery and Service Plan (DSP) (which is required under condition 19 of the outline permission) to confirm the proposed arrangements which should be read alongside the proposed ground floor layout. It is considered the fundamental layout issues are resolved through the proposed plans and the DSP is acceptable.

11.8 Notwithstanding the need for additional conditions and planning obligations on the outline planning permission, it is considered that the development is acceptable in terms of traffic impact and car/cycle parking provisions to avoid severe impacts on the local highways network in accordance with Policies T2 and T8 of the Saved Local Plan (2004), Core Policy 7 of the Core Strategy (2006) (and Developer Guide 3) and National Planning Policy Framework (2019).

#### 12.1 **Impact on Heritage Assets**

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

12.3 Section 66 of the Planning and Listed Buildings Act, places a legal duty upon decision makers to have "*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest*". This duty is reinforced in the Framework which states expectations of applicants to describe assets should be "*...proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance*". (Paragraph 132).

12.4 The Framework places equal weight on harm to the setting of a heritage asset as to the asset itself.

12.5 To this end, the setting of the milestone is considered to be a) small and b) In the same way that a Church's setting is its graveyard or a farm it's farmstead, the A4 road to which the milestone serves is considered to be its setting (and indeed original functional purpose).

12.6 Great weight is assigned by officers to the value of the heritage asset. In this instance, no change is found to the setting of the Milestone and by extension no harm is found to the asset itself arising from these proposals.

12.7 Consequently officers are satisfied that it's legal duties as regards The Act and attendant guidance (found in, inter alia, Chapter 12 of the Framework) have been discharged.

12.8 This matter is therefore given neutral weight in the decision making process since no harm has been identified but equally no heritage benefits arise from the proposals.

#### 13.0 **Presumption in Favour of Sustainable Development**

13.1 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.

13.2 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy. A detailed planning balance was carried out in connection with the outline approval and, on balance, officers consider the scheme could be supported. Officers therefore give due consideration to the provision of 75 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough, in combination with compliance with the relevant planning policies and considerations as set out above, the Local Planning Authority consider that the limited adverse impacts of the development 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. On balance, the reserved matters application is recommended for approval.

#### 14.0 **Summary**

14.1 The proposal has been considered against relevant development plan policies and the NPPF, and regard has been had to the comments received, and all other relevant material considerations.

14.2 Having considered the relevant policies set out, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approved subject to conditions.

### **PART C: RECOMMENDATION**

#### 15.0 **Recommendation**

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

A) For approval subject to following the expiry of the statutory consultation on 19<sup>th</sup> March 2021.

#### 16.0 **PART D: CONDITIONS**

##### 1. 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.

- Site Location Plan, drawing number 50583/P1-01
- Site Plan, drawing number FC919-0-01 rev R1
- Approved Outline Overlay on Reserved Matters Footprint, drawing number FC919-0-04 rev R2

- Site Plan Hard Landscape Colour, drawing number FC919-0-05 rev R1
- Ground Floor / Parking Plan, drawing number FC919-1-02 rev R2
- First Floor Plan, drawing number FC919-1-03 rev R2
- Second Floor Plan, drawing number FC919-1-04 rev R2
- Third Floor Plan, drawing number FC919-1-05 rev R2
- Fourth Floor Plan, drawing number FC919-1-06 rev R2
- Fifth Floor, drawing number FC919-1-07 rev R2
- Roof Plan, drawing number FC919-1-08 rev R2
- Materials Elevation, drawing number FC919-2-05 rev R1
- North and South Elevations, drawing number FC919-2-11 rev R2
- East and West Elevations, drawing number FC919-2-12 rev R2
- North and South Elevations Colour, drawing number FC919-2-15 rev R1
- East and West Elevations Colour, drawing number FC919-2-14 rev R1
- Sectional Elevations AA and BB, drawing number FC919-3-01 rev R2
- Planting Plan for Ground Floor, drawing number L90-300 rev D
- Planting Plan for Roof Terraces, drawing number L90-301 rev B
- Planter Details, drawing number L90-302 rev B
- Landscape Management Plan, prepared by Landscape Perspective (September 2020)
- FC919-1-22 Rev R1 Ground Floor Security Plan
- FC919-1-23 Rev R1 First Floor Security Plan
- FC919-1-24 Rev R1 Second Floor Security Plan
- FC919-1-25 Rev R1 Third Floor Security Plan
- FC919-1-26 Rev R1 Fourth Floor Security Plan
- FC919-1-27 Rev R1 Fifth Floor Security Plan

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).

## 2. Tree Planting

Prior to the commencement of the work on the external facades of the building hereby approved, the following details of the proposed trees to be planted within the site shall be submitted to and approved in writing by the Local Planning Authority:

- a) a scaled plan showing all trees and plants to be planted;
- b) a schedule detailing type sizes and numbers/densities of all proposed trees
- c) specifications for operations associated with tree establishment and maintenance that are compliant with best practice; and
- d) location, type and materials to be used for hard landscaping including specifications, where applicable for:
  - tree pit design

- use within tree Root Protection Areas (RPAs)

The trees shall be planted in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.

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. 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.

### 3. Tree Protection Plan

Prior to the commencement of the development hereby approved, 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.

- A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- Methodology and detailed assessment of root pruning.
- Arboricultural supervision and inspection by a suitably qualified tree specialist;  
Reporting of inspection and supervision.

Occupation will not be permitted until the approved tree protection measures have been implemented on site and shall be provided and maintained during the period of construction works.

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 policy EN3 of the Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990.



INFORMATIVE(S):

1. A section 106 agreement accompanies the outline planning permission P/00442/016.
2. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
3. 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. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. 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.
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 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.
9. 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.
10. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.

11. The system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;

- External Communal entrance: All external and internal Communal entrance doors should meet the requirements of the minimum physical security requirements of LPS1175 issue 8 B3 access controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must record and store images for a minimum of 30 days.
- Secure communal lobbies: Any internal door sets should meet the same specification as above.
- Bin and cycle store doors and external sliding doors and roller shutters: These must be robust and secure, meeting the same standards LPS1175 issue 8 B3.
- 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 basement car park be made secure through the inclusion of electronic gates or shutters (LPS1175 issue 8 BR3 or equivalent). These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. .
- The parking facility will incorporate communal entrance doors for the residential cores. Access to private residential dwellings must be made secure. I would ask that that parking facility communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel

12. 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 was informed of the issues arising from the proposal and given the opportunity to provide additional information in order to address those issues prior to determination. The applicant responded by submitting additional technical information and amending the application to propose on-site delivery of affordable housing which was considered to be acceptable.

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**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning Committee **DATE:** 10<sup>th</sup> March 2021  
**CONTACT OFFICER:** Paul Stimpson, Planning Policy Lead Officer  
**(For all Enquiries)** (01753) 875820  
**WARD(S):** All

**PART I**  
**FOR DECISION**

**LOCAL PLAN SPATIAL STRATEGY – INITIAL REPORT ON PUBLIC CONSULTATION**

**1 Purpose of Report**

1.1 The purpose of the report is to provide an overview of the responses to the public consultation exercise on the Spatial Strategy which was held between November and January.

**2 Recommendation**

2.1 The Committee is requested to resolve that:

- a) The initial results of the public consultation on the Spatial Strategy be noted;
- b) A full report on the Response to Public Consultation be produced and published.

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

Part of the Spatial Strategy is to enhance neighbourhoods which will help to implement Priority 3

– *Strong, healthy and attractive neighbourhoods.*

–

**3b Slough Joint Wellbeing Strategy Priorities**

Ensuring that needs are met within the local area will make a positive contribution to the following SJWS priorities:

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

**3c Five Year Plan Outcomes**

The proposed Spatial Strategy for the Local Plan will contribute to the following Five Year Plan outcomes:

- **Outcome 3: Slough will be an attractive place where people choose to live, work and stay.** The Preferred Spatial Strategy will seek to protect and enhance the local environment.
- **Outcomes 4: Our residents will live in good quality homes.** The Preferred Spatial Strategy will seek to ensure that we have a balanced housing market that can meet the range of housing needs in Slough.
- **Outcome 5: Slough will attract, retain and grow businesses and investments to provide opportunities for our residents.** The Preferred Spatial Strategy will promote areas for employment growth in Slough.

## **Other Implications**

### (a) Financial

There are no financial implications.

### (b) Risk Management

**Table 1 - Risk Management**

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee approves the recommendation.	Failure to consider the results of the public consultation on the Spatial Strategy would undermine the preparation of the Local Plan	Agree the recommendations.

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

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

## **4 Supporting Information**

### Introduction

- 4.1 The Spatial Strategy is an important part of the Local Plan which provides the vision and sets out what the pattern, scale and nature of development will be in Slough.
- 4.2 A consultation on the Spatial Strategy for the Local Plan for Slough was held between the 9<sup>th</sup> November and 11<sup>th</sup> January 2021. It had to be extended because of problems with the Council's website at the launch which meant that it had to go on beyond Christmas.
- 4.3 This report sets an initial analysis of the results of public consultation. A full report will be produced and published in due course.

### Level of response to the Consultation

- 4.4 Because of the restrictions imposed by the pandemic it was not possible to carry out a traditional consultation exercise with exhibitions and meetings. The

two main methods of communicating with people were through emailing everyone on the Local Plan database and by delivering a leaflet to every household in Slough. This was supplemented by adverts in the paper, press releases and a social media campaign. A new consultation hub website was set up to make it as easy as possible to find out more about the plan and its supporting documents and make their views known.

- 4.5 Planning Officers made presentations to a number of online meetings for organisations that requested them.
- 4.6 A total of 310 responses were received, mainly through the consultation hub, but also by email and letter.

**Table 2 - Method of participation**

<b>Method of Participation</b>	<b>Total</b>	<b>Percent</b>
Online Consultation Hub	237	76.45%
Email	65	20.97%
Email & Online Consultation Hub	3	0.97%
Petition	1	0.32%
Post	4	1.29%

- 4.7 This level of response is very disappointing but it is consistent with the general lack of public engagement that we tend to get with planning matters in Slough. It is considered that we got enough responses to the questions that we asked to at least get a flavour of what the public may be thinking.

**Table 3 - Participants by location**

<b>Participant Location</b>	<b>Total</b>	<b>Percent</b>
Slough Borough	151	63.71%
South Bucks District	83	35.02%
Others	3	1.27%

- 4.8 We also got a good response from statutory consultees, organisations and land owners which will help to inform the next stages in the preparation of the Local Plan.

**Table 4 - Participants' category**

<b>Participants</b>	<b>Total</b>	<b>Percent</b>
Slough Residents	151	48.71%
Residents from outside Slough	86	27.74%
Statutory Consultees, Internal Consultees and Other organizations	41	13.23%
Developer/Land owner	32	10.32%

- 4.9 The following sections set out an initial analysis of what can be described as the “public” and “professional” response to the consultation, with the former

mainly being expressed in the answers to the eight questions that we asked about the Spatial Strategy. .

#### 4.10 Overall Strategy

4.11 The purpose of the Spatial Strategy is to decide “what goes where” in the most sustainable way. In doing so it has a number of guiding principles. These are that:

- We should aim to meet as many of our needs as possible in Slough, or as close as possible to where the needs arise.
- Development should be located in the most accessible locations, which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- We should promote inclusive growth with more of the wealth generated in Slough staying in Slough.

4.12 As a result Slough should be a place where people want to “*work, rest, play and stay*”.

4.13 There was general support for this overall approach with nobody suggesting a radical new strategy. This is important because it means that we can now proceed with the next stages in the production of the Local Plan.

4.14 The overall strategy is also a continuation of the principles set out in the Core Strategy, albeit with a much larger scale of development. This means that there is no need for any new interim policies and so we can continue to apply the policies in the Local Plan, Core Strategy and Site Allocations document in the short term.

#### Housing Shortfall

4.15 The Spatial Strategy envisages that there will be a shortfall of around 5,000 houses in Slough over the Local Plan period. This is one of the most contentious aspects of the strategy.

4.16 One of the standard questions that we asked was “*Do you think it is acceptable to plan for a shortfall of homes within the Borough boundary and promote the cross border expansion instead?*”

4.17 The results showed that around 59% of respondents agreed and 41% disagreed.

4.18 We did not ask a specific question about Green Belt policy but it was clear from the comments that this was one of the main factors which influenced people’s views. The response was also affected by where people lived. The table below shows that residents outside of Slough were overwhelmingly opposed to the

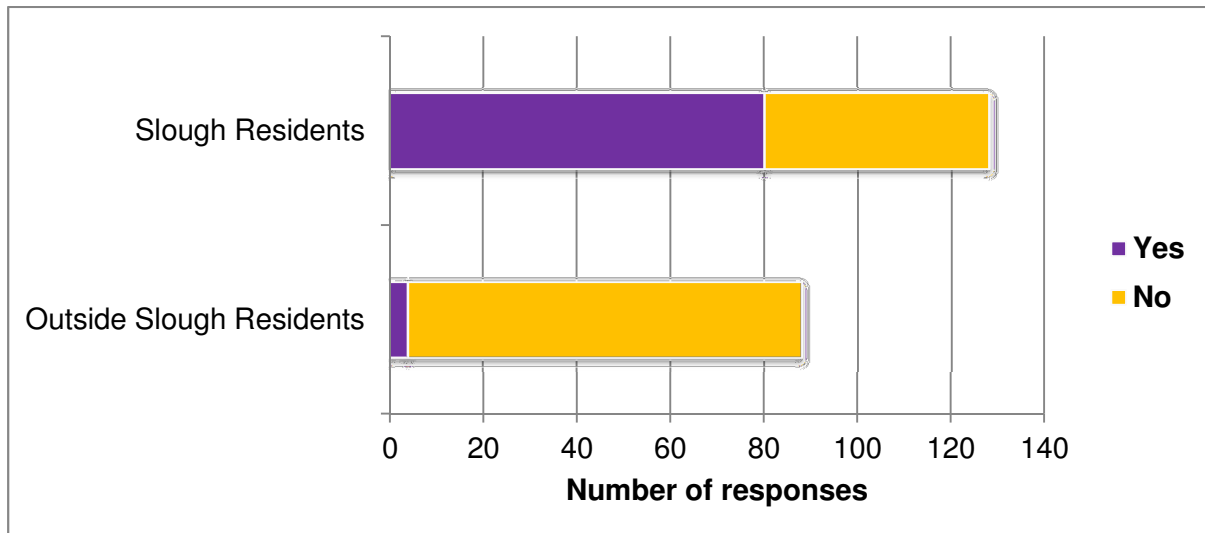


cross border expansion of Slough.

**Table 5 - Residents' response to the housing shortfall**

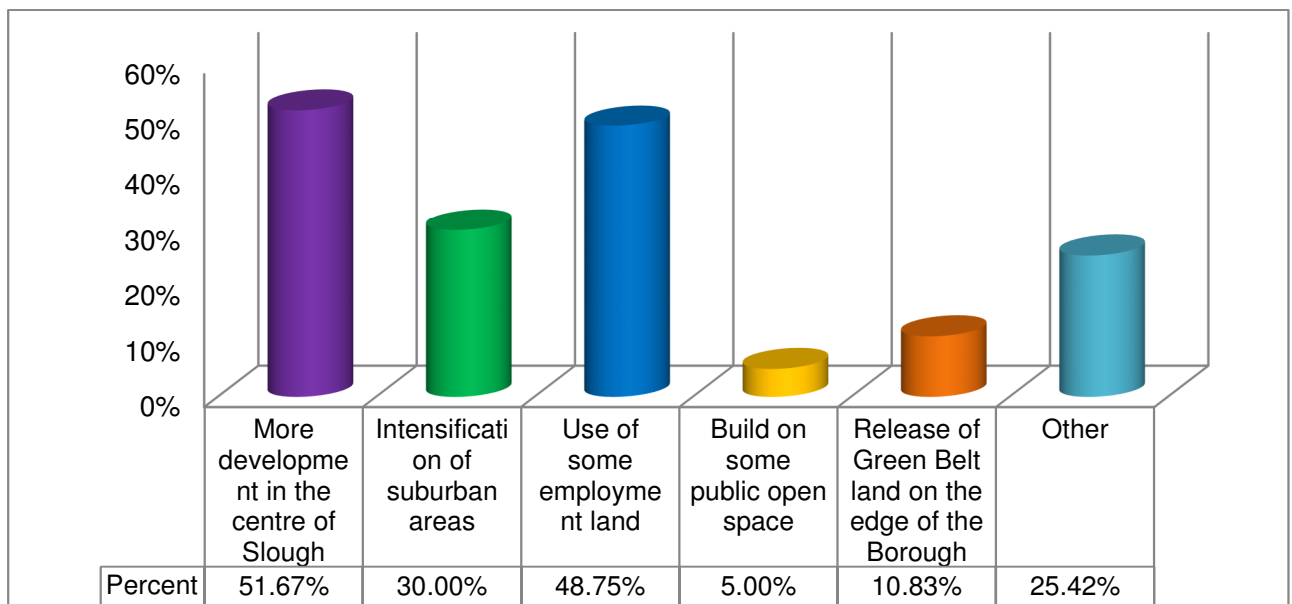
Option	Slough Residents	Outside Slough Residents
Yes	62.50%	4.55%
No	37.50%	95.45%

**Diagram 1 - Residents' response to the housing shortfall**



4.19 One of the other questions that we asked was “If you think that more homes should be built in Slough to meet local needs where should it be?”. The diagram below shows that there was a range of suggestions as to where this should go.

**Table 6 - Place for more homes in Slough**



- 4.20 Although the Spatial Strategy was not seeking to make site allocations at this stage it should be noted that only one new site was suggested within the urban area of Slough which had not been considered before. The location of the sites that were suggested in the urban area are shown in Appendix A.
- 4.21 The critical point is that, while it may be possible to continue to reduce the shortfall of housing in Slough, it is very unlikely that sufficient brownfield land can be found for 5,000 more houses. Even if more sites can be found there is some doubt as to whether it would be possible to actually build them at the required rate or deliver the range of housing that is needed.
- 4.22 As a result the Local Plan will have to continue to be prepared on the basis that there will be a shortfall in housing within Slough.

#### Wealth Creation and Employment

- 4.23 The Spatial Strategy aims to create 15,000 new jobs in Slough but, because of a shortage of land, has not been able to identify a range of sites for achieving this. As a result it is heavily dependent upon creating new office jobs in the Centre of Slough.
- 4.24 One of the questions asked was “*In order to create more jobs in Slough, can you suggest any alternative to office development?*” The results of this are shown in the table below which represents the most common answers.

**Table 7 - Wealth creation and employment**

<b>Most Repeated Ideas for the creation of jobs</b>
Leisure and culture
More retail shops and Revitalising the High Street
Revitalising the High Street
Big shopping Centre
Green industries and Light manufacturing
Incentivise businesses to come to Slough
Flexible/Rentable workspace
Education
Hospitality
Reuse of existing buildings empty homes/commercial spaces/offices
Warehouse, Distribution, Logistic
Airport-related development
SME and entrepreneurship investment
Apprenticeships Schemes
More Offices in Trading Estate
Retail parks

- 4.25 It should be noted that a number of new sites for warehousing were identified in the Colnbrook and Poyle area. These are considered in the section on the

Strategic Gap below.

### Key Components of the Spatial Strategy

4.26 The Spatial Strategy has five key components. These can be summarised as:

- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
- **Selecting** other key locations for appropriate *sustainable* development;
- **Enhancing** *our distinct suburbs, vibrant neighbourhood centres and environmental assets*;
- **Protecting** the “Strategic Gap” between Slough and Greater London;
- **Promoting** the cross border expansion of Slough to meet unmet housing needs.

4.27 The response to each of these key components is set out below.

#### Delivering major comprehensive redevelopment in the “Centre of Slough”

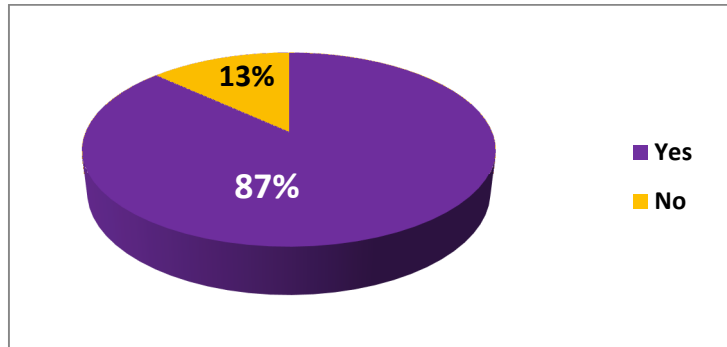
4.28 The overall guiding principle for the Spatial Strategy is that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.

4.29 As a result concentrating development in the Centre of Slough is at the heart of the Spatial Strategy. The “square mile”, as it is sometimes referred to, will provide the bulk of housing that will be built in the Borough. The proposed expansion of the Central Business District with new office development provides the main opportunity for employment growth in Slough.

4.30 The Spatial Strategy assumes that there will be significant reduction in the amount of retail floorspace in the Centre of Slough but seeks to ensure that there will be a vibrant quality retail offer which can attract new business, meet the needs of future residents in the centre and continue to serve the existing local community.

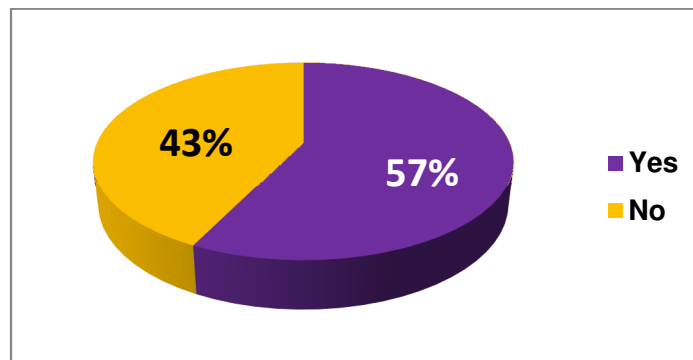
4.31 Three of the standard questions asked in the consultation related to the centre of Slough. The first asked “*Do you think that the Centre of Slough is the right place for major developments?*” 87% of the people who answered this question agreed with this.

Diagram 2 - Centre of Slough (Questions 1)



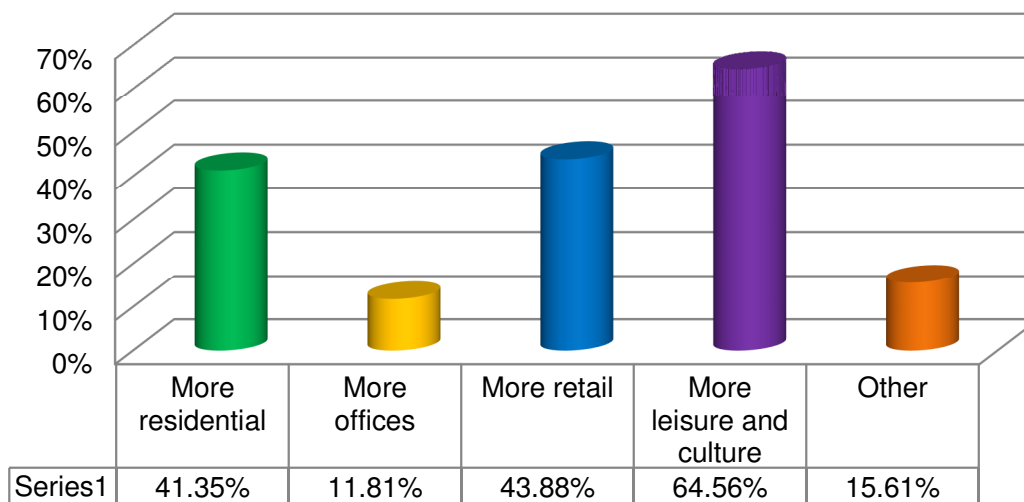
4.32 The second question asked “Do you think that the Centre of Slough has more capacity for major developments than is being proposed?” Around 57% of people thought that there was scope for more major development in the Centre of Slough.

Diagram 3 - Centre of Slough (Questions 2)



4.33 The third question was “Do you think that the Centre of Slough should have a different mix of uses in the future?” The results below shows that there was high demand for more leisure and culture, more retail and residential within the Centre of Slough.

Diagram 4 - Centre of Slough (Questions 3)



4.34 It should be noted that since responding to the consultation, British Land have decided to adopt a new approach to the redevelopment of the Queensmere and Observatory shopping centres. They have written a letter stating that they propose to have a residential led scheme with up to 2,500 units. The level of workspace would be reduced to 50,000m<sup>2</sup> and there would be around 15,000m<sup>2</sup> of retail / food and beverage. This could have a number of implications for the mix of uses in the centre of Slough and the Local Plan in general.

4.35 The other significant change since the consultation ended is that it has been announced that the Akzo Nobel site is now proposed to be developed with data centres rather than warehousing. This would reduce traffic in the centre of Slough but also reduce still further the opportunity for a range of new jobs.

Selecting other Key Locations for appropriate sustainable development

4.36 The Spatial Strategy recognised that, because of the shortage of land, there are limited opportunities for major development outside of the centre of Slough. The major employment areas such as Slough Trading Estate and the Poyle Trading Estate are already fully built up and so any a development here would have to be in the form of redevelopment.

4.37 The Spatial Strategy identified opportunities for some new housing in Chalvey and in Cippenham. There is some support for the later site but it has not been possible to come up with a scheme that deals with the site constraints and flooding issues.

4.38 There wasn't a specific question related to this part of the Strategy in the consultation but a number of sites were put forward for development.

4.39 SEGRO have once again promoted the development of the land adjacent to

Kennedy Park which currently suffers from contamination.

- 4.40 National Grid have identified the land adjacent to the sub station in Keel Drive as being capable of being used as part of the regeneration of Chalvey.
- 4.41 The Councils Housing Department continues to promote the development of the land at Weekes Drive for housing. Part of this is public open space and so would be contrary to the policy of protecting this.
- 4.42 The most interesting new proposal to come forward is the proposal to redevelop the Marriott Hotel on the London Road in Langley. There are a number of environmental problems with this site, but it could provide the opportunity for major housing development. There is also the opportunity for some retail on the site but it is not particularly well located to become a new neighbourhood centre.
- 4.43 The overall conclusion remains that there is limited scope for identifying new Selected Key Locations for development within the urban area.

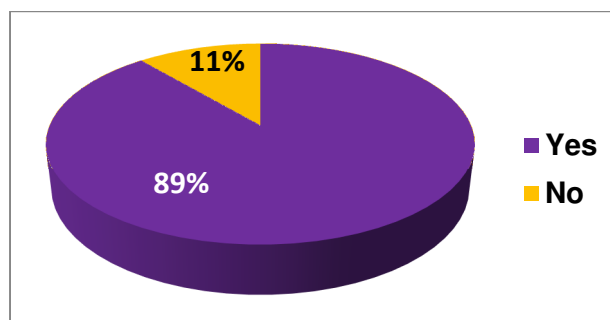
#### Green Belt Releases in Slough

- 4.44 It is recognised that there may have to be Green Belt releases in Slough in order to meet housing needs and the need for family housing in particular. Ten possible sites were identified in the Issues and Options consultation and these sites were flagged up again in the Spatial Strategy.
- 4.45 It was not considered possible to make any decisions about these sites until the Wider Area Growth Study has been completed. Unfortunately this has been delayed partly because the new Buckinghamshire Authority has decided to withdraw from the joint working. Part 2 of the study is, however, now continuing using the methodology that was previously agreed and the initial results should be available in the next few months. This should allow us to carry out a public consultation on the possible Green Belt sites within Slough in the summer.
- 4.46 There were a number of objections to the principle of Green Belt releases and some objections to the individual sites as part of the responses to the Spatial Strategy. It is not proposed to respond to these now but we will take account of them when we carry out the next consultation in the summer.
- 4.47 Proposals were submitted by landowners for some of the possible sites at Wexham, Rochford Gardens, Market Lane and south of Blenheim Road. It is also not proposed to respond to these but they will be taken into account when preparing the document for consultation in the summer.

#### Protecting the Suburbs Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets;

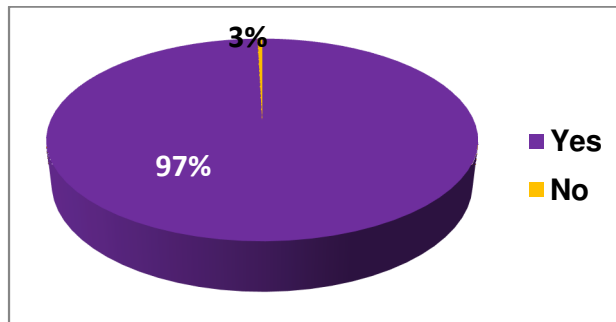
- 4.48 Enhancing the areas where most people live is an important part of the Spatial Strategy. The “Protecting the Suburbs” study showed why it was not practical, viable, sustainable or desirable to allow any of the family housing to be lost. There is, however, scope for redevelopment on non-garden land such as garage courts and other brownfield sites.
- 4.49 It is also important that we protect and enhance the open spaces, parks and other assets of community value within the residential areas in order to support healthy and active lifestyles.
- 4.50 At the same time we want our district/neighbourhood centres to be vibrant and have an improved range of facilities within them so that people are able to “live locally” if they want to, without the need to travel.
- 4.51 One of the questions asked was *“Do you think that the plan should protect the family housing and distinct character and environment of the suburbs?”* There was strong support for this, with 89% agreeing.

**Diagram 5 - Protecting the family housing, distinct character and environment of the suburb**



- 4.52 Another question was *“Do you agree that we should protect and enhance local facilities so that residents can make more use of what is in their local neighbourhood?”* The results show that the respondents overwhelmingly support this approach. This supports one of the key themes in the Spatial Strategy of enabling people to “live locally”.

Diagram 6 - Living Locally



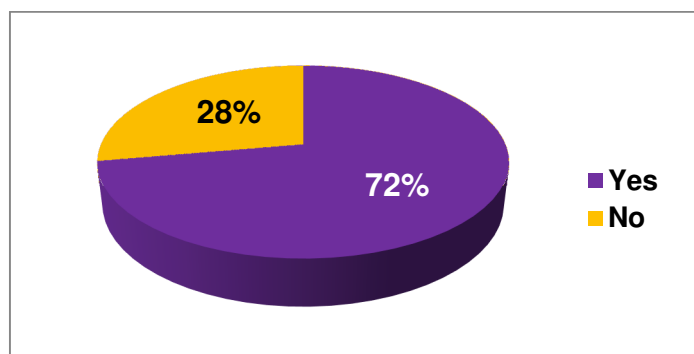
- 4.53 Protecting the suburbs does not appear to be a particularly controversial issue, even though it is one of the biggest policy decisions being made in the Spatial Strategy. It should be noted that this was supported not just by the public but also by organisations such as the Home Builders Federation. Where there were concerns, these were mainly about ensuring that redevelopment could continue on brown field sites such as garage courts which are allowed under the Strategy.
- 4.54 It should be noted, however, that amongst those people who did not agree that Slough should plan for a shortfall in housing, building in the suburbs was an alternative option put forward by 18%.
- 4.55 Nevertheless it is considered that the preparation of the Local Plan should continue on the basis that there will not be a significant supply of housing from the suburban residential areas which are needed for family housing.

#### Protecting the Strategic Gap between Slough and Greater London

- 4.56 For the purposes of the Local Plan it is now assumed that proposals for the third runway will not come forward in the short to medium term which means that if they do, they can be dealt with by a review of the plan.
- 4.57 As a result the Spatial Strategy seeks to protect the Green Belt, Colne Valley Park and Strategic Gap between Slough and Greater London. This will also effectively safeguard land from being developed which could be needed for the expansion of the airport in the future.
- 4.58 One of the questions was *“Do you think that it is right to restrict development in the Colnbrook and Pyle area in order to protect the Strategic Gap, Green Belt and Colne Valley Park.*
- 4.59 There was considerable support for protecting the Strategic gap with 72% agreeing. It should be noted that many respondents appear to support this in order to prevent the expansion of Heathrow.



Diagram 6 – Strategic Gap Question



4.60 It should be noted that there were a number of proposals from land owners for employment and housing development throughout the Colnbrook and Poyle area as shown on Appendix A. It was argued that this is needed to meet the needs for warehousing in particular. This shows how much pressure there is for development in this already fragmented area. It also shows how difficult it would be to make exceptions to the restraint policy without risking large scale development in the Colnbrook and Poyle area and compromising the ability of the airport to expand in the future.

#### Promoting the Cross Border Expansion of Slough to meet unmet housing needs

4.61 The question about “*whether it was acceptable to plan for a shortfall of housing in the Borough and promote the cross border expansion of Slough*” has been considered above.

4.62 A number of sites outside of the Borough have been submitted for development as shown in Appendix A. The Spatial Strategy does not, however, seek to identify where this development should go because this will be partly considered by the Growth Study. As a result it is not proposed to comment on any of the sites at this stage.

#### Future Work

4.63 It is acknowledged that there are some gaps in our evidence base. This is partly the result of uncertainty caused by Covid-19 and the current difficulty that we have in predicting the future. There has also been some uncertainty about Government policy and housing numbers in particular.

4.64 Respondents have also flagged up the need for more technical work to be carried out in a number of areas listed below. It is important to note that the evidence base for the Local Plan has to be “proportionate”.

4.65 We have secured some consultancy time from the Planning Advisory Service (PAS) and one of the areas that they will be able to advise on is what the priorities should be. This will inform our detailed work programme for the next

financial year.

- 4.66 The Spatial Strategy did not make any site allocations or contain any policies. An important part of the future work stream will be identifying sites for development and developing the policies that will be necessary to implement the Spatial Strategy and complete the Local Plan. This will involve ensuring that the plan is properly coordinated with all of the Council's other strategies. In order to help to achieve this a Local Plan Board is being set up which will be chaired by the Chief Executive.
- 4.67 One pressing issue that needs to be dealt with is dealing with the impact of development upon the Burnham Beeches SAC which has been identified in the consultation and the Council's Appropriate Assessment. It is proposed that mitigation will be provided in Upton Court Park and Supplementary Planning Guidance will be drawn up to show how this can be delivered. It is envisaged that a consultation on this could take place during the summer at the same time as the Green Belt consultation.
- 4.68 The proposed future work programme for the preparation of the Local Plan will be reported to a future meeting of this Committee once we have a clearer understanding of what evidence needs to be produced and we know what resources will be available.

## **5 Conclusions**

- 5.1 The Spatial Strategy is an important part of the Slough Local Plan which will set out what the pattern, scale and quality of development will be in Slough. The results of public consultation show that there is no need to change the overall strategy and the detailed comments can be used to inform the next stages of the preparation of the Local Plan.

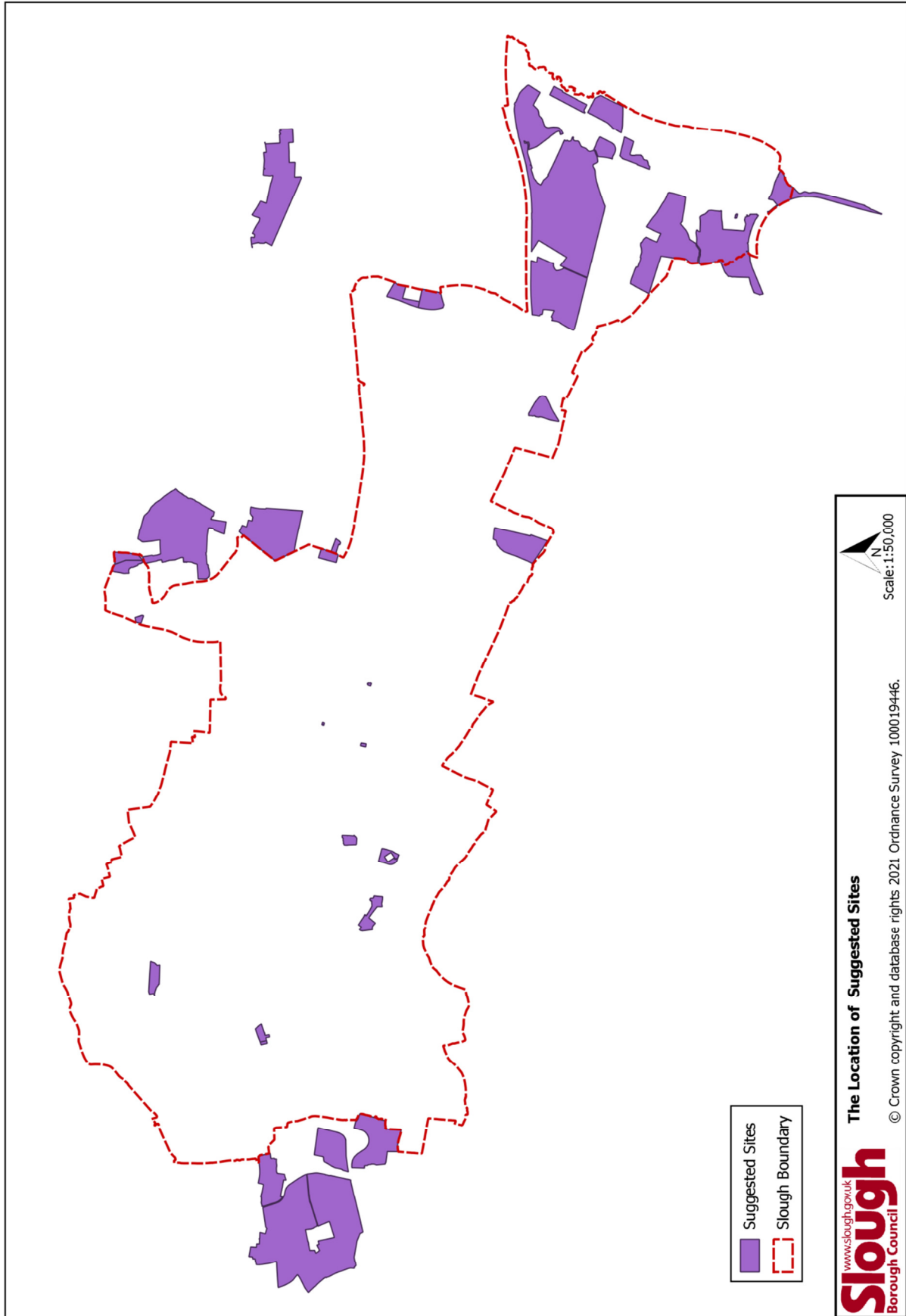
## **6 Background Papers**

Spatial Strategy Consultation November 2020

## **7 Appendices**

Appendix A – Figure (1) The location of the suggested sites for development.

Figure 1- The location of suggested sites



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**SLOUGH BOROUGH COUNCIL**

REPORT TO: PLANNING COMMITTEE

DATE: March 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>
X/00789/042	The Porter Building, Brunel Way, Slough, SL1 1FQ  Prior approval application for the installation of 6 No. antenna apertures, 4 No. 600mm diameter dishes, 7 No. equipment cabinets and supporting steelwork onto rooftop, plus ancillary development	Appeal Dismissed  27 <sup>th</sup> January 2021



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## Appeal Decision

Site visit made on 12 January 2021

by **J P Longmuir BA (Hons) DipUD MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 27 January 2021

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**Appeal Ref: APP/J0350/W/20/3259174**

**The Porter Building, Brunel Way, Slough, SL1 1FQ**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under a development order.
  - The appeal is made by MBNL Ltd against the decision of Slough Borough Council.
  - The application Ref X/00789/042, dated 10 February 2020, was refused by notice dated 2 April 2020.
  - The development proposed is prior approval for installation of 6No. antenna apertures, 4No. 600mm diameter dishes, 7No. equipment cabinets and supporting steelwork onto rooftop, plus ancillary development.
- 

### Decision

1. The appeal is dismissed.

### Procedural Matter

2. The provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (GPDO 2016), under Article 3(1) and Schedule 2, Part 16, Class A, Paragraph A.3(3) require the local planning authority to assess the proposed development solely on the basis of its siting and appearance, taking into account any representations received. My determination of this appeal has been made on the same basis.

### Planning Policy

3. The principle of development is established by the GPDO 2015 and the provisions of Schedule 2, Part 16, Class A of the GPDO 2015 do not require regard to be had to the development plan. I have had regard to the policies of the development plan and the National Planning Policy Framework (Framework) only in so far as they are a material consideration relevant to matters of siting and appearance.

### Main Issue

4. The main issue is the effect of the proposal on the character and appearance of the area, including Slough station, and whether any harm would outweigh the benefits.

### Reasons

5. The appeal site is within the centre of Slough. The proposed structures would be on the rooftop of the Porter Building, which is a tall, symmetrical, striking

- tower block. It has vertically orientated windows which emphasise its grandeur and the roofscape currently appears unbroken.
6. Opposite the Porter Building (to the north) and lower is Slough railway station. This is grade II listed and is notable for its very ornately curved tiled roofline, with oriel windows, rich eaves detailing and pilasters. The other side (to the south) of the Porter Building is Wellington Street, the main thoroughfare in the heart of Slough, which due to the relative height offers a notable view of the Porter Building and the station.
  7. There is some existing shrouding on the roof which conceals air conditioning units. However, the vertical poles, would be towards the edges of the roof and up to 4.06m in height and consequently would be seen in the above view from Wellington Street.
  8. The structures would spoil the crispness of the clean lines of the Porter Building itself, detracting from its simple form and fenestration. Its stature would be undermined. The eye would also be drawn away from the station by the clutter. The station and its roof in particular would cease to be the focal point.
  9. I therefore conclude that the proposal would spoil the character and appearance of the area.
  10. I have had regard to Core Policy 9 of the Slough Local Development Framework Core Strategy which seeks to enhance and protect the historic environment and the distinctiveness of the existing buildings. Paragraph 189 of the Framework requires proper assessment of the heritage asset, paragraph 194 highlights the need to protect setting and paragraph 196 requires that harm is weighed against the public benefits. Paragraphs 127 and 130 seek to enhance the character of an area.
  11. The mast is needed to replace the loss of the existing high street base station due to the pressure for its redevelopment. The proposal is also an opportunity to provide enhanced coverage. Two mobile networks are dependent upon the equipment and the coverage maps indicate a potential gap in the network. There are constraints on finding suitable sites and I note that alternative sites have been considered in accordance with the Code of Best Practice on Mobile Network Development in England. Additionally, Paragraph 112 of the Framework emphasises the economic importance of telecommunications infrastructure. However, paragraph 113 of the Framework mentions the need for sympathetic design and camouflage. I acknowledge that the appellants suggest that any harm would be temporary and removable. I have also noted the examples of other appeal decisions but do not have sufficient information to consider whether they are wholly comparable to the particular characteristics of this site. Given the prominence of the appeal site and its contribution to the important views, the benefits of the proposal would not outweigh the harm.

## **Conclusion**

12. I therefore conclude that the appeal should be dismissed.

*John Longmuir*

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	P		
M. Holledge	P	P	P	Ap	P	P	P*	P	P	P*		
Ajaib						P	P	P	P	P		
Davis	P	P	Ap	P	P	P	Ap	Ap	Ap	P		
Gahir	P	P	P	P	P	P	P	P	P	P		
Mann	P	P	P	P	P	P	P	P	P	P		
Minhas	P	P	P	P	P	P	P	Ap	P	P		
Plenty	P	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		

P = Present for whole meeting  
 Ap = Apologies given

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

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