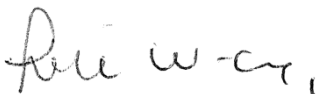


Date of issue: Tuesday, 20 July 2021

MEETING	PLANNING COMMITTEE (Councillors Ajaib (Chair), A Cheema (Vice-Chair), Dar, J Davis, R Davis, Gahir, Mann, Muvvala and S Parmar)
DATE AND TIME:	WEDNESDAY, 28TH JULY, 2021 AT 6.30 PM
VENUE:	COUNCIL CHAMBER - OBSERVATORY HOUSE, 25 WINDSOR ROAD, SL1 2EL
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	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

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

-

-

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

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	-
3.	Minutes of the Last Meeting held on 23rd June 2021	3 - 8	-
4.	Human Rights Act Statement - To Note	9 - 10	-
PLANNING APPLICATIONS			
5.	P/00114/008 - Garages Rear Of 1, Alexandra Road, Slough, SL1 2NQ <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	11 - 30	Chalvey
6.	P/06651/103 - Units 2C, 3A, 3B, Slough Retail Park, Twinches Lane, Slough, SL1 5AL <i>Officer's Recommendation: Approve</i>	31 - 62	Cippenham Meadows
7.	P/03138/014 - 10 The Grove, Slough, SL1 1QP <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	63 - 88	Central
8.	P/01158/033 - 19-25, Lansdowne Avenue, Slough, SL1 3SG <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	89 - 120	Elliman
9.	P/00827/032 - 10, Albert Street, Slough, SL1 2BU <i>Officer's Recommendation: Delegate to the Planning Manager</i>	121 - 154	Central
MATTERS FOR INFORMATION			
10.	Planning Appeal Decisions	155 - 172	-
11.	Members' Attendance Record	173 - 174	-
12.	Date of Next Meeting - 15th September 2021	-	-

Press and Public

Attendance and accessibility: You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before any items in the Part II agenda are considered. For those hard of hearing an Induction Loop System is available in the Council Chamber.

Webcasting and recording: The public part of the meeting will be filmed by the Council for live and/or subsequent broadcast on the Council's website. The footage will remain on our website for 12 months. A copy of the recording will also be retained in accordance with the Council's data retention policy. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

In addition, the law allows members of the public to take photographs, film, audio-record or tweet the proceedings at public meetings. Anyone proposing to do so is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

Emergency procedures: The fire alarm is a continuous siren. If the alarm sounds Immediately vacate the premises by the nearest available exit at either the front or rear of the Chamber and proceed to the assembly point: The pavement of the service road outside of Westminster House, 31 Windsor Road.

Covid-19: To accommodate social distancing there is significantly restricted capacity of the Council Chamber and places for the public are very limited. We would encourage those wishing to observe the meeting to view the live stream. Any members of the public who do wish to attend in person should be encouraged.

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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, 23rd June, 2021.

Present:- Councillors Ajaib (Chair), A Cheema (Vice-Chair), Dar, J Davis, R Davis, Gahir, Mann, Muvvala and S Parmar

Apologies for Absence:- None.

PART I

12. Declarations of Interest

Items 6 (Minute 18 refers) – Cricket Club, Upton Court Road and 8 (Minute 20 refers): Councillor Ajaib declared that he lived in the Upton ward but the application sites were not close to his home. He stated that he had an open mind and would participate and vote on the applications.

Item 11 (Minute 23 refers) – 2A Bower Way: Councillor R Davis declared that the application was in his ward (Cippenham Green). He stated that he had an open mind and would participate and vote on the application.

Item 11 (Minute 23 refers) – 2A Bower Way: Councillor Councillor J Davis declared that the application was in her ward (Cippenham Green). She stated that she had an open mind and would participate and vote on the application.

Item 11 (Minute 23 refers) – 2A Bower Way: All members of the Committee has received emails from the applicant, copies of which had been forwarded to democratic services and planning officers. All members participated and voted on the application.

13. Guidance on Predetermination/Predisposition - To Note

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

14. Minutes of the Last Meeting held on 26th May 2021

Resolved – That the minutes of the meeting held on 26th May 2021 be approved as a correct record.

15. Human Rights Act Statement - To Note

The Human Rights Act statement was noted.

16. 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. Members confirmed that they had received and read it prior to the consideration of planning applications.

Planning Committee - 23.06.21

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/10482/013 – Cricket Club, Upton Court Road: two objectors and the applicant and agent addressed the Committee.

Application P/01125/008 – 2A Bower Way, SL1 5HX: at the request of the applicant and with the agreement of the chair, the clerk read a statement on behalf of the applicant.

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.

17. P/00114/008 - Garages Rear Of 1, Alexandra Road, Slough, SL1 2NQ

As recorded on the Amendment Sheet, the item had been withdrawn from the agenda as it had come to light that an incorrect certificate of ownership had been submitted with the application. The application was therefore deferred until this matter was addressed.

18. P/10482/013 - Cricket Club, Upton Court Road, Slough, SL3 7LT

Application	Decision
Planning application for a new cricket pitch with supporting changing room building, scoreboard store, practice nets, low level fencing, ball stop screen and all associated works.	Delegated to the Planning Manager for approval, subject to finalising conditions and any other minor changes.

19. P/02028/008 - Thomas House, Petersfield Avenue, Slough SL2 5EA

Application	Decision
Demolition of the existing building (Use Class B2) and construction of a 5 storey building with lower ground parking, to accommodate 18 residential units (Use Class C3) with associated works.	Delegated to the Planning Manager for approval subject to: 1. No objections that raised substantive additional issues arising from re-consultation having been received by 25th June 2021;

Planning Committee - 23.06.21

	<ol style="list-style-type: none"> 2. Satisfactory resolution of surface water drainage issues; 3. Satisfactory provision of refuse / recycling storage, visitor cycle storage and basement car park provision for disabled car space and confirmation of cycle spaces; 4. The satisfactory completion of a Section 106 Agreement to secure infrastructure made necessary by the development; and 5. Finalising conditions and any other minor changes; <p>Or:</p> <p>Refuse the application if the completion of the above had not been satisfactorily completed by 23rd December 2021 unless a longer period was agreed by the Planning Manager, or Chair of the Planning Committee.</p>
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20. P/06350/002 - Gurney House, Upton Road, Slough, SL1 2AE

Application	Decision
<p>Construction of a residential development containing 16 terrace houses including the following elements: New build, park facing 16 terraced house scheme 3 bedrooms plus 1 study per house electric car charging points for each house Secure gated development landscaped works minor modifications to boundary walls.</p>	<p>Delegated to the Planning Manager for approval subject to:</p> <ol style="list-style-type: none"> 1. Securing a satisfactory drainage strategy in consultation with the lead local flood authority 2. The satisfactory completion of a Section 106 to secure the following: <ol style="list-style-type: none"> a) £218,578 Affordable Housing contributions b) 386,992 Education Contributions

Planning Committee - 23.06.21

	<p>c) Financial contributions or works by the developer to provide of at least two new lighting columns by footway between Upton Road and Lascelles Park.</p> <p>d) Revoking parking permits for future occupiers</p> <p>3. Agreement of the pre-commencement conditions with the applicant/agent; finalising conditions; and any other minor changes.</p> <p>Or:</p> <p>Refuse the application if the completion of the above had not been satisfactorily completed by 23rd December 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.</p>
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21. P/06651/103 - Units 2C, 3A, 3B, Slough Retail Park, Twinches Lane, Slough, SL1 5AL

As recorded on the Amendment Sheet, the application had been withdrawn from the agenda pending updates to the Committee report. The application would be deferred to a future meeting of the Committee.

22. P/00226/045 - 253-257, Farnham Road, Slough, Berkshire, SL4 4LE

Application	Decision
<p>Change of use at ground floor from nursery (D1 Use Class) to provide 3 x self-contained ground floor residential flats (C3 Use Class) together with integral cycle parking , undercroft parking and external alterations to the facades of the building and erection of two storey extension at roof level above the first floor (subject to conversion to 9 residential units under the Prior Approval Ref: F/00226/040) to provide an additional 11 self-contained residential flats (net</p>	<p>Delegated to the Planning Manager for refusal for the reasons set out in section 1.3 of the committee report.</p>

Planning Committee - 23.06.21

increase in 14 x flats excluding the first floor). External railing enclosure, boundary treatment, parking, and landscaping.	
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23. P/01125/008 - 2A, Bower Way, Slough, SL1 5HX

Application	Decision
Demolition of existing building and construction of 11 no flats. 6 x 2 bedroom flats and 5 x 1 bedroom flats with 12 car parking spaces/12 cycle storage spaces and amenity space at the rear.	Refused, for the reasons set out in paragraph 21.1 of the committee report.

24. Developer contributions for natural habitat at Upton Court Park

The Special Projects Planner introduced a report that sought agreement to the principle of seeking developer contributions via Section 106 planning obligations for increasing natural habitat at Upton Court Park and other recreation spaces in Slough.

The purpose was to address the Council's duty under the Habitat Regulations as local planning authority regarding reducing visitor pressure, as a result of new residential development, on sensitive habitat at Burnham Beeches, which was a Special Area of Conservation. Part of the mitigation strategy could be to create alternative natural or semi natural habitat spaces that could be used for informal recreation. These alternative spaces would attract visitors that may otherwise have visited Burnham Beeches and increase biodiversity in those locations. The Council's parks team had prepared a masterplan for Upton Court Park which included a range of enhancements to make the park more attractive for local recreation and Natural England had agreed this would count as suitable mitigation towards the visitor pressures at Burnham Beeches. Other open spaces in the town could be considered for similar enhancements in the future. If approved in principle the Committee would receive a further report on the Supplementary Planning Document.

Members welcomed the principle of improving Slough's open spaces to mitigate some of the pressures on Burnham Beeches. The Committee discussed how the charges had been calculated and how works at Upton Court Park and indeed Burnham Beeches were determined. At the conclusion of the discussion the recommendations were agreed.

Planning Committee - 23.06.21

Resolved –

- (a) That the principle of seeking developer contributions via Section 106 planning obligations for increasing natural habitat at Upton Court Park and other recreation spaces in Slough is agreed.
- (b) That details of the precise contributions sought are incorporated in, initially, supplementary planning guidance and subsequently in a draft Supplementary Planning Document.

25. Planning Appeal Decisions

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

Resolved – That details of planning appeals be noted.

26. Members' Attendance Record

Resolved – That the record of Members' attendance for 2021/22 be noted.

27. Date of Next Meeting - 28th July 2021

The date of the next meeting was confirmed as 28th July 2021.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.39 pm)

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

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

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

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

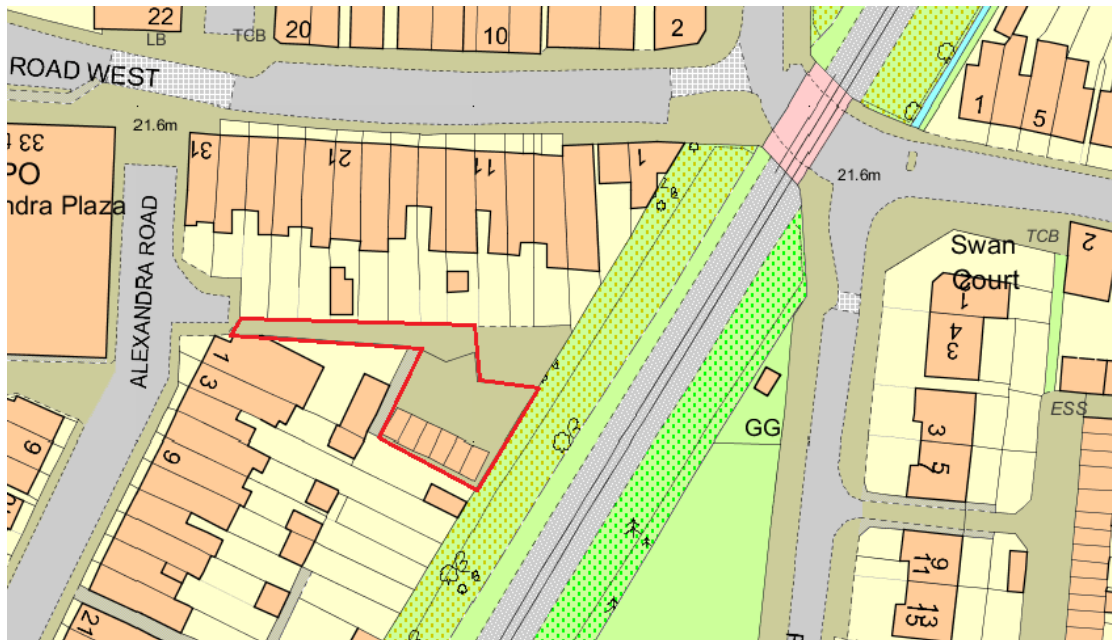
	OLD USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest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

	OFFICER ABBREVIATIONS
DR	Daniel Ray
ADJ	Alistair de Jeux
PS	Paul Stimpson
NR	Neetal Rajput
HA	Howard Albertini
JG	James Guthrie
SB	Sharon Belcher
IK	Ismat Kausar
CM	Christian Morrone
AH	Alex Harrison
NB	Neil Button
MS	Michael Scott
SS	Shivesh Seedhar
NJ	Nyra John
KP	Komal Patel
WD	William Docherty

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Registration Date:	06-Jan-2021	Application No:	P/00114/008
Officer:	Alex Harrison	Ward:	Chalvey
Applicant:	Emil and Gaynor	Application Type:	Major
		13 Week Date:	07/04/2021
Agent:	Ahmad Alam, MZM Associates, 31 Gordon Road, Maidenhead, SL6 6BR		
Location:	Garages Rear Of 1, Alexandra Road, Slough, SL1 2NQ		
Proposal:	Demolition of existing garages and construction of 1no. two bedroom and 2no. one bedroom flats		

Recommendation: Delegate to planning manager to approve



P/00114/008 – Garage at 1 Alexandra Road, Chalvey Slough

1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application was deferred from the Committee meeting of 26 May 2021 to allow for a Members Site Inspection.
- 1.2 Under the current constitution this application is being brought to Committee following a call-in request from Ward Cllrs Sharif and Sandhu.
- 1.3 Having considered the relevant policies set out below, the representations received from all consultees and neighbouring residents, as well as all other relevant material considerations, it is recommended that the application is delegated to the Planning Manager to be approved subject to conditions once the following issue is addressed:
- Drainage details provided to satisfy the Network Rail holding objection.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Full planning permission is sought for the demolition of existing structures on the site and redevelopment to provide a two storey building that houses 3no flats with associated parking and amenity space.
- 2.2 The development would provide 2no 1-bed flats and 1no 2-bed flat. Each flat has an allocated parking space and each unit has amenity space with the ground floor unit having access to a small garden area and the first floor flats having balconies.
- 2.3 The application is a resubmitted scheme following an earlier planning application for similar development proposal which was dismissed at appeal by the Planning Inspectorate, ref: P/00114/007.

3.0 Application Site

- 3.1 The application site lies at the rear of a terrace of dwellings on the east side of Alexandra Road and the rear of another terrace of dwellings on the south side of Chalvey Road West. There is an outbuilding at the rear of the garden of no. 1 Alexandra Road, which is close to the perimeter of the site.
- 3.2 The site is accessed from Alexandra Road by a short cul-de-sac that serves the rear of no. 1 Alexandra Road, as well as, 7 to 31 (odd) Chalvey Road West.
- 3.3 To the east is a steep embankment carrying the railway line from Slough to Windsor Central, which is heavily wooded, and track level is notably higher than the site.

- 3.4 The current premises are single-storey and lie on the southern boundary facing a courtyard hardstanding area. The premises are currently occupied by a car repair business and appear typical of such an operation, with cars in various states of repair and dis-repair, together with residual oil spillages. The site itself is fully enclosed by brick boundary walls with metal security gates at the access.
- 3.5 The access road was relatively wide and free of detritus though boundary treatment is somewhat poor and missing in parts. As an approach to the site it is functional but not overly conducive to a use by pedestrians.
- 3.6 There are no formal designations on the Proposals Plan; the site is not in a Conservation Area; the premises are not a Listed Building; and, there is no Flood Zone affecting the site.

4.0 Site History

4.1 The Following applications account for the planning history of the site:

4.2 P/00114/007

Demolition of existing garages and construction of 1no. two bedroom and 2no. one bedroom flats
Appeal against non-determination dismissed 3/11/20

P/00114/006

Removal of condition no.1 of approval no. P/00114/002 (Personal Permission)
Approved 23/03/01

P/00114/005

Extension to commercial garage and installation of 2 no hydraulic ramp
Approved 22/12/00

P/00114/003

Erection of a toilet
Approved 30/09/82.

P/00114/002

Use of premises for car repairs
Refused 08/06/81 though allowed on appeal 05/05/82.

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 19/01/21.

5.2 At the time of writing there have been 4 letters of objection. In summary the comments received are as follows:

- Emergency vehicles would not be able to access the properties due to the narrow drive.
- Increase in traffic flow.
- Inadequate daylight/sunshine assessment impact report on all

- surrounding properties.
- More congestion on the road and increase in air pollution.
- The proposed development would not be keeping with the design and character of the surrounding area and does not match the building line.
- Insufficient car parking spaces will adversely affect the amenity of surrounding properties through roadside parking on adjacent streets.
- Windows proximity causes overlooking to 1 and 7 Alexandra Road, 5 and 13 Chalvey Road West
- The building overshadows 1 Alexandra Road, causing loss of light.
- Parking will be adjacent to 1 Alexandra Road, causing noise, pollution and dust all times of the day and night.
- Development is close to the railway line.
- Development would encourage beds and sheds.

6.0 Consultations

6.1 Transport and Highways

Access

Vehicular access to the site is proposed via a narrow driveway which would be accessed from the hammerhead at the northern end of Alexandra Road. The driveway also appears to provide vehicular access to the rear of properties on Chalvey Road.

SBC require the applicant to provide the following further information regarding vehicular access:

- Provide the width of the proposed site access on the proposed site plan (Drawing No. PL-01-Rev-C).
- Swept path analysis of a fire tender to confirm if a fire tender can ingress/egress the proposed development using the proposed access.
- Swept path analysis which demonstrates a large car measuring 5.1m long can ingress/egress the site using the proposed access.
- The bifolding door displayed on the proposed site plan (Drawing No. PL-01-Rev-C) would appear to limit manoeuvring space for vehicles and should be removed.
- Confirmation that the proposals will not restrict access to the other properties.

Access by Sustainable Travel Modes

The site is situated 1.5km (19 minutes walk) from Slough Railway Station and 1100m (14 minutes walk) from the western entrance to Slough High Street.

Layout

It is requested that the applicant provide swept path analysis which demonstrates a vehicle can ingress/egress the site using the proposed site access and ingress/egress the proposed parking spaces. The swept path analysis should be completed using a large car measuring 5.1m in length.

Parking

Three parking spaces are proposed for the development at a ratio of 1 parking space per dwelling. The Slough Borough Council Parking Standards require the provision of 1 parking space + 0.5 communal spaces for the 1 bedroom

dwelling and 2 parking spaces per dwelling where all spaces are assigned. Therefore a total of 5 parking spaces would be required by the Slough Parking Standards. However the proposed 3 parking spaces are considered acceptable and will satisfy the desire to own a car at the proposed development.

EV Parking

The applicant is required to confirm whether Electric Vehicle Charging Points (EVCP) will be provided in accordance with the Slough Low Emissions Strategy (2018 – 2025). The Slough Low Emissions Strategy requires the provision of 1 EVCP per dwelling where parking spaces are allocated to each dwelling.

Cycle Parking

The proposed site plan (Drawing No. PL-01-Rev-C) does not display cycle parking. SBC Highways and Transport require the applicant to provide 1 secure, covered cycle space per dwelling. The SBC Developers Guide – Part 3: Highways and Transport provides the cycle parking standards for new development and requires that on residential developments, an individual secure store for each dwelling is required.

Servicing and Refuse Collection

The applicant is required to detail the servicing and refuse collection arrangements for the site. The location of the proposed bin stores would appear to exceed the recommended maximum carry distances. A maximum drag distance for residents of 30m from dwelling to bin collection point is specified by the Slough Borough Council Guidance: Refuse and Recycling Storage for New Dwellings (November 2018). The guidance recommends a maximum drag distance of 15m from dwelling to bin collection point.

Summary and Conclusions

Mindful of the above significant amendments are required before this application could be supported. If the applicant considers that they can address the comments that have been made then I would be pleased to consider additional information supplied.

6.2 Lead Local Flood Authority

In order for us to provide a substantive response, the following information is required:

- Background information on the proposed design. Including proposal; site; plans of surface water drainage and any SuDS featured in the scheme
- Evidence that the applicant understands the sensitivity of discharge points relating to the receiving water body. Where this is main river or discharging through contaminated land the LPA may have to consult the Environment Agency (EA)
- Evidence of and information on the existing surface water flow paths of undeveloped (greenfield) sites
- Evidence of and information on the existing drainage network for previously developed (brownfield) sites
- Evidence that the proposed drainage will follow the same pattern as the existing. This avoids directing flow to other locations.
- Identification of and information on areas that may have been affected

- by failures in the existing drainage regime
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753
- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the whole site; within different geologies and to a similar depth to the proposed infiltration devices. Tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930: 2015
- If not using infiltration for drainage - Existing and proposed run-off rate calculations completed according to a suitable method such as IH124 or FEH. Information is available from UK Sustainable Drainage: Guidance and Tools. Calculations must show that the proposed run off rates do not exceed the existing run-off rates. This must be shown for a one in one year event plus climate change and a one in one hundred year event plus climate change.
- If not using infiltration for drainage - Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonably practical, runoff volume should not exceed the greenfield runoff volume for the same event. This must be shown for a 1 in 100 year, 6 hour rainfall event
- If not using infiltration provide evidence of Thames water agreement to discharge to the public sewer with a capacity check.
- Maintenance regimes of the entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- Evidence that Urban Creep has been considered in the application and that a 10% increase in impermeable area has been used in calculations to account for this.

6.3 Contamination officer

No comments received to date.

6.4 Network Rail

Having consulted with relevant teams within Network Rail our drainage engineer issues a **holding objection** pending further information.

Due to the close proximity to Network Rail's boundary, we wish to see the

drainage plans for the site to determine the location of any attenuation tanks/soakaways etc as a means of surface water disposal. We also wish to see the outfall from the site as storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.

No works are to commence on site on any drainage plans without the acceptance of the Network Rail Asset Protection Engineers.

6.5 Thames Water

Waste comments

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.

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.

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

Water comments

On the basis of information provided, Thames water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames water recommends the following informative be attached to this planning permission. Thames water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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

6.6 Tree Officer

Within the development boundaries there is little room for any landscaping
Just looks nice on the Drawing with the green shading

But if we are to provide this development with a grass area
It will be located in a very shady and wet area, railway to rear building to front

Can I suggest that as a condition the use of Plastic Honeycomb Grass Reinforcement Tiles to provide a wear surface in the landscaping of the Amenity areas

This will help protect the value of the Amenity area from undue wear

6.7 Crime Prevention Design Advisor

Unfortunately, TVP does not regularly review applications under the 'Majors' threshold of 10 dwellings/1000 SqM. Therefore, I have not been able to assess the application documents or visit the site.

The only advice I can offer at this juncture is to encourage the applicant to incorporate the principles of crime prevention through environmental as described within the Secured by Design (SBD) Guidance document.

7.0 **Policy Background**

7.1 National Planning Policy Framework 2019:

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

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

- Core Policy 1 – Spatial Strategy
- Core Policy 3 - Housing Distribution
- Core Policy 4 - Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H11 – Change of use to residential
- H14 - Amenity Space
- T2 - Parking Restraint
- T8 - Cycling Network and Facilities

Other Relevant Documents/Guidance

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

- Interim Planning Framework for the Centre of Slough (reported to Committee 31 July 2019. Resolved to be adopted and approved for publication).

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 Housing 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.

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

On 1st November 2017 the Planning Committee approved further testing and consideration of the Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036.

7.3 On 26th August 2020 the Committee considered Local Plan Strategy Key Components. These key components are:

- 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.

8.0 Planning Considerations

- 8.1 The planning considerations for this proposal are:
- Principle of development
 - The previous appeal decision
 - 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

9.0 Principle of Development

- 9.1 The National Planning Policy Framework encourages the effective and efficient use of land. The proposals entail the loss of a business activity and the introduction of residential development.
- 9.2 Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Berkshire Strategic Housing Market Assessment has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years as a result any development within the urban area should consist predominantly of family housing.
- 9.3 Firstly, regarding the loss of the commercial use, it is noted that at paragraph 7.81 of the Slough LDF Core Strategy, it states there is a continuing need for a range of employment opportunities in the Borough to meet local needs. It is assumed that the current business activity provides for local needs; both in terms of employment and a service locally. However, there would be no “in principle” objection to the change of use to residential.
- 9.4 Whilst the loss of the extant use does not represent a policy issue, it is fundamental to ensure the site is fit for the proposed new end user, which is a residential use. The submission includes a report relating to contamination, which is dealt with below
- 9.5 Turning to the introduction of a residential use, it is noted that whilst Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states that in urban areas outside the Town Centre, new residential development will predominantly consist of family housing; the specifics of the site’s location does not lend itself to the provision of family housing.
- 9.6 So, given the site constraints, it is considered that a proposal for flatted accommodation would, in this instance, be consistent with the aim of policy directing the provision non-family housing to appropriate locations. Therefore, these proposals are acceptable in principle in respect of the accommodation type proposed.
- 9.7 Having regard to the National Planning Policy Framework and the Local

Development Plan, there are no objections to the principle of residential flatted development on this site. However the acceptability of the scheme is dependent on considerations made on the individual merits of this case and the impacts in respect of the planning issues identified above.

10.0 The Previous Appeal Decision

- 10.1 A previous application on this site (Ref: P/00114/007) was submitted to the Council proposing 2 dwellings and the applicant appealed against non-determination to the Planning Inspectorate.
- 10.2 The previous scheme was largely the same as the one submitted here with a few differences. Under the appeal process the Council advised the Inspectorate that the application would have been refused on two grounds relating to overdevelopment/harm to the character of the area and also harm to the amenity of neighbouring residents through overlooking to the south.
- 10.3 The Inspector considered the appeal and did determine to dismiss the proposal, upholding the Council's grounds in respect of harm to neighbouring residents. And concluded that the windows and balcony on the southern (rear) elevation would result in overlooking to neighbouring residents to the south.
- 10.4 The Inspector did not uphold the Council's reason in respect of over development and harm to the character of the area. In considering this issue the Inspector commented:
- From Alexandra Road, the site appears significantly set back and is also distanced from the rear of Chalvey Road West. Consequently, it would appear to have its own space and would not impinge appear cramped or overdevelopment.*
- 10.5 Further comments were made in respect of design that read:
- The elevations of the flats would be more contemporary compared with the adjacent terraces. Nonetheless they would have simple detailing which would be deferential to the surroundings. The massing of the proposal would be broken by a hipped roof and a subservient offshoot which would avoid a bulky appearance. The application form envisages tiles and brick, and these would work well with such a broken massing.*
- 10.6 As a result the Inspector concluded that the scheme would not harm the character of the area and would not amount to an overdevelopment of the site.
- 10.7 The appeal decision is a material consideration for this application and appropriate weight should be given to it when considering the merits of the case.
- 10.8 The applicant also made an appeal for costs against the Council under the same process but this was also dismissed.

11.0 Design and Impact on Appearance and Character of the area

- 11.1 The NPPF and Core Policy 8 of Slough Core Strategy 2006-2026 seek development proposals that promote well-designed places and spaces which respond, reflect or enhance the character and appearance of the area
- 11.2 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.
- 11.3 The design of the scheme is the same as that submitted in the original scheme apart from alterations to windows and balconies. Therefore the form, bulk and massing of the proposal is as previously proposed.
- 11.4 The Council did previously have objections to the design of the scheme is proposed however it is noted that the Planning Inspectorate did not uphold these. The Inspector's decision should be given significant weight in the consideration of this matter and therefore, while there were concerns previously, it is considered that the scheme would not amount to an overdevelopment and would not harm the character and appearance of the area.
- 11.5 The alterations to windows and balconies on this revised proposal will not affect any public realm views of the scheme and are considered to have a negligible impact on the overall design of the scheme.
- 11.6 On the basis of the considerations above, it is considered that the proposed development will accord with policies EN1 of the Local Plan and CP8 of the Core Strategy and the requirements of the NPPF 2019.

12.0 Impact on neighbouring amenity

- 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 The previous appeal decision determined that the previous scheme would result in an overlooking impact to neighbouring residents to the south. The overlooking impact was not directly into neighbouring windows but to curtilage and private gardens of these dwellings.
- 12.3 The amended scheme has sought to address these concerns by amending window and balcony details on the rear elevation.
- 12.4 The 3no first floor windows are now proposed to be high level windows that are fitted with obscure glazing. This would remove direct outlook to the south from the first floor of the proposal and is considered to address the acknowledged issue.

- 12.5 The balconies are now proposed to have screens installed which would remove outlook towards the south. Outlook is still provided to the east. The balcony screens on the plans will still enable some outlook to the south however it is considered that a condition can be included that requires approval of the screens to ensure that this would not happen.
- 12.6 The objections from the neighboring residents in respect of amenity are noted. The above considerations have demonstrated that, while the development will be noticeable by other properties, the distances established and nature of window/balcony arrangements means that there would not be a significant adverse impact on neighbouring amenity.
- 12.7 The proposal is therefore considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

13.0 Living conditions for future occupiers of the development

- 13.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- 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 The proposed flats would have acceptably sized internal spaces that would comply with the current guidelines. The scheme would entail a concrete frame structure, which would ensure sound attenuation between units to comply with Building Regulations. Therefore, the respective plan layout of the first floor over the ground floor would not be an issue.
- 13.4 The scheme incorporates large frame windows with a horizontal emphasis in keeping with its contemporary design ethos. These would provide a suitable degree of daylight, aspect, and outlook. The proposed high-level windows are not principal windows for habitable rooms and therefore their higher level and obscured outlook will not affect the amenity of future residents. One window is the sole window for the bathroom but the arrangement is appropriate for a room such as this.
- 13.5 The two one-bedroom flats at first floor level would each benefit from a private balcony and the two-bedroom flat on the ground floor would benefit from external amenity space. Whilst none of the units would be able to access amenity space of the requisite area to satisfy the Council's standards, it is considered that this is acceptable, in principle, for non-family accommodation, as it is noted that both Salt Hill Park and Chalvey Recreation Ground lies some 5-10 minute walk away to the north and west respectively.
- 13.6 The applicant's agent has indicated that the scheme would be mechanically ventilated in compliance of the provisions of Part F of the Building Regulations. As such, it is considered that the proximity to the railway service on the embankment to the east would not be a significant intrusion on the internal amenities of future occupiers.

13.7 The embankment to the railway does have a screen of trees, all of which are self-sown sycamores. These display the signs of coppicing by Network Rail to avoid excessive growth, which would ensure the future occupiers of the proposed development would not be significantly over shadowed from the east. Given the position and orientation of the balconies, these would afford outlooks both to the south and east. As such, the trees and the embankment are not considered to significantly impair the amenity of the future occupiers.

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

14.0 Highways and Parking

14.1 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'.

14.2 The comments from the Highways Officer are noted and the applicant did previously advise that they were looking to address the points raised although nothing has been submitted to date. It is important to note that the access and parking arrangements is exactly the same as the first application for this development and there were no objections raised previously, this is a position that is considered to warrant significant weight in considerations.

14.3 The provision of services and facilities for shopping and other needs are immediately available within the locality. Therefore, it is considered that the site represents a sustainable location. The proposals meet Council standards for parking and cycle storage.

14.4 Members were concerned over the width of the proposed access. It is noted that neighbouring properties use the same access for parking and access to the rear of their properties and that the current use of the site as a garage, if operational, would likely result in larger traffic movements than would result from these 3 residential units. Therefore, it is considered that there would be no significant difference in the character and functional day-to-day impacts on the existing dwellings from the introduction of the proposed three additional residential units. There would be additional vehicles but the impact of this would be negligible.

14.5 The access has been the means of access for emergency vehicles to serve the existing car workshop business and thus it is considered it would be equally suitable to cater for the need for access to the proposed new building.

14.6 It is unfortunate that the applicant has not submitted the additional information

requested. However, the position in respect of highways is such that its absence is not considered to render the scheme unacceptable in planning terms given the lack of objection raised previously. Based on the above, and subject to the conditions set out below, the proposal is considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 Contamination

15.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

15.2 The application site was previously a commercial garage and the previous use gives rise to potential contamination issues in principle. The applicant has submitted a Phase 1 assessment. No comments have been received by the Contamination Officer to date but on the previous scheme there was no objection raised subject to the inclusion of 3 conditions to address contamination. These conditions have been included as part of the recommendation for this application and there are no objection on the grounds of contamination as a result.

16.0 Drainage considerations

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

16.2 Thames Water has considered the impact of the proposal on the surface water drainage, foul drainage, the waste water network and water availability. The comments confirm that there is capacity in the sewerage and water networks to accommodate the development without an adverse impact.

16.3 Additional information has been requested from the flood authority. Upon review the extent of information is considered to be excessive for a development of this scale, particularly in light of Thames Waters comments raising no concerns. It should also be noted that there were no drainage concerns with the first application and it would be considered unreasonable to raise them during the second one. However a holding objection has been received from Network Rail, as an adjacent landowner, who have requested drainage details in order to assess the scheme.

16.4 The drainage details will need to demonstrate that surface water drainage will not run onto Network Rail's land before they withdraw the objection. The applicant is pursuing the details at the time of drafting this report but nothing has been received to date. As it is a holding objection the Council is unable to determine the scheme until it is resolved. Therefore while there are no objections in principle to drainage considerations, the recommendation is to delegate authority to the Planning Manager once the issues have been resolved.

17.0 Crime Prevention

17.1 At the committee meeting of 26 May 2021, Members raised concerns over the development leading to a rise in anti-social behaviour. It is noted that the Crime

Prevention design Advisor did not provide comments for this scheme.

17.2 It is noted that Members are concerned that the area around the application site is subject to anti-social behaviour already. The proposal will bring a currently redundant site back into use with activity resulting from residential occupiers. In principle, this would tend to have a positive impact on anti-social behaviour concerns as it creates natural surveillance to areas within and adjacent the site. Members concerns are noted however it is considered that this scheme would not, in principle, result in any link to an increase in anti-social behaviour. Furthermore, it is not the requirement of this development to holistically address existing crime prevention issues.

17.3 Therefore, in planning terms, the proposal is not considered to result in an adverse impact in respect of anti-social behaviour and crime prevention.

18.0 Planning Balance

18.1 In the application of the appropriate balance it is considered that there are significant benefits to be had through the provision of housing during a time that the Council is unable to demonstrate a deliverable 5 year housing land supply. The objections received are noted and in terms of amenity the applicant is considered to have addressed the reasons for dismissal on the previous appeal. The scheme is also acceptable in highway terms and conditions can address other points raised. Therefore none of the impacts raised through objection are considered to have a significant adverse impact that would result in harm that would outweigh the benefits identified.

18.2 On balance it is recommended that planning permission should be granted in this case as the benefits significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

19.0 Process

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

20.0 PART C: RECOMMENDATION

20.1 Having considered the relevant policies set out above, comments from consultees and neighbours' representations as well as all relevant material considerations it is recommended the application be delegated for **approval** subject to the following conditions.

21.0 PART D: CONDITIONS

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

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of

altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

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

- (a) Drawing No. PL01 Rev C, Dated 05/11/2019, Recd On 06/01/2021
- (b) Drawing No. PL02 Rev C, Dated 05/11/2019, Recd On 06/01/2021
- (c) Drawing No. PL03 Rev C, Dated 05/11/2019, Recd On 06/01/2021
- (d) Drawing No. PL04 Rev C, Dated 05/11/2019, Recd On 06/01/2021
- (e) Drawing No. PL05 Rev C, Dated 05/11/2019, Recd On 06/01/2021

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

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

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

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

5. Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation

undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

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

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

7. Construction of the development above damp proof course level shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026

8. The parking spaces and turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal basis.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in

accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework.

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

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

10. The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future.

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

11. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in any of the elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

12. None of the residential units hereby approved shall be occupied until details have been submitted to and approved in writing by the Local Planning Authority of the proposed household waste and recycling arrangements for the development that considers the distance to the highways from the site. The development shall be implemented in accordance with the approved details.

REASON: To clarify waste management proposals in the interests of ensuring suitable arrangements for occupiers and ensuring that access to the site can be maintained in the interests of policy 8 of the adopted Core Strategy 2006 - 2026.

13. No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority that show all of the parking spaces hereby approved 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

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. 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.

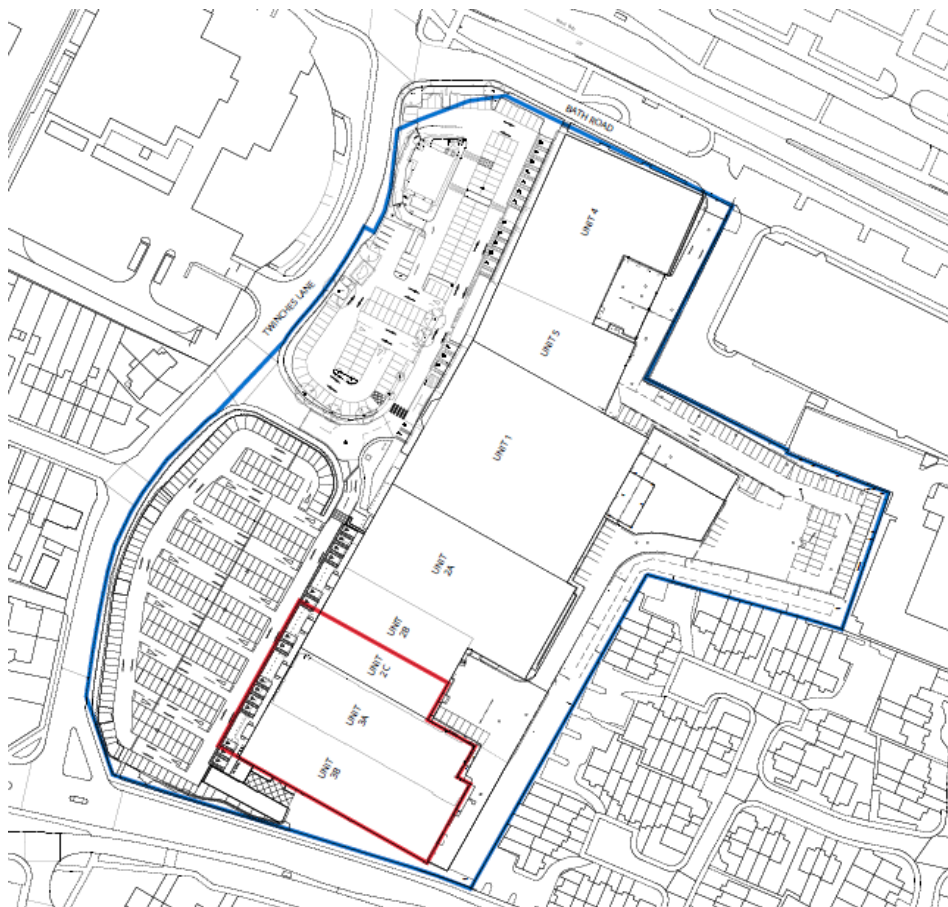
REASON: To provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

14. None of the units hereby approved shall be occupied until details have been submitted to and approved in writing by the Local Planning Authority of proposals to resurface the access lane running to Alexandra Road. Details shall include the proposed surfacing material and proposals for surface water drainage. The works shall be carried out in accordance with the approved details and be in place prior to the first occupation of the development hereby approved.

Reason: To ensure that the development is served by appropriate access in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

Registration Date:	12-Feb-2021	Application No:	P/06651/103
Officer:	Christian Morrone	Ward:	Cippenham Meadows
Applicant:	St James's Place UK Plc/Lidl GB Ltd	Application Type:	Major
		13 Week Date:	14 May 2021
Agent:	Mr. Colin Burnett, Burnett Planning 7-10 Adam Street, London, WC2N 6AA		
Location:	Units 2C, 3A, 3B, Slough Retail Park, Twinches Lane, Slough, SL1 5AL		
Proposal:	Variation of conditions 7 (Items to be sold), 8 (Hours of opening) & 9 (Hours of deliveries) of planning permission P/06651/086 dated 05/11/2015		

Recommendation: Approve



P/06651/103: Units 2C, 3A, 3B, Slough Retail Park, Twinches Lane, Slough, SL1 5AL

1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies and planning considerations set out below, it is recommended the application be APPROVED.

1.2 This application is being brought to Committee on the request of the Planning Manager due to the change in the type of retail being proposed in this location.

PART A: BACKGROUND

2.0 Proposal

2.1 This application is for

- Variation of conditions 7 (Items to be sold), 8 (Hours of opening) & 9 (Hours of deliveries) of planning permission P/06651/086 dated 05/11/2015

2.2 **Proposed Variation of Condition 7:**

The variation of condition 7 seeks to permit the sale of food and drink for consumption of the premises within unit 3A. The following wording is proposed by the applicant (changes shown in bold italic):

“Except for Unit 3A which shall be used as a foodstore for the sale of food & drink and non-food goods, the site shall be used predominantly for the retail sale of items which by virtue of their nature and/or size require removal from the premises by vehicle. Except in Unit 3A, there shall be no retail sales of food or food products at the site, other than consumption of food by customers on the premises”

2.3 The existing unit has a GIA of 2,096sqm (1,353sqm at ground floor and 743sqm at mezzanine). The proposed store as a result of this application will have the same GIA, however, the following limitations are proposed:

- The mezzanine level would be used for ancillary non-sales use
- The sales area would be limited to 1,100 square metres at ground floor level
- The remaining 253 square metres at ground floor level would be used for ancillary non-sales use

2.4 A separate planning application under reference P/06651/102 proposes a reduction in the mezzanine floor space from 743sqm to 527sqm, If approved, Unit 3A would have a floorspace of 1,880sqm gross, 216sqm gross smaller than the 2,096sqm gross floorspace as existing.

2.5 **Proposed Variation of Condition 8:**

The variation of Condition 8 seeks to change to opening hours to customers in unit 3A from:

Existing hours: 08:00 hours to 20:00 hours on Mondays-Saturdays, 10:00 hours to 17:00 hours on Sundays and Bank/Public Holidays

Proposed hours: 08.00 to 22.00 Monday to Saturday including bank/public holidays and 10.00 to 18.00 on Sundays”

2.6 The following wording of Condition 8 is proposed by the applicant (changes shown in bold italic):

“The premises shall not be open to members of the public/customers outside the hours of 0800 hours to 20:00 hours on Mondays-Saturdays, 10:00 hours to 17:00 hours on Sundays and Bank/Public Holidays except for Unit 3b which between 1st November and 23rd December each year shall not be open to members of the public outside the hours of 08:00 to 23:00 Mondays to Fridays, 08:00 to 20:00 on Saturdays and 10:00 to 17:00 on Sundays and Bank/Public Holidays; ***and except for Unit 3A which shall not be open to the public outside the hours of 08.00 to 22.00 Monday to Saturday including bank/public holidays, and outside the hours of 10.00 to 18.00 on Sundays***”

2.7 **Proposed Variation of Condition 9:**

The variation of Condition 9 seeks to change the commercial delivery hours to unit 3A from:

Existing hours: 08:00 hours to 16:00 hours on Mondays-Fridays, no deliveries on Saturdays, Sundays and Bank Holidays

Proposed hours: 06:00 hours to 23:00 hours on Mondays-Fridays, 06.00 to 23.00 hours on Saturdays, Sundays and Bank Holidays

2.8 The following wording of Condition 8 is proposed by the applicant (changes shown in bold italic):

There shall be no commercial deliveries visiting the site outside the hours of 08:00 to 18:00 hours on Mondays to Fridays other than for Unit 3b, where there shall be no commercial deliveries visiting the site outside of the hours 07:00 to 19:00 Mondays to Fridays between 1 October and 31 December each year, ***and other than for Unit 3A where there shall be no commercial deliveries visiting the site outside the hours 06.00 to 23.00 hours Mondays to Fridays.*** There shall be no deliveries on Saturdays, Sundays and Bank Holidays other than for Unit 3b where there shall be no commercial deliveries visiting the site outside of the hours 08:00 to 19:00 on each of these days between 1 October and 31 December each year, ***and other than for Unit 3A where there shall be no commercial deliveries visiting the site outside the hours 06.00 to 23.00***

hours on Saturdays, Sundays and Bank Holidays”

3.0 Application Site

- 3.1 The redline of the application site accommodates three single storey retail units on the corner of Cippenham Lane (north side) and Twinches Lane (east side) and fronting surface level parking to the west. The application site forms part of the Slough Retail Park which is part of a wider defined ‘Existing Business Area’ (Wellcroft Road-Twinches Lane Business Area). The Retail Park is positioned between Bath Road (north) and Cippenham Lane (south) and accessed via Twinches Lane (west). Slough Retail Park comprises a total of eight retail units which front onto surface level parking and then Twinches Lane to the west. The retail units mostly sell non-food items. Permission was recently granted at Unit 6 to allow for the sale of food goods within up to 198 sqm of the Class A1 (retail) floorspace for consumption off the premises, (ref. P/06651/100).. An additional Costa Coffee Pod is located in the parking area.
- 3.2 The retail units are serviced to the rear of the site (east), where there is an existing service road accessed via Bath Road at the north and runs to the southern end of the site at the rear. On the opposite side of this service road to the east are a number of two storey houses in Pearl Gardens, some of which have rear gardens which back onto this service road.
- 3.3 To the west on the opposite side of Twinches Lane, and to the south on the opposite side of Cippenham Lane is predominately two storey housing. To the southwest there is a public house and a shopping parade which comprises ground floor retail units and two floors of flats above. To the north are the neighbouring retail units in the Retail Park, and further north are the Westgate and The Slough Trading Estate Business Areas. To the northwest on the opposite side of Twinches Lane and by the junction with Bath Road are three storey offices.
- 3.4 The retail unit subject to this application is Unit 3A, which was previously occupied by Harveys, According to the submitted Planning & Retail Statement; Unit 3A has been vacant since September 2020.

4.0 Site History

- 4.1 P/06651/104 Variation to the wording of condition 13 (Security Barrier) of planning permission P/06651/030 dated 31/07/1997

Case Officer Note: Currently under consideration. Relates to this application

- P/06651/102 Repositioning of customer entrance and associated alterations to shopfront; reconfiguration and reduction of mezzanine floorspace, alterations to customer car park and provision of trolley bay, repositioning rear delivery doors and alterations to rear escape doors and erection of plant enclosure in service yard and removal of 8 staff parking bays

Case Officer Note: Currently under consideration. Relates to this application

P/06651/101 Advertisement consent to display 1 no non illuminated slim frame flex face.

Approved with Conditions; Informatives; 20-May-2021

Case Officer Note: this is for an Iceland sign at Unit 1

P/06651/100 Variation of condition 15 (restriction of products on sale) of planning permission P/06651/011 dated 29/03/1988 (which was for the erection of 3 retail warehouses) to allow for the sale of food goods within up to 198 sqm of the Class A1 (retail) floorspace in Unit 6 for consumption off the premises.

Approved with Conditions; Informatives; 06-Feb-2020

P/06651/086 Variation of condition no. 9 of planning permission p/06651/075 dated 18-oct-2013 for subdivision of unit 3 to form units 3a & 3b; the insertion of a mezzanine floor of 743m² within unit 3a to be used for sales; the insertion of a mezzanine floor of 465m² within unit 3b to be used for storage; replacement of existing shopfronts to unit 2c, unit 3a & 3b, alterations to elevations, repositioning of roller and addition of roller shutter on east elevation, new paving to front to allow for extending commercial deliveries visiting the site outside from the hours of 08:00 - 18:00 monday to friday to the hours of 08:00 to 18:00 hours on mondays to fridays other than for unit 3b, where deliveries may take place between 07:00 and 19:00 mondays to fridays between 1 october and 31 december each year. There shall be no deliveries on saturdays, sundays and bank holidays other than for unit 3b where deliveries may take place between 08:00 and 19:00 on each of these days between 1 october and 31 december each year

Approved with Conditions; Informatives; 05-Nov-2015

Case Officer Note: this is the planning permission to be varied

P/06651/076 Variation of condition no. 8 of planning permission p/06651/075 dated 18-oct-2013 for subdivision of unit 3 to form units 3a and 3b; the insertion of a mezzanine floor of 743m² within unit 3a to be used for sales; the insertion of a mezzanine floor of 465m² within unit 3b to be used for storage, replacement of existing shopfronts to unit 2c, unit 3a and unit 3b, alterations to elevations, repositioning of roller shutter and addition of roller shutter on east elevation, new paving to front to allow for unit 3b, which between 1 november and 23 december each year, shall not be open to members of the public outside the hours of 0800 to 2300 on mondays to fridays, 0800 to 2000 on saturdays and 1000 to 1700 on sundays and bank / public holidays.

Approved with Conditions; Informatives'; 14-Feb-2014.

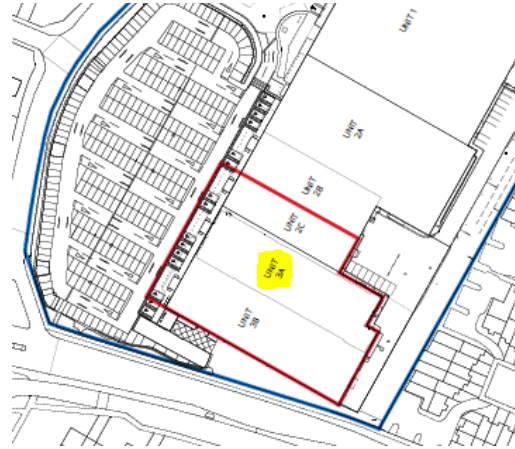
P/06651/075 Subdivision of unit 3 to form units 3a and 3b; the insertion of a mezzanine floor of 743m² within unit 3a to be used for sales; the insertion of a mezzanine floor of 465m² within unit 3b to be used for storage, replacement of existing shopfronts to unit 2c, unit 3a and unit 3b, alterations to elevations, repositioning of roller shutter

and addition of roller shutter on east elevation, new paving to front.
Approved with Conditions; Informatives; 18-Oct-2013.

Case Officer Note: the retail unit subject to the submitted variation application was created by this planning permission.



Existing site plan before subdivision by P/06651/075.



Site plan as a result of subdivision by P/06651/075. Unit 3A highlighted yellow.

- P/06651/069 Installation of mezzanine floor (875 square metres gross/ 857 square metres net sales) within unit 2b
Approved with Conditions; Informatives; 12-Jul-2012
- P/06651/068 Proposed mezzanine, new shop front and minor external alterations to rear elevation
Approved with Conditions; Informatives; 16-Dec-2011.
- P/06651/067 Variation of condition 12 of planning permission p/06651/011 to allow insertion of mezzanine floor upto 200m²
Approved with Conditions; Informatives; 15-Dec-2009.
- P/06651/065 Certificate of lawfulness of proposed development to allow a minimum of 55% of the floor space of phase 1 of the slough retail park to be used for the sale of non flood items which by virtue of their nature and/or size require the removal from the premises by motor vehicles and for a maximum of 45% of any other non food retail items.
Approved Grant CLU/D; 23-May-2007.
- P/06651/064 Demolition of existing entrance and lobby, erection of new canopy and signage, new entrance points, relocation of disabled parking spaces and installation of retail floor space at mezzanine level
Approved with Conditions; Informatives; 27-Mar-2007
- P/06651/063 Demolition of existing entrance and lobby, erection of new canopy and signage, new entrance points relocation of disabled parking spaces and installation of retail floorspace at mezzanine level

Approved with Conditions; Informatives; 27-Mar-2007.

- P/06651/058 Variation of condition no.12 of planning consent p/06651/011 to insert a mezzanine floor
Approved with Conditions; Informatives; 11-Jan-2005
- P/06651/055 Variation of condition 12no. Of planning permission p/06651/011 dated 29/03/88 to allow installation of mezzanine floor
Approved with Conditions; Informatives; 30-Sep-2003
- P/06651/051 Variation of condition 11 of planning permission p/06651/030 dated 31/07/97 to enable the sale of bulky electrical goods
Approved with Conditions; Informatives; 07-Feb-2003
- P/06651/030 Demolition of building 189 bath road and erection of non- food retail warehouse unit car parking and service access as extension to twinches lane retail park (amended plans received 15.07.97 and 08.01.96)
Approved with Conditions; Informatives; 31-Jul-1997

Case Officer Note: the second phase of the Retail Park was originally created by this application, and does not include the application site.

- P/06651/029 Relaxation of condition no. 16 (opening hours) of planning permission p/06651/011
Approved with Conditions; 27-Jul-1995
- P/06651/011 Erection of 3 retail warehouses with ancillary parking and service vehicle facilities (amended plans received 06/01/88 and 13/01/88)
Approved with Conditions; 29-Mar-1988

Case Officer Note: the first phase of the Retail Park was originally created by this application, and includes the application site.

5.0 Neighbour Notification

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was advertised as a major application in the 12/03/2021 edition of The Slough Express. Site notices were displayed outside the application site on 16/02/2021. The consultation period has expired.

No third party letters have been received at the time of writing this report.

- 5.2 *Community Involvement on behalf of the Applicant:*

- 5.3 In February 2021 the Applicant carried out a consultation with local community by sending out an information leaflet to 10,000 properties nearest the site, outlining the proposals, alongside a covering letter and Freepost feedback form. A website was also created that outlines the proposals and allows visitors to provide detailed comments. The statement explains the proposals and asks whether the property occupier, whether they, family, or friends are 'keen to see the food store on Slough

Retail Park, there are various ways to help support the application’.

5.4 1,461 replies were sent to the Applicant. 1,372 responded ‘Yes’ (94%); 56 responded ‘No’ (4%); 33 responded ‘Undecided (2%)’.

5.5 According to the Applicant, those supportive of the plans raised comments in relation to:

- Improves local affordable shopping choice
- Lidl’s existing store at Farnham Road is too far to go
- Creates jobs
- Convenience and availability of parking

According to the Applicant, those not supportive of the plans raised comments in relation to:

- Need – there are sufficient supermarkets
- Additional traffic

6.0 Consultations

The following are comments received from the relevant consultees. These comments are taken into account within Part B: Planning Appraisal.

6.1 Local Highway Authority

Access:

Vehicular access would be provided via the existing priority junction with Twinches Lane. No changes are proposed to the vehicular access arrangements for the site.

Trip Generation:

The survey data from January 2020 has been used to establish a trip rate profile for Slough Retail Park, which has then been applied to the floor area for Unit 3A.

The TA has assumed that 60% of the vehicle trips generated by the proposed use will be new to the road network, whilst 20% of vehicle trips would be passby/diverted from other land uses within Slough Retail Park and a further 20% of trips will be pass-by and diverted trips already on the Slough Road network. As a result, the TA forecasts that the proposed development will generate the following additional trips:

- 17 two-way trips during the AM Peak Hour (08:00 – 09:00)
- 41 two-way trips during the PM Peak Hour (17:00 – 18:00)
- 70 two-way trips during the Saturday Peak Hour (12:00 – 13:00)
- 122 two-way trips during the Sunday Peak Hour (13:00 – 14:00)

SBC Highways and Transport accept the forecast trip generation for the proposed

development.

Traffic Impact Assessment:

Junction capacity assessments have been completed for junctions surrounding the site based on the following data:

- Manual Classified Count (MCC) surveys were undertaken by an independent survey company on 24th January 2020 during peak hours on Friday and Saturday 25th January and 26th January 2020;
- Growth factors from TEMPRO were applied to these traffic flows to produce traffic flows for the year 2025;
- Vehicle Trips from the proposed development then added to the 2025 Future Year Flows to create a 2025 + Development Scenario; and
- Proposed development trips were distributed based on the turning movements obtained from the 2020 survey data.

Junction capacity assessments have been completed for the following junctions:

- Slough Retail Park Access/Twinches Lane priority junction
- Twinches Lane / Cippenham Lane signal junction
- Bath Road service roads / Twinches Lane priority junction
- Twinches Lane / A4 Bath Road signal junction

The junction capacity assessments have been amended and corrected at the request of WSP (SBC's sub-consultant).

The capacity assessment forecasts that the Slough Retail Park Access is likely to exceed capacity during the Sunday Peak Hour. Queues of up to 13 vehicles are forecast on the access for the retail park, with delays of up to 171 seconds and an RFC of 1.01. The capacity assessment forecasts that the access will operate within capacity on the weekday AM and PM Peak Hours and during the Saturday Peak Hour.

The capacity assessment for the junction of Twinches Lane / Cippenham Lane forecasts that on a Weekday in the 2025 Base + Development AM Peak Hour, the junction will have 33.4% spare capacity (Practical Reserve Capacity) with a maximum queue of 8 vehicles. During the PM Peak, the junction is forecast to have 28.4% spare capacity, with a maximum queue of 10 vehicles.

During the Saturday Peak, the junction is forecast to have 18.4% spare capacity, with a maximum queue of 12 vehicles. During the Sunday Peak for the 2025 + Development scenario, the junction is forecast to have 10.7% spare capacity, with a maximum queue of 10 vehicles.

The capacity assessment for the junction of Twinches Lane with the Bath Service Roads forecasts that the junction will operate well within capacity after the addition of development traffic. Delays of up to 13 seconds are forecast, which is considered immaterial and unlikely to be noticeable to drivers.

For the A4 Bath Road / Twinches Lane Junction, the capacity assessment forecasts that the junction will operate with spare capacity on a weekday with spare capacity of 5.5% and queues total delay of up to 22 seconds during the AM Peak Hour and spare capacity of 6.7% and delays of up to 25 seconds during the PM Peak Hour. During the Saturday peak, the A4 Bath Road / Twinches Lane junction will operate with spare capacity of 3.7% and total delay of up to 30 seconds.

SBC Highways and Transport have no objection to the proposed development based on the forecast impact on highway capacity. The capacity assessments forecast that after the junctions will still operate with spare capacity after the addition of traffic generated by the proposed development.

Car Parking:

The traffic surveys provided entry and exit counts at the internal mini roundabout within Slough Retail Park which allowed existing car parking demand in both car parks to be determined.

The surveys show that during the peak period for parking demand on a weekday (Friday) for the north car park) occurs between 11:00 – 12:00 where the maximum parking demand is 101 vehicles, equating to a minimum capacity of 50 spaces.

For the South Car Park, the survey identified that peak parking demand occurred between 13:00 – 14:00hrs, where the maximum parking demand is 54, equating to a minimum spare capacity of 231 spaces.

Across both the north and south car parks in Slough Retail Park, there is a minimum spare capacity of 290 spaces on a weekday (Friday) which occurs between 11:00 – 12:00hrs.

On Saturday, the survey showed that across both North and South Car Parks there is minimum spare capacity on a Saturday of 177 spaces between 14:00 – 15:00hrs.

SBC Highways and Transport have no objection to the proposed development on the basis of car parking availability. The traffic survey completed in January 2020 demonstrated that the car parks have spare capacity to accommodate parking demand associated with the proposed development.

EV Car Parking:

SBC Highways and Transport request confirmation of whether Electric Vehicle Charging Points will be provided on site. 10% EVCP parking provision is suggested based on the maximum parking accumulation associated with the application site and expected use of the Lidl Store. The Slough Low Emissions Strategy (2018 – 2025) provides SBC's requirements for the provision of Electric Vehicle Charging Points.

Cycle Parking:

SBC Highways and Transport request confirmation of what existing provision there is for cyclists at Slough Retail Park and whether any additional cycle parking spaces / facilities are proposed for users of the Lidl Store. It is recommended that further details of cycle parking could be secured by condition.

Framework Travel Plan:

A Framework Travel Plan (FTP) has been submitted with the objective to reduce single-occupancy private car journeys in favour of more sustainable modes of travel. TRICS SAM compliant surveys will be completed in accordance with the SBC Travel Plan Guidance. The surveys will be completed in Year 1, Year 3 and Year 5 to measure and monitor the success of the Travel Plan. The FTP has been prepared in advance of occupation and as a result, no site-specific mode share targets have been included.

However the FTP sets the target to reduce single occupancy vehicle trips by 10% by Year 5 of the Travel Plan. Within 6 months of occupation and post completion of the initial travel survey, the baseline mode split will be revised, as required.

SBC Highways and Transport have no objection to the Framework Travel Plan. It is recommended that a full travel plan is secured by planning condition.

Servicing and Refuse Collection:

The TA proposes that servicing and deliveries will take place as per the existing arrangements. Deliveries and service vehicles will continue to use the Bath Road to access the service yard of Unit 3A as per existing conditions.

Swept path analysis of a 16.50m articulated delivery vehicle has been provided on Drawing No. VT-054-01, dated May 2021 and Drawing No. VT-054-02, dated May 2021.

The swept paths demonstrate that the manoeuvres would have an operational impact on several loading bays for Units 2A, 2B and 2C. As a result, cooperation will be required between the operators of each unit to ensure deliveries do not conflict and restrict the servicing requirements for other units.

SBC Highways and Transport request that a Delivery Servicing Plan (DSP) is provided detailing the management of deliveries and the servicing area to the rear of Unit 3A. The DSP should also provide the anticipated profile of deliveries across a typical week for this specific proposed development needs to be set out, including the maximum anticipated deliveries per day. It is recommended that the DSP is secured by planning condition.

Summary and Conclusions:

Subject to the applicant providing the requested information to allay my concerns, I confirm I have no objection to this application from a transport and highway perspective. I recommend the inclusion of the following condition(s)/informative(s)

as part of any consent that you may issue.

Delivery and Servicing Plan:

Prior to commencement of the development, a site servicing strategy and Delivery and Servicing Plan (DSP) for the development including vehicle tracking, shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, estimated no. of deliveries emergency access, collection of waste and recyclables, silent reversing methods/ location of drop-off bays and vehicle movement in respect of the development. The approved measures shall be implemented and thereafter retained for the lifetime of the development.

REASON: In order to ensure that safe provision is made for deliveries, drop-offs and refuse storage and collection, to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, and to mitigate air quality impacts in accordance with Core Policy 7 and 8 of the Local Development Framework Core Strategy, PolicyEMP2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework.

Cycle Parking:

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

6.2 Environmental Quality – Air Quality:

An air quality assessment (AQA) was completed by RPS Group in support of planning application P/06651/103. This was requested by the LPA due to the proximity of the development to two nearby Air Quality Management Areas (AQMAs) at Tuns Lane (AQMA 3) and the Town Centre (AQMA 4) (0.6km and 2km from the development site, respectively).

The transport assessment which informs this AQA indicates that a net increase in annual average daily (AADT) trips of up to 377 AADT occurs within AQMA 3, on Church Street. AADT in AQMA 4 decreases as vehicles divert from existing retail to the new store therefore only AQMA 3 is considered further in the assessment.

The methodology followed to produce the AQA supports a conservative approach, including high vehicle growth assumptions, use of conservative background concentrations, and no improvement in background concentrations resulting from vehicle emission improvements and uptake of cleaner technologies. This is accepted as a worst case scenario approach.

Results indicate that the development on Twinches Lane will have minimal impact on concentrations in the Tuns Lane AQMA. However, the LPA require electric vehicle charging facilities for all developments, regardless of their air quality impact, to promote and increase uptake of sustainable travel, and to aid compliance with air quality and carbon targets. The following mitigation is therefore requested:

- A suitable electric vehicle charging point, in line with table 7 of the Low Emission Strategy Technical Guidance and specified within the Low Emission Programme, shall be provided for 10% of parking spaces.
- Provision of 4 rapid chargers (Type 2, 43kW/50kW) and 4 fast chargers (Type 2, Mode 3, 7.4Kw/22Kw) on site.
- Any gas fired heating plant should meet the minimum emission standards in table 7
- The Travel Plan shall be monitored and include details of the promotion of sustainable travel, including cycling and walking, electric vehicle use, usage of the EV charging infrastructure, reducing car journeys and increasing modal shift.
- Operational and delivery vehicles should be Euro VI compliant.

6.3 Environmental Quality – Noise:

Following the assessment of for the additional information requested, it is concluded that noise generated by the proposal would be below background noise levels and therefore low impact, so I can confirm that the operational hours are acceptable from a noise perspective.

6.4 Planning Policy:

The proposal to allow food sales within a retail park has to be seen within the context of the changing nature of retail within Slough. The Spatial Strategy recognised that Slough town centre is failing, that it will no longer be a sub-regional shopping centre and there will be a significant reduction in the amount of retail floorspace in the town centre. In contrast, it was recognised that the Farnham Road and Langley District centres are thriving and that these, along with the smaller neighbourhood centres need to be supported as part of the “living locally” strategy.

This means that that Policy 6 n the Core Strategy (Retail, Leisure and Community facilities) has to be interpreted in the light of changes to national policy, as set out in the NPPF, and changes to local circumstances.

Core Policy 6 states that all new major retail, leisure and community developments will be located in Slough town centre and out-of-centre retail developments will be subject to the sequential test. This planning application is not for “new” retail development and is not required to carry out an impact assessment because it is less than the 2,500m² (gross) threshold in the NPPF. There is no longer a requirement to demonstrate that there is a “need” for the development and so the only tests that the proposal needs to satisfy in order to comply with Core Policy 6 is that there are no sequentially preferable sites in designated centres and that the

site is accessible by a variety of means of transport.

Given the nature of the proposed food store, it is not considered necessary to consider whether there are any preferable sites in the town centre.

Paragraph 7.120 of the Core Strategy states that

“There should be no further expansion or intensification of the out of town centre retail parks or individual retail warehouses which should continue to provide for bulky goods only”.

The nature of the retail parks have changed since then and so the proposal for a food store should be considered in this context.

PART B: PLANNING APPRAISAL

7.0 Policy Background

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 was published on 19th February 2019.

The relevant Local Development Plan Policies in relation to determining this application are largely considered to be in compliance with the National Planning Policy Framework 2019. Any non compliance parts are addressed in the planning assessment.

7.1 Section 73 Town and Country Planning Act 1990 Background

An application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions imposed on a planning permission. In assessing an application made under S73 the local planning authority shall consider only the question of conditions. Section 73 does not confer the power to change other parts of the planning permission such as the description of development or to impose conditions that are so fundamentally different that they could not have been imposed on the original planning permission.

7.2 Relevant Planning Policies

The National Planning Practice Guidance (NPPG) states that an application under Section 73 shall be considered against the Development Plan, material considerations, under section 38(6) of the 2004 Act, and conditions attached to the existing permission. Local planning authorities should, in making their decisions,

focus their attention on national and development plan policies, and other material considerations which may have changed significantly since the original grant of permission.

Given the above, the proposed changes are considered to engage the following planning policies:

National Planning Policy Framework 2019:

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 6: Building a strong, competitive economy

Chapter 7: Ensuring the vitality of town centres

Chapter 9: Promoting sustainable transport

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

- 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 & the Environment)

Local Plan for Slough March 2004 policies:

- EN1 (Standard of Design)
- EMP2 (Criteria for Business Developments)
- EMP12 (Remaining Existing Business Areas)
- S1 (Retail Hierarchy)
- T2 (Parking)
- T8 (Cycling Network and Facilities)

The Emerging Preferred Local Plan for Slough 2016 – 2036:

The Emerging Local Plan is at a relatively early stage of development. The Proposed Spatial Strategy was published for consultation on November 2020. The consultation ended on 11th January 2021.

The Proposed Spatial Strategy recognised that Slough town centre is failing, that it will no longer be a sub-regional shopping centre and there will be a significant reduction in the amount of retail floorspace in the town centre. In contrast, it was recognised that the Farnham Road and Langley District centres are thriving and that these, along with the smaller neighbourhood centres need to be supported as part of the “living locally” strategy.

7.3 The planning considerations for this proposal are:

- Planning History
- Land Use
- Impact on neighbouring properties
- Traffic and Highways Implications

- Air Quality
- Economic Impact
- Whether the changes fall within the scope of Section 73 of the Town and Country Planning Act 1990 Equalities Considerations
- Presumption in favour of sustainable development

8.0 Planning History

- 8.1 The planning history is a material planning consideration. The retail park was granted planning permission in two phases, the first phase: ref. P/06651/011 dated 29/03/1988 for the erection of 3 retail warehouses with ancillary parking and service vehicle facilities. The second phase for the remaining retail park was granted on 31/07/1997 for a further two units to the northern part of the site (ref. P/06651/030). Both permissions restrict the sale of food items.
- 8.2 Unit 3 was originally approved under the first phase (ref. P/06651/011). There have been many applications over the years to vary the P/06651/011. However, in October 2013, a full planning application was approved which subdivided Unit 3 to create Unit 3A and Unit 3B, insertion of a mezzanine floor, and other alterations (ref. P/06651/075). Unit 3A is the retail unit subject to this application.
- 8.3 P/06651/075 was then varied by P/06651/076 to extend the opening hours in Unit 3B and again by P/06651/086 to allow extended delivery hours in Unit 3B.
- 8.4 Given Unit 3A (which is the subject of this application), was created by the full planning permission P/06651/075, and given this has since been varied to the latest permission at P/06651/086, the Local Planning Authority consider the P/06651/086 permission is the relevant planning permission which needs varying in relation to this application for Unit 3A. As the current proposals seek to vary conditions attached to the former permission (which varied earlier approvals), the application is being treated as a Major Planning Application (given the 'Mother' and 'Grandmother' permissions comprised Major Applications).

9.0 Principle of development

- 9.1 The reason for Condition 7 in the P/06651/086 permission is:

To safeguard the future viability and vitality of the central shopping area within Slough and the surrounding district centres in accordance with Policy S1 of The Adopted Local Plan for Slough 2004 and Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to ensure the provision of adequate parking spaces within the site in the interests of road safety and the free flow of traffic along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

- 9.2 This application seeks to vary conditions to permit the sale of food and drink within unit 3A for consumption of the premises. Therefore, in accordance with the NPPG,

it is necessary to consider the implications on the basis of the current planning policy context.

- 9.3 Local Plan Policy S1 requires all new retail proposals to comply with the sequential test in order to maintain, enhance and protect the retail hierarchy comprising the sub-regional centre, district centres, and neighbourhood centres.
- 9.4 The explanatory text leading up to Local Plan Policy S1, at Paragraph 4.1, clarifies that the shopping hierarchy comprises the Slough town centre as having a sub-regional role; supplemented by two district shopping centres at Langley and the Farnham Road, and a number of smaller neighbourhood centres and local parades. Paragraph 4.8 explains the existing neighbourhood centres in the hierarchy provide access to their immediate population, provide local services and facilities and generally reduce the need for residents to travel to obtain basic services.
- 9.5 Core Policy 6 of the Core Strategy requires all new major retail developments to be located in the shopping area of the Slough town centre. Out-of-centre and edge-of-centre retail developments will be subject to the sequential test. Developers will be required to demonstrate that:
- It is of an appropriate scale;
 - There are no sequentially preferable sites in designated centres;
 - The site is accessible by a variety of a means of transport.
- 9.6 Core Policy 6 of the Core Strategy and Local Plan Policy S1 also states that all new major retail out-of-centre and edge-of-centre retail developments will need to carry out an impact assessment and demonstrate the need for the retail development. The National Planning Policy Framework has since been published, and demonstrating the need is no longer required, while the impact assessment is only required where the floor area exceeds 2,500sqm. As such, these are not required for this proposal.
- 9.7 Paragraph 86 of The Framework requires Local Planning Authorities to apply the sequential test to planning applications for main town centre uses that are not in existing centres or in accordance with an up to date development plan. Paragraph 010 of The NPPG sets the context for applying the sequential test:

'It is for the applicant to demonstrate compliance with the sequential test (and failure to undertake a sequential assessment could in itself constitute a reason for refusing permission). Wherever possible, the local planning authority should support the applicant in undertaking the sequential test, including sharing any relevant information. The application of the test should be proportionate and appropriate for the given proposal. Where appropriate, the potential suitability of alternative sites should be discussed between the developer and local planning authority at the earliest opportunity.'

- 9.8 The Framework defines the Town Centre as an:

'Area defined on the local authority's policies map, including the primary shopping

area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres’.

- 9.9 The application has been submitted pursuant to a household survey undertaken by a NEMS market research on behalf of the applicant. This has identified that 54% of the residents of Cippenham carryout their food shopping in the out of centre Asda at Telford Drive, while 15% of Cippenham residents use the Town Centre Tesco in Brunel Way, and 7% use the edge of Town Centre Sainsbury's in Uxbridge Road (7%). The applicant therefore considers that a more local food store provision for the Cippenham residents, and particularly at the scale proposed, would be suited within the designated shopping centres closer to Cippenham .
- 9.10 Core Policy 6 does not define a major retail development. This Section 73 application proposes to vary the application reference ref P/06651/075, which was regarded and treated as a major development. This was because the subdivision of unit 3 to form units 3a and 3b was considered to the result in the provision of buildings where the floor space to be created by the development was 1,000 square metres or more. Therefore, this Section 73 application proposes to vary conditions on an application previously regarded and treated as major development as defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 9.11 Core Policy 6 refers to ‘new major retail’. The application relates to an existing retail unit, and the proposal would lead to a change in the terms of how the existing retail is used by allowing the retail sales of food or food products for consumption off the premises.
- 9.12 As Core Policy 6 does not define what constitutes a new major retail development, the Policy is open to a degree of interpretation. Given this a Section 73 application that proposes to vary conditions on a planning application previously treated and defined as a major development, and given the proposal would introduce a new type of retail, Officers consider it is appropriate to apply a cautious approach and regard this proposal, in the whole, as a ‘new major retail development’. It is rational and reasonable in the Officer’s view to interpret Core Policy 6 on the cautious basis that an amendment to a planning permission which includes the provision of major retail development which also restricts the new type of retail proposed, triggers the policy requirement that the development (as varied) should be located within Slough town centre.
- 9.13 In undertaking the market research, the applicant has considered Slough town centre, but has concluded this would not be sequentially preferable location. This is because the evidence suggests the majority of Cippenham residents are not using Slough Town Centre for food shopping, but are using the out of centre Asda. Therefore in accordance with Core Policy 6, a sequential test has been carried out to find any sequentially preferable sites in designated shopping centres. Based on

the evidence provided, and using reasonable judgment to align with the NPPG advice that sequential tests should be proportionate and appropriate for the given proposal, the applicant considers the sequentially preferable locations for this proposal are the shopping centres closer to the Cippenham residents, which include:

- Elmshott Lane
- Bath Road
- Chalvey High Street
- Chalvey Road West

9.14 Slough town centre has not been included as a sequential location in the applicant's Sequential Test. In using the more cautious approach outlined above, Officers consider it would have been preferable to include Slough town centre within the Sequential Test. Furthermore, the stated reason for condition 7 explicitly referred to the need *'to safeguard the future viability and vitality of the central shopping area within Slough and the surrounding district centres in accordance with Policy S1 of The Adopted Local Plan for Slough 2004 and Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008'*. It is therefore clear that the justification for condition 7 was intended to safeguard Slough town centre and Officers have applied this reasoning in coming to a view on the proposals including whether Slough town centre should be included as part of the Sequential Test. However, the proposals need to be considered on their own merits recognising the NPPG advises the Test will need to be proportionate and appropriate for the given proposal. It is therefore concluded that Core Policy 6 should be applied on this basis. Officers have therefore considered the context that the resulting sales area to arise out of the varied condition to facilitate the provision of a small food superstore will be limited to 1,100 square metres, and the evidence provided that asserts Slough town centre would not be a sequentially preferable location for this type of store which is evidenced by the applicant to support more localised shopping needs.

9.15 The submitted Sequential Test considers:

1. whether there are any available sites that are suitable in the agreed sequentially preferable locations
2. the market and locational requirements of the uses concerned
3. whether the assessment (of suitable alternative sites) is proportionate and appropriate to the given proposal
4. whether there is flexibility to demonstrate whether more central sites have been fully considered

9.16 The applicant has adopted the following minimum thresholds for assessing the suitability or alternative premises/sites applying flexibility in format and scale. The Sequential Test considers the suitability of sites which can accommodate car parking, serving, GIA of between 1,300 – 2460sqm, on a minimum site of 0.6 hectares of land to determine whether any alternative sites are suitable or viable. The applicant has set out a comprehensive assessment of the suitability and availability in accordance with the NPPG.

- 9.17 Having regard for the conclusions in the Sequential Test, it is considered that the applicant has provided sufficient evidence to demonstrate that there are no suitable alternative sites within the sequentially preferable locations. Consideration has been given the suitability of the alternatives in accordance with the NPPG.
- 9.18 The site is located within a 'Existing Business Area' where Policy EMP12 allows a range of business developments. Given the nature of the existing unit and neighbouring units are retail, the change to food retail would not conflict with Policy EMP12 in this instance.
- 9.19 Based on the above, the application has demonstrated the proposed store could not be located within the designated shopping centres local to the site in accordance with NPPF Para 86. In coming to a conclusion, Officers consider that when using a cautious approach in interpreting the meaning of 'new major retail development' the proposals are not fully compliant with the thrust of Core Policy 6 as the store is not proposed in Slough town centre. However, when assessing the acceptability of the proposal as whole, the proposals need to be considered in the context of the size of the proposed sales area which is relatively small and the evidence provided to support the local catchment area and sequential locations. Officers consider such evidence is sufficiently robust, and the NPPG which advises 'the application of the Sequential Test will need to be proportionate and appropriate for the given proposal' which the applicant has demonstrated to officers satisfaction. Therefore, it is considered the proposed variation of condition 7 to be justified in these circumstances, in accordance with the guidance contained in the NPPG and Para 86 of the NPPF.

10.0 Impact on neighbouring properties

- 10.1 The National Planning Policy Framework encourages new developments should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Polies EN1 and EMP2.
- 10.2 In addition to varying Condition 7 to allow a food store accommodate unit 3a, the application also proposes to vary conditions 8 and 9 to extend the hours of opening and to extend the hours of delivery. The extended hours are as proposed:

Condition 8 (opening hours):

Existing hours: 08:00 hours to 20:00 hours on Mondays-Saturdays, 10:00 hours to 17:00 hours on Sundays and Bank/Public Holidays

Proposed hours: 08.00 to 22.00 Monday to Saturday including bank/public holidays and outside the hours of 10.00 to 18.00 on Sundays"

Condition 9 (delivery hours):

Existing hours: 08:00 hours to 16:00 hours on Mondays-Fridays, no

deliveries on Saturdays, Sundays and Bank Holidays

Proposed hours: 06:00 hours to 23:00 hours on Mondays-Fridays, 06.00 to 23.00 hours on Saturdays, Sundays and Bank Holidays

- 10.3 The site is located within a defined Business Area. The closest residential occupiers are located to the east in Pearl Gardens, where a number of the rear gardens serving two storey housing back onto the service road which accesses the service yard for the application site and also its neighbouring units. There are also residential occupiers on the opposite side of Cippenham Road to the south, and on the opposite side of Twinches Lane to the west.
- 10.4 A noise report has been submitted which sets out the background noise levels, and then uses noise survey result from other Lidl stores to calculate the impact on the residential occupiers in Pearl Gardens, and the residential occupiers to the south and east. It is noted that there would be increase in vehicle movements to the site via the public roads, and the food deliveries via the rear service road being up to 3 x HGVs per day.. The Applicant has confirmed that no additional refuse collection will take place. This is because the delivery vehicles also collect the waste produced by the store.
- 10.5 The Council's Environmental Quality Officer has assessed the submitted noise report and commented that the resulting noise levels would fall below the existing background noise levels, and therefore the impact in the would be acceptable.
- 10.6 No external changes are proposed as part of this application.
- 10.7 Based on the above, the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EMP2 of the Adopted Local Plan and the requirements of the National Planning Policy Framework.

11.0 Traffic and Highways Implications

- 11.1 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. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2, T8, and EMP2. The National Planning Policy Framework 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”.
- 11.2 Access:
- Vehicular access would be provided via the existing priority junction with Twinches Lane. No changes are required to the access.

A Transport Statement has been submitted with the application which uses dated and record from similar sites (TRICS) which forecasts the following traffic generation. The forecast figures retrieved from TRICS have then be reduced by 40% as it is assumed that 20% would be linked trips in relation to the other units in Slough Retail Park and a further 20% would be linked trips diverted from existing trips on the Slough Road network:

AM Peak Hour (08:00 – 09:00):	17 two-way trips
PM Peak Hour (17:00 – 18:00):	41 two-way trips during
Saturday Peak Hour (12:00 – 13:00):	70 two-way trips
Sunday Peak Hour (13:00 – 14:00):	122 two-way trips

- 11.3 The Local Highway Authority has assessed the method used to calculate this trip generation and raised no objection.
- 11.4 The impacts of the resulting traffic generation on the highway network have been tested using junction modelling on the relevant local junctions within the vicinity of the site. The Local Highway Authority has reviewed the junction modelling and commented that they will still operated with spare capacity, and have therefore raised no objections.
- 11.5 It is also assumed that HGV movements will amount to 2 – 3 deliveries per day, via the rear service road, access by Bath Road. Refuse collection would also take place at via this service road. Tracking details have been provided which show the service vehicles would require manoeuvring space at the rear of Units 2A, 2B and 2C. This is likely to be the existing scenario given the space available at the rear of the unit. However, as there would need to be a degree of cooperation with the neighbouring units, and given the occupier would be a different operator, and there also may lead to a change in profile of servicing / deliveries, a service and delivery management plan should be secured by condition.
- 11.6 *Vehicle Parking*
- The existing unit is served by communal parking for the entire retail park. This comprises 151 spaces to the north of the access point and 285 spaces to the south of the access point (which are nearer the proposed store). In total there are 436 communal parking spaces serving the retail park. The Developers Guide requires 1 car parking space per 30 square metres, which translates as 63 parking spaces.
- 11.7 The physical alterations application (ref. P/06651/102) includes some changes to the parking layout. These result in a reduction of 8 spaces to the southern car park and 8 staff spaces at the rear.
- 11.8 The applicant has undertaken surveys of the existing parking demand and has used the trip generation survey data to calculate the resulting parking demand. The results show that the car park would still operate well within maximum capacity. The highest peak on the Sunday between 13:00 and 14:00 show the demand could be met within the southern carpark, and with a spare capacity of 82

car parking spaces. The Local Highway Authority has assessed the parking provision and has commented that the car parks have spare capacity to accommodate parking demand associated with the proposed development and raise no objection in relation to parking provision.

11.9 The Low Emission Strategy requires 10% of the parking spaces to be EV charging bays. Following discussions with the Applicant, the Local Highway Authority, and the Council's Air Quality Officer, it is agreed the 10% should be application to the highest parking demand for the proposal. This would be 10% of the 75 spaces required during the Sunday peak, which equates to 8 EV bays (4 charging points).

11.10 Following negotiations, the Applicant has agreed to provide 4 fast charging bays and 4 rapid charging bays, subject to National Grid or the electricity provider raising no objection to the rapid charges in terms of demand. Officers do not envisage an issue in this regard, however, if there are valid power supply issues, and then the Applicant has agreed to provide 10 fast charging bays. An appropriately worded new planning condition can secure the EV charging bays which is recommended to be added to the list of conditions pursuant to the planning permission..

11.11 Cycle parking

For a retail unit in this location, the Developers Guide requires 1 cycle space per 125 square metres, which equates to 15 cycle parking spaces. There may be space by the front of the store to provide the spaces, or alternatively, given the amount of spare car parking capacity, the loss of some spaces to provided cycle parking could also be explored if required. This can be secured by a new planning condition which is recommended to be added to the list of conditions pursuant to the planning permission..

11.12 *Travel Plan*

A Travel Plan has been submitted with the application which aims to encourage staff and customers to travel sustainably and to help them consider their transport options when travelling to and from the site. The Travel Plan would ideally be secured via a Section 106 and would also attract a monitoring fee of £6,000. However, in this case, there is no other reason to require a Section 106 and such a requirement for the Travel Plan and monitoring fee alone would not be expedient given the time / cost involved in creating the agreement. In addition the impacts on the highway network are considered acceptable, and there is ample provision of EV Charging and cycle parking, the Travel Plan can be secured by an appropriately worded condition which is recommended to be added to the list of conditions pursuant to the planning permission. The Local Highway Authority has also recommended this approach.

11.13 Securing the Travel Plan by condition is consistent with the NPPF and Planning Practice Guidance. Paragraph 54 of the NPPF states that "planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition". The Planning Practice Guidance state that "the local planning authority should use a condition rather than seeking to deal with the

matter by means of a planning obligation", (Paragraph: 011 Reference ID: 21a-011-20140306). In addition, the Planning Practice Guidance advises Travel Plans can be secured by condition (Paragraph: 011 Reference ID: 42-011-20140306). The above provides further policy backing in addition to the above reasons for not securing the Travel Plan by a planning obligation.

11.14 Based on the above, the proposal is considered to be consistent with Core Policy 7 of the Local Development Framework Core Strategy and Policies T2, T8, and EMP2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework.

12.0 Air Quality

12.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in Paragraph 181 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

12.2 The Council has recently adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.

12.3 There are a number of Air Quality Management Areas (AQMA) in the vicinity of the site, and given there would be an increase on traffic movements, and Air Quality Assessment has been submitted. The Assessment concludes that even in a worst case scenario, there would a minimal impact on concentrations in the Tuns Lane AQMA. This has been assessed by the Council's Air Quality Officer with has agreed with these results and commented that no bespoke mitigation is required. However, given the scale of the development, the following mitigation is sought by the Low Emission Strategy and is secured by new conditions:

- At least 10% of EV parking spaces. Please see paragraphs 11.9 and 11.10 for the agreed quantum and type.
- Any gas fired heating plant should meet the minimum emission standards in table 7. This can be secured b condition.
- Travel Plan. Please see paragraph 11.2 for the reason why this is agreed to be secured by condition.
- Operational and delivery vehicles should be Euro VI compliant. This can be added to the service and delivery management plan condition.

12.4 Based on the above, and subject to the recommended new planning conditions, the proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

13.0 Employment Impact

13.1 The site is located within an 'Existing Business Area' where Local Plan Policy EMP12 allows a range of business developments. Core Policy 5 of the Core Strategy states "There will be no loss of the defined Existing Business Areas to non-employment generating uses especially where this would reduce the range of jobs available". Core Strategy paragraph 7.89 recognises retailing as an important source of jobs and classes retail as an employment generating use appropriate in Existing Business Areas.

13.2 Paragraph 80 of the National Planning Policy Framework seeks to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

13.3 According to the submitted Planning & Retail Statement, Unit 3A has been vacant since September 2020. The unit was previously occupied by Harveys who went into administration in June 2020. The proposal would bring a vacant retail unit back into full use, generating around 40 local jobs in a mix of full and part time positions. In this regard, the proposal would not conflict with the relevant requirements of the Local Plan Policy EMP12, Core Policy 5 of the Core Strategy, and the National Planning Policy Framework.

14.0 Whether the changes fall within the scope Section 73 of the Town and Country Planning Act 1990

14.1 Section 73 of the Town and Country Planning Act 1990 does not provide scope to impose conditions that are so fundamentally different that they could not have been imposed on the original planning permission. Based on the information provided, it is considered that the conditions as proposed to be varied, could have been imposed on the original planning permission, do not involve any change to or raise any inconsistency with the original description of development, and that such variations do not lead to a fundamental alteration of the original planning permission. The proposed variations to the conditions therefore fall within the scope of Section 73.

15.0 Equalities Considerations

15.1 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).

15.2 The proposal would provide a new employment facility that would provide employments opportunities. Wheelchair access including accessible parking spaces consistent with the Manual for Streets guidance will be secured via the physical alterations application (ref. P/06651/102).

15.3 It is considered that there could be temporary and limited adverse impacts upon all individuals, with protected characteristics, whilst the conversion works are under way. 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 conversion works has the potential to cause nuisances to people sensitive to noise or dust. Given the conversion works would largely take place internally, the adverse impacts would be very limited and in this instance it would not be reasonable to secure a management plans for the conversion works.

15.4 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.

16.0 Presumption in favour of sustainable development

16.1 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.”

16.2 The report identifies that in using a cautious approach to interpret the meaning of major retail development, in the context of Core Policy 6, the proposals are not fully compliant with the text in the policy by not considering Slough Town Centre in the sequential test and by virtue of the proposals being within an out of town centre location which included a restriction on the type of retail given the need to safeguard Slough Town Centre. However, when considering the following:

- The proposed sales area would be limited to 1,100 square metres which comprises a relatively small food store
- The gross floorspace of Unit 3A falls under the 2,500 sqm gross threshold whereby a retail impact assessment is not required by the NPPF;
- The evidence provided to support the defined catchment area and the

sequential locations;

- The NPPG which advises the application of the Sequential Test will need to be proportionate and appropriate for the given proposal;
- Full compliance with all the other relevant planning policies subject to conditions;
- The proposal would bring a vacant retail unit back into full use, generating around 40 local jobs in a mix of full and part time positions.

The proposal is considered to be in broad compliance with the Local Development Plan and the National Planning Policy Framework 2019 when taken as a whole. On balance, the application is recommended for approval.

17.0 PART C: RECOMMENDATION

17.1 Having considered the relevant policies and planning considerations set out above, it is recommended the application be APPROVED.

18.0 PART D: LIST CONDITIONS AND INFORMATIVES

The following conditions have been agreed with the Applicant.

1. Time Limit – Deleted as no longer relevant
2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:
 - (a) Drawing No. PL.0101 Rev A, Dated June 2013, Recd On 10/09/2013
 - (b) Drawing No. PL.0102 Rev A, Dated June 2013, Recd On 10/09/2013
 - (c) Drawing No. PL.0103 Rev A, Dated June 2013, Recd On 10/09/2013
 - (d) Drawing No. PL.0104 Rev A, Dated June 2013, Recd On 10/09/2013
 - (e) Drawing No. PL.0105, Dated June 2013, Recd On 05/07/2013
 - (f) Drawing No. PL.0106 Rev A, Dated June 2013, Recd On 10/09/2013
 - (g) Drawing No. PL.0107 Rev A, Dated June 2013, Recd On 10/09/2013
 - (h) Drawing No. PL.0108 Rev A, Dated June 2013, Recd On 10/09/2013
 - (i) Drawing No. PL.0109 Rev B, Dated June 2013, Recd On 10/09/2013
 - (j) Drawing No. PL.0110 Rev A, Dated June 2013, Recd On 10/09/2013
 - (k) Drawing No. PL.0111, Dated June 2013, Recd On 05/07/2013
 - (l) Drawing No. PL.0112 Rev B, Dated June 2013, Recd On 10/09/2013

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

3. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission. The entrance features hereby approved shall be carried out in materials that match as closely as possible the colour, texture and design of the existing entrance feature to the front of Unit 2a Twinches Lane Retail Park.

REASON To ensure a satisfactory appearance of the development so as not to

prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. The new paving shall be carried out in materials that match as closely as possible the colour, texture and design of the existing adjacent paving at the date of this permission.

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

5. No increase in floorspace created by internal sub-division, mezzanine floor, or external extension other than that hereby permitted shall take place without the prior written approval of the Local Planning Authority.

REASON To protect the vitality and viability of existing shopping centres within the borough and to comply with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

6. No goods, materials or plant shall be deposited or stored outside of the buildings.

REASON To safeguard the visual amenities of the locality, and the privacy and amenities of the adjoining properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

7. Condition Varied

Except for Unit 3A which shall be used as a foodstore for the sale of food & drink and non-food goods, the site shall be used predominantly for the retail sale of items which by virtue of their nature and/or size require removal from the premises by vehicle. Except in Unit 3A, there shall be no retail sales of food or food products at the site, other than consumption of food by customers on the premises.

REASON To safeguard the future viability and vitality of the central shopping area within Slough and the surrounding district centres in accordance with Policy S1 of The Adopted Local Plan for Slough 2004 and Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to ensure the provision of adequate parking spaces within the site in the interests of road safety and the free flow of traffic along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

8. Condition Varied

The premises shall not be open to members of the public/customers outside the hours of 0800 hours to 20:00 hours on Mondays-Saturdays, 10:00 hours to 17:00 hours on Sundays and Bank/Public Holidays except for Unit 3b which between 1st November and 23rd December each year shall not be open to members of the public

outside the hours of 08:00 to 23:00 Mondays to Fridays, 08:00 to 20:00 on Saturdays and 10:00 to 17:00 on Sundays and Bank/Public Holidays; and except for Unit 3A which shall not be open to the public outside the hours of 08.00 to 22.00 Monday to Saturday including bank/public holidays, and outside the hours of 10.00 to 18.00 on Sundays

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

9. Condition Varied

There shall be no commercial deliveries visiting the site outside the hours of 08:00 to 18:00 hours on Mondays to Fridays other than for Unit 3b, where there shall be no commercial deliveries visiting the site outside of the hours 07:00 to 19:00 Mondays to Fridays between 1 October and 31 December each year, and other than for Unit 3A where there shall be no commercial deliveries visiting the site outside the hours 06.00 to 23.00 hours Mondays to Fridays. There shall be no deliveries on Saturdays, Sundays and Bank Holidays other than for Unit 3b where there shall be no commercial deliveries visiting the site outside of the hours 08:00 to 19:00 on each of these days between 1 October and 31 December each year, and other than for Unit 3A where there shall be no commercial deliveries visiting the site outside the hours 06.00 to 23.00 hours on Saturdays, Sundays and Bank Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

10. Original mezzanine restriction - Deleted as no longer relevant

11. The floor space of the mezzanine within Unit 3b hereby approved shall be used for the storage of goods and for no other purposes.

REASON To protect the vitality and viability of existing shopping centres within the Borough and to comply with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

12. New Condition - Delivery and Servicing Plan

Prior to the commencement of the foodstore use in Unit 3A, a site servicing strategy and Delivery and Servicing Plan (DSP) for Unit 3A including vehicle tracking, shall be submitted to and approved in writing by the Local Planning Authority. The DSP shall detail the management of deliveries, estimated no. of deliveries, collection of waste and recyclables, silent reversing methods/ location of drop-off bays and vehicle movement in respect of the foodstore use in Unit 3A, and promote best endeavours to ensure delivery vehicles visiting Unit 3A should be a minimum Euro VI compliant.

The approved measures shall be implemented on first use of the foodstore use in Unit 3A and thereafter retained for the lifetime of the approved foodstore use in Unit 3A.

REASON: In order to ensure that safe provision is made for deliveries, drop-offs and refuse storage and collection, to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, and to mitigate air quality impacts in accordance with Core Policy 7 and 8 of the Local Development Framework Core Strategy, Policy EMP2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework.

13. New Condition – EV Charging

Prior to the first commencement of the foodstore use in Unit 3A, details of 4 fast charging bays (Type 2, Mode 3, 7.4Kw/22Kw) and 4 rapid charging bays (Type 2, 43kW/50kW) shall be submitted to and approved in writing by the Local Planning Authority.

In the event that there are power supply issues in relation to providing rapid charges, then robust evidence of such issues shall be submitted to the Local Planning Authority. Where it is accepted that rapid charging bays cannot be provided, details of 10 fast charging bays (Type 2, Mode 3, 7.4Kw/22Kw) shall be submitted to and approved in writing by the Local Planning Authority.

The electric vehicle charging bays shall be provided in accordance with the approved details, prior to first occupation of the unit as a food store and once installed shall be retained in good working order for the lifetime of the foodstore use in unit 3A.

REASON to provide mitigation towards the impacts on air quality 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.

14. New Condition - Cycle Parking

Prior to the first commencement of the foodstore use in Unit 3A hereby approved, details of 15 cycle parking spaces (including location, housing and cycle stand details) in accordance with the Part 3 of the Slough Developer's Guide shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with the approved details prior to the first use of Unit 3A as a foodstore and shall be retained at all times for the lifetime of the foodstore use in Unit 3A

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 and 8 of the Local Development Framework Core Strategy, Policy T8 and EMP2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework.

15. New Condition – mezzanine in unit 3A for non sales purposes only

The floor space of the mezzanine within Unit 3A shall be used for non sales purposes

only.

REASON To ensure the store remains at an appropriate scale for its location to serve local residents, to be consistent with the method used to carry out the town centre sequential test, and to have acceptable impacts on the highway network and parking provision, in accordance with Local Plan Policy S1, T2, and T8, Core Policy 6 and 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

16. New Condition – Sales Area

The sales area within Unit 3A shall be limited to 1100 square metres at ground floor only. No further sales area above 1100 square metres within Unit 3A shall be created.

REASON To ensure the store remains at an appropriate scale for its location to serve local residents, to be consistent with the method used to carry out the sequential test, and to have acceptable impacts on the highway network and parking provision, in accordance with Local Plan Policy S1, T2, and T8, Core Policy 6 and 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

17. New Condition - Gas-fired boilers emissions

All gas-fired boilers within Unit 3A shall meet any of the following minimum standards at all times:

- Individual gas fired boilers <40mgNOx/kWh.
- Spark ignition CHP engine 250 mgNOx/Nm³
- Gas turbine 20mgNOx/Nm³

The development shall be carried out in full accordance with these details prior first occupation shall be retained in good working order at all times in the future.

REASON to provide mitigation towards the impacts on air quality 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.

18. New Condition – Travel Plan

On commencement of the foodstore use in Unit 3A, the Travel Plan Aims & Objectives, Travel Plan Targets, Action Plan, Sustainable Transport Measures, Travel Plan Roles and Responsibilities within the submitted Travel Plan produced by Milestone Transport Planning (ref. MTP Ref: 20-023); Dated February 2021; Rec'd 12/02/2021 shall be implemented as set out in the submitted Travel Plan. The Travel Plan shall be monitored and reviewed in accordance with the timescale set out in the plan. A record of the monitoring and reviewing shall be made available for inspection

upon request by the Local Planning Authority.

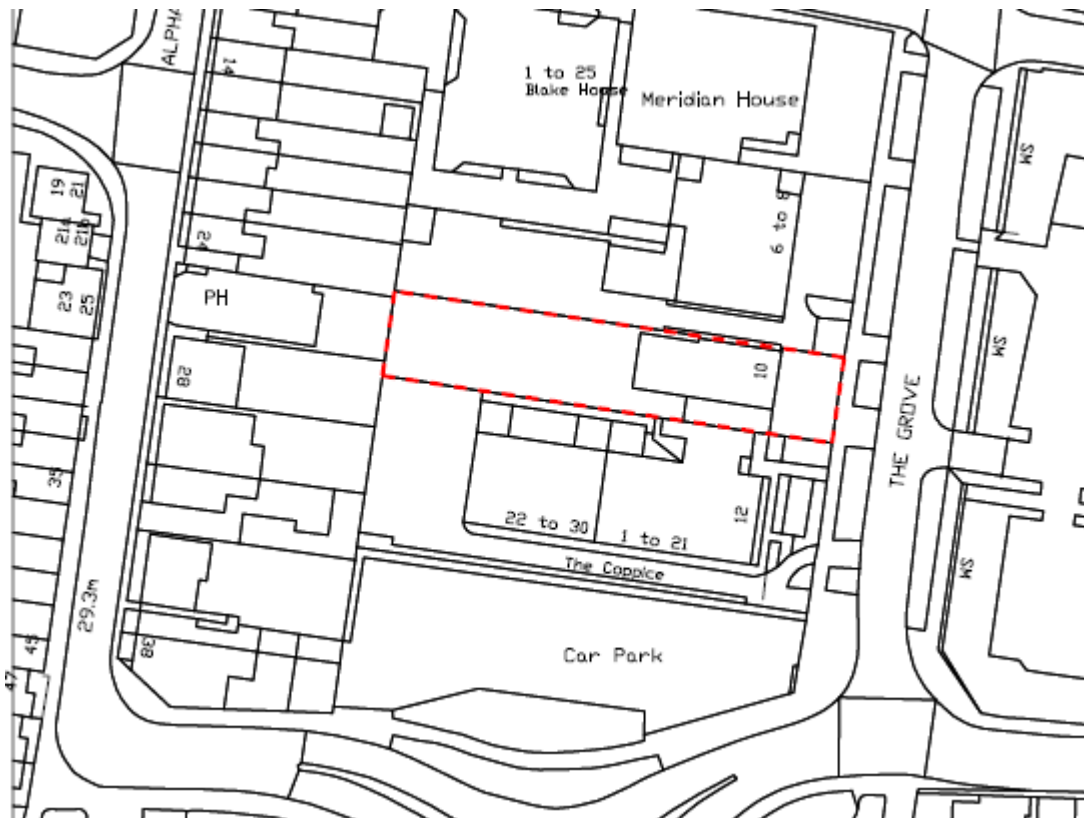
REASON To reduce travel to the site by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

Informatives:

1. The “sales area” referred in Condition 16 excludes the areas to which customers do not have access and also excludes the entrance lobby area, i.e. as shown on plan URB 3A[08] 00 05 submitted with application P/06651/102.
2. The Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting further information and clarifications. 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.

Registration Date:	01-Feb-2021	Application No:	P/03138/014
Officer:	Komal Patel	Ward:	Central
Applicant:	Mr Hugo Fonsenca, Aynstone Limited	Application Type:	Major
		13 Week Date:	3 May 2021
Agent:	Mr Jonathan Jarman, Bell Cornwell LLP Unit 2, Meridian Office Park, Osborn Way, Hook, RG27 9HY		
Location:	10 The Grove, Slough, SL1 1QP		
Proposal:	Construction of an upward extension, external alterations and change of use of the existing office building to create 11no. self-contained flats and the erection of 5no. new dwellings to the rear, including landscaping and the provision of secure cycle and bin storage		

Recommendation: Delegate to Planning Manager for approval



P/03138/014 - 10, The Grove, Slough, SL1 1QP

1.0 SUMMARY OF RECOMMENDATION

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

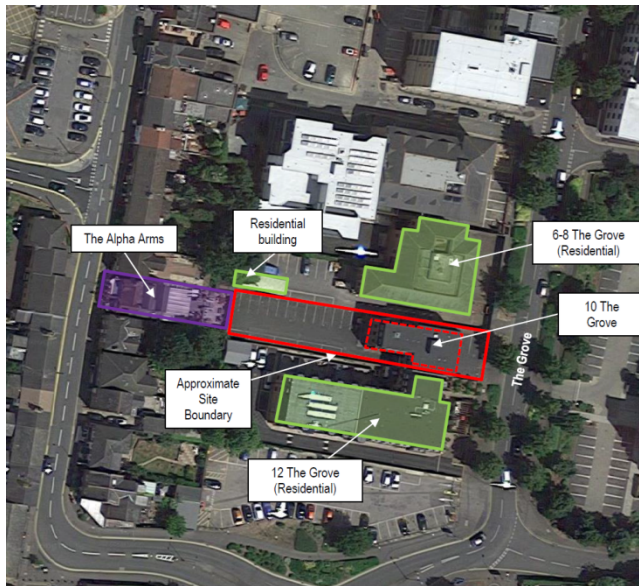
2.0 Proposal

- 2.1 This is a full planning application for:
 - Conversion of the existing office block to residential including a mansard roof extension, comprising of 11no self-contained residential units (5 x 1bed, 6 x 2bed)
 - Erection of 5no new mews dwellings to the rear (4 x 2bed, 1 x 3bed)
 - The provision of 16no secure cycle parking racks at ground floor level
 - Refuse and recycling facilities

3.0 Application Site

- 3.1 The application site is located to the west side of Slough Road as part of a row of commercial detached buildings close to Slough's High Street. The application site contains a two storey building with a mansard roof. Most of the buildings have secured planning permissions to either develop their back lands into residential or to convert the office blocks to residential over the past decade.
- 3.2 To the west of the application site lies a public house (The Alpha Arms). No. 12 The Grove, immediately south of the site, secured a full height extension to the office block, creating townhouse style housing units through to the back of the plot. No. 8 The Grove, immediately to the north of the site, secured planning permission for smaller, 2 storey mews style housing at the rear of the site and the office block itself has secured prior approval consent for 22no 1bed flats.

- 3.3 The site is designated part of the Town Centre on the Proposals Plan; the site is not in a conservation area; the existing premises are not a Listed Building; and, it does not lie in a Flood Zone requiring a Flood Risk Assessment.



4.0 **Relevant Site History**

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

P/03138/004 - ERECTION OF PORTAKABIN FOR TEMPORARY OFFICE BUILDING – Approved 1980

P/03138/005 - ERECTION OF THREE-STOREY REAR EXTENSION AND NEW SECOND FLOOR – Approved 1980

P/03138/006 - ERECTION OF NEW OFFICES IN TWO LINKED BLOCKS (555.2 SQ M S) – Approved 1982

P/03138/007 - ERECTION OF TEMPORARY OFFICE ACCOMMODATION FOR USE DURING DEMOLITION OF EXISTING OFFICES AND ERECTION OF NEW ON SAME SITE – Approved (limited period permission) 1983

P/03138/008 - ERECTION OF ENCLOSURE TO EXISTING GROUND FLOOR COVERED WAY. – Approved 1986

P/03138/009 - NEW MAIN ENTRANCE TO EXISTING BUILDING INCORPORATING EXTERNAL STEPS, RAILINGS FOR STEPS AND SMALL CANOPY OVER ENTRANCE – Approved 2002

P/03138/010 - ERECTION OF A PREFABRICATED SMOKING SHELTER – Approved 2004

F/03138/011 - Prior approval for change of use from class B1 (A) offices to class C3 residential for 8 units (4no. 1 bedroom flats and 4no. 2 bedroom flats). – Prior Approved Granted March 2020

P/03138/012 - Construction of a roof extension, external changes to the existing building and creation of 5no flats – Withdrawn 2021

P/03138/013 - Construction of 5no new dwellings and associated works to create 1 x 3 bedroom house and 4 x 2 bedroom houses – Withdrawn 2021

5.0 Neighbour Notification

5.1 A Neighbour consultation took place by way of a site notice.

5.2 No neighbour responses were received.

6.0 Consultations

6.1 Local Highway Authority:

1. Refuse Storage plan

- a. The applicant has shown some bins on the ground floor plan however they have not specified the capacities, intended users or followed our requirements as can be found in the developers guide.
- b. The 11no flats need to be served using 1100l Eurobins, 1 is required for residual waste and 1 for recycling. These bins must be sited within 10m of where the refuse vehicle will stop to collect waste (which will most likely place the bins to the front of the building in a suitable enclosure).
- c. The 5no mews dwellings must be served using 180l wheelie bins, 1 each for residual waste and recycling for each property making a total of 10no 180l wheelie bins. These must be sited within 30m of the collection point (max carrying distance for the refuse collectors for wheelie bins).
- d. A link to the relevant document is provided here <https://www.slough.gov.uk/downloads/file/182/refuse-and-recycling-storage-for-new-dwellings>
- e. It should also be noted that the bins being kept in the undercroft section is not ideal as this is not a secondary route or service area, this is the primary route to reach the residential units within this development and residents will have to walk past the bins when entering or leaving their premises, these being in an undercroft could poses some concerns with unpleasant odours.

2. Cycle Storage Plan

- a. The applicant has tried to address this point by providing 11no Sheffield stands within the undercroft area at ground floor level. Cycle parking for residents parking must be secure, covered and well overlooked, the proposed stands are not considered secure and more suited to short term visitor parking as opposed to for longer term residents use. As such, the cycle parking needs to be secured, as this is only 11no units, I would recommend on individual cycle lockers to be provided to meet this requirement.
- b. The cycle parking shown appears to be for the flats however there is no cycle parking shown for the mews dwellings to the rear. These dwellings also need cycle parking at a minimum ratio of 1 space per dwelling, this must be segregated/secured separately from the cycle parking for the 11no flatted units.

3. Remove Landscaping from the Under-Croft

- a. The applicant has now addressed this and we have no further concerns in respect of this matter.

4. Deliveries and Servicing Management Plan

- a. This was previously requested from the applicant however the applicant has failed to satisfactorily address this point. The applicant has stated that service and delivery vehicles will park in the visitor bays to the front in response to the request to provide a DSMP. This is doubtful, there is no details or control over how the visitor bays will operate and from experience, given the extremely low parking provision being offered, these will most likely be occupied most of the time. Deliveries and servicing cannot be timed around visitors therefore this does not work.
- b. Furthermore in terms of a DSMP, we expect details of how these activities will be managed and how the site will operate safely without any internal or external conflicts with other users (this should be a text document supported by drawings).
- c. The DSMP must include swept paths for delivery and service vehicles, demonstrating the required manoeuvres, demonstrating that they can be undertaken in a safe and realistic manner. This should include the largest vehicles intended to access the site. It must be noted that a majority of delivery/courier companies operating in the Slough area use Long wheelbase (LWB) Mercedes Sprinter vans and therefore as a minimum these need to be shown as these types of vehicles from the various courier companies often deliver several times a day. Details of refuse collection have not been provided however if it is intended that refuse vehicles are to enter the site, these should also be shown, if not details of how refuse is to be collected must be

demonstrated. If collection points are intended for collection day, these must be detailed and also shown on a plan including where a management company may need to move bins from the storage to collection areas and back again on bin collection days.

5. Under-Croft Pillars to be shown on Plans

- a. These are now shown and I confirm they are acceptable

6. Pedestrian Routes Widened to a Minimum of 1.8m

- a. I confirm the pedestrian route has been suitably widened

To summarise above, the applicant has made an attempt to address some of our previous concerns however outstanding matters remain which must be addressed to satisfy us that the site can operate safely without having an adverse impact on highway safety or the operation of the highway, therefore we cannot support the application in its current form.

Should you be minded to grant approval for this application, I would request that the outstanding matters are secured by means of pre-commencement conditions however given that some of the points haven't been addressed, we'd suggest that further details are obtained.

6.2 Contaminated Land Officer:

I have reviewed the revised reports **Environmental Desk Study and Preliminary Risk Assessment** (Ref. CL/2961/TG & CL/2859.Rev1/TG), dated April 2020 and May 2020 respectively, and prepared by Apple Environmental Limited.

Please see my comments below:

- Due to the new proposal to have the whole site redeveloped as a whole, the report identifies that there could be some sources of potential contamination present on site, that could pose a risk to users associated with the proposed soft landscaping areas. As such, it is recommended that targeted intrusive site investigation is carried out in order to deal with any potential residual risks to the proposed residential receptors.

Based on the above, I propose the following conditions are placed on the Decision Notice:

1. Phase 2 Intrusive Investigation Method Statement (APAS code: NEN17)

*Based on the findings of the Desk Study Reports (Ref. CL/2961/TG & CL/2859.Rev1/TG), development works shall not commence until an **Intrusive Investigation Method Statement (IIMS)** has been submitted to and approved in writing by the Local*

Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

2. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy (APAS code: NEN18)

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

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

3. Remediation Validation (APAS code: NEN19)

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation

*Strategy condition shall be occupied until a full **Validation Report** for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.*

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

6.3 **Environmental Quality:**

Air Quality Background

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

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

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM2.5 in Slough (PHE).

SBC adopted the Slough Low Emission Strategy 2018-25 on the 17th September 2018. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the 'Slough Electric Vehicle Plan' this can be found in Section 4.3 of the LES Technical Report.

The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

Proposal

Construction of an upward extension, external alterations and change of use of the existing office building to create 11no. self-contained flats and the erection of 5no. new dwellings to the rear, including landscaping and the provision of secure cycle and bin storage.

Air Quality Comments

In line with the Slough Low Emission Strategy, the scheme is considered to have a MINOR impact on air quality. As such, the scheme would only require an assessment of potential exposure of future residents to concentrations of NO₂ and the integration of Type 1 Mitigation measures, contained in the LES Planning Guidance.

The nearest air quality monitoring location is on Hencroft Street, which is in a similar environment to the proposed development. This monitoring location records concentrations far below the air quality objective and therefore indicates that there will not be an exposure issue at 10 The Grove.

There is limited parking associated with the development (3 spaces), however it is requested that one of these parking spaces has access to EV charging.

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. It is requested that one space has access to electric charging infrastructure.
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.

Environmental Noise Comments

Noise issues for this development have been addressed in two assessments. The first addresses commercial noise impact on the office to residential conversion units (reference LR01-19453REV1). The second assesses noise impact from the dominant noise source (road traffic originating from The Grove) on future occupants of the development (reference RP02-19453).

Assessment of Commercial Noise

The first assessment assesses the impact of the nearest commercial noise source, The Alpha Arms public house, with operational hours spanning both the day and night (up to 01:00). Noise arising from both the monthly live music events and usual business operations have been addressed. The noise assessment was conducted in December 2019 (therefore this assessment does not need to consider Covid impact), from 18:00-21:00 to represent the busiest evening period. The monitoring location closest to the receptor façade recorded 65dB LAeq, 92dB LAmax and 53dB LA90, which would result in approximately 50dB LAeq internally assuming an open window provides 15dB attenuation.

As the monitoring was conducted in winter, it was highlighted that this does not accurately represent a worst case, as the venue beer garden would likely be busier during the summer months. Therefore, modelling was utilised to determine the impact at the closest receptor based on a group of 30 individuals within the beer garden, resulting in 53 dB LAeq,T at locations external to the western façade of 10 The Grove and approximately 38dB internally with windows open.

CadnaA noise modelling was used to determine impact of monthly live music events, resulting in 46dB LAeq at the façade and 30dB LAeq internally assuming windows are open. This is considered “noticeable and intrusive” in the report.

Assessment of Road Transport Noise

Due to the pandemic, this element of the assessment was addressed using a 3D noise model (Cadna/A v. 2020), supported by a desktop-based assessment. This is acceptable to complete an assessment of site suitability and to determine general mitigation requirements, however it is expected that a verification survey will be completed once traffic levels have returned to normal, which will be secured via condition.

The dominant noise source originated from road traffic using The Grove, east of the proposed development. This resulted in 68dB LAeq16h on the eastern façade as a worst case. Modelling indicates that noise levels during the day and night will be 70dB LAeq16h and 65dB LAeq8h, respectively. It is noted that there is no external amenity associated with the development, therefore the report focuses on noise impact on internal noise levels of the dwellings.

Mitigation

To calculate impact on internal noise levels, the following was assumed:

- Glazing – 1.5m² for bedrooms and 2.5m² for living rooms;
- External walls – 8m² for bedrooms and 12m² for living rooms; and,
- 1 in-frame trickle ventilators in bedrooms and 2 in-frame trickle ventilators in living rooms.

The report states that acceptable internal noise levels are achievable with glazing performance 35 dB Rw+Ctr, such as acoustically upgraded thermal double glazing. Ventilation performance between 45-50 dB Dne,w + Ctr is required, with the Brookvent TunnelSus 290-10 identified as a suitable unit. This is demonstrated by calculations provided in Appendix 5 and is applicable to the worst impacted rooms.

However, there is no comment made on the ability to meet internal LAmax limits (45dB no more than 10-15 times per night). It is not clear if this can be achieved with the proposed glazing and ventilation configuration.

Once at the detailed design stage, specific glazing and ventilation details will need to be provided which demonstrates the suitability of the chosen scheme in relation to meeting internal noise level criteria within BS8233 (including LAmax limits), secured via condition. This should also include a review of suitable ventilation options, specifically the ability to meet internal noise levels whilst maintaining adequate ventilation for the dwellings.

Outstanding information

As mentioned in comments from 21st September 2020, there are two aspects which are not addressed in either assessment.

It has been assumed that there is no plant on or in the vicinity of the site which could cause disturbance to future occupants of the development, however this has not been confirmed in the assessment. This confirmation should be provided.

There is no comment on the construction phase and the potential noise impact this may have on surrounding receptors to the development, however it is expected that the Construction Environmental Management Plan could address this issue, by detailing how noise will be managed and reduced as far as practicable on site. This requirement can be secured via condition.

Summary

In summary, the two noise assessments demonstrate that internal noise levels can be maintained below the criteria specified within BS8233 with the application of suitable mitigation. To confirm this, the following is required:

- Confirmation that there is no nearby plant which could cause impact to future occupants of the proposed development.
- Submission of a Construction Environmental Management Plan (CEMP) which addresses noise control during the construction phase.
- Completion and submission of a verification survey once traffic levels have returned to typical levels and The Alpha Arms have returned to business as usual operations.
- Once at the detailed design stage, specific glazing and ventilation details should be provided which includes consideration of LAmax noise levels. This must be approved by the LPA in writing.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2019

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

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

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

- EN1 – Standard of Design
- EN2 - Extensions
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H11 – Change of Use to Residential
- H13 – Backland/Infill Development
- H14 – Amenity Space
- H15 – Residential Extensions
- T2 – Parking Restraint
- T8 – Cycle Network and Facilities

7.4 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 Housing 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.

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

On 1st November 2017 the Planning Committee approved further testing and consideration of the Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036.

7.6 On 26th August 2020 the Committee considered Local Plan Strategy Key Components. These key components are:

- **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.

7.7 In relation to the proposed development, the component relating to enhancing distinct suburbs is of relevance. Enhancing the areas where most people live is an important part of the Spatial Strategy.

The Protecting the Suburbs report, which was approved by Planning Committee on 24th June, 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. 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. As a result both protecting and promoting the

neighbourhoods and the suburban residential areas within them is an important part of the Spatial Strategy.

7.8 The planning considerations for this proposal are:

- Principle of development
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Contamination
- Highways and parking
- Affordable Housing

8.0 Principle of development

8.1 The National Planning Policy Framework 2019 encourages the effective and efficient use of land. This is reflected within Core Policies 1 and 4 which seek high density non family type housing to be located in the Town Centre.

8.2 The application site is located in an area where the neighbouring blocks are residential flats or houses or have gained planning consent for residential developments. Therefore, the site is considered to be in an area, where it is accepted that flats and houses would be an appropriate housing type.

8.3 In this case, the application site is located in a highly sustainable location within the Town Centre of Slough, as defined on the adopted Proposals Map, where it has very easy access to shops, services and public transport. It will also make use of previously developed land, which is in keeping with the principles of sustainable development.

8.4 Notwithstanding the above, the principle of residential development on the site has already been established as part of the prior approval process which consented the conversion of the existing office block into residential flats.

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

9.0 Mix of housing

9.1 The National Planning Policy Framework 2019 seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The proposal would provide a mix of one- and two-bedroom flats within the existing office

block and a mix of two- and three-bedroom houses to the rear; which, given the location in these particular site circumstances is considered appropriate and thus acceptable.

10.0 Impact on the character and appearance of the area

- 10.1 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 Policy EN1.

Mews Houses

- 10.2 The applicant has been in conversation with the developer of 8 The Grove to create a coordinated urban plan for both sites. The proposed massing of the new houses will reflect the approved housing granted at 8 The Grove; instead of stacking the housing with the same site layout (so that each mews looks at the back of the next) the proposals mirror the massing of No. 8 The Grove. The dividing wall between the properties will be removed, creating a better outlook and aspect for the new housing from both sides.
- 10.3 The individual units will be two storeys in height and will feature an angled principal façade and individual front gardens. Access to the dwellings will be achieved through the existing under-croft and via a shared surface with the adjacent development. This will therefore avoid the need for a dividing fence and will create a greater sense of openness for each of the developments.

Conversion of existing block and roof extension

- 10.4 The proposed extension has been designed to be in keeping with the existing building and is close in appearance to the existing mansard roof design, continuing the style and appearance of the existing building in terms of window placement and use of materials. It would complement and reflect the modern style of the locality.
- 10.5 The extension is also limited to the existing limits of the building and notwithstanding the additional height, will not unduly impact on its relationship with the neighbouring buildings; its bulk and height to accord with the variety of the heights and massing of the other buildings in this street block.
- 10.6 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policy EN1 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework

Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

11.0 Impact on amenity of neighbouring occupiers

- 11.1 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.
- 11.2 The orientation and distances between the window openings has been taken into account in the detailed design of the new houses and the conversion proposal. As such, it is considered that there would be no harm or loss of privacy for future or existing occupants.
- 11.3 Whilst there are some windows serving habitable living space on the north facing side elevation of the existing building, which will look towards the residential building at number 8 The Grove, these will sit above the level of that building. There will not therefore be any undue overlooking as a result.
- 11.4 A Daylight & Sunlight Assessment has demonstrated that there would be no significant impacts on the existing adjacent residential units. As such, there is considered to be a satisfactory relationship between all the flats which ensures an acceptable level of amenity for all the units.
- 11.5 A Daylight and Sunlight assessment has also been undertaken to ensure that the development complies with BRE guidance: "SITE LAYOUT PLANNING FOR DAYLIGHT AND SUNLIGHT: A GUIDE TO GOOD PRACTICE" SECOND EDITION (2011). This concludes in respect of surrounding properties that:
"...the proposed development at 10 The Grove would not materially affect the daylight and sunlight amenity received to the existing and consented surrounding properties when assessed in accordance with the guidelines given in Sloughs adopted Unitary Development Plan and more specifically, with the guidelines set-out in BRE Report."
- 11.6 Subject to conditions, no objections are raised in terms of the impacts on neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2018.

12.0 Living conditions for future occupiers of the development

- 12.1 The National Planning Policy Framework 2019 states that planning should create places with a high standard of amenity for existing and future users.
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

Mews Houses

- 12.3 The proposed houses would have acceptably sized internal spaces that would comply with the Council's current guidelines. The submitted Daylight and Sunlight report concludes that all proposed units meet the recommended levels for internal daylighting. There are some minor deviations to the Sunlighting levels received to the mew houses, although this is mitigated on the basis that the units will provide private amenity areas.

Conversion of existing block and roof extension

- 12.4 The proposed flats would have acceptably sized internal spaces that would comply with the Council's current guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook; the submitted Daylight and Sunlight report confirms that all of the proposed units meet the recommended levels for internal daylighting.
- 12.5 Further to the comments of the Environmental Quality Officer, conditions are recommended to ensure adequate protection for future occupants in relation to noise and ventilation issues given the sites close proximity to the High Street and the Alpha Arms Public House to the west.
- 12.6 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 Contamination

- 13.1 Policy 8 of the Core Strategy 2008 states that development shall not cause contamination or deterioration in land, soil or water quality.
- 13.2 The Council's Scientific Officer was consulted as part of the application process and has reviewed the Environmental Desk Study and Preliminary Risk Assessment submitted by the applicant. Conditions requesting further routine investigations have been requested by the Scientific Officer and these shall form part of the decision notice.

14.0 Highways and Parking

- 14.1 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. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 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’.
- 14.2 As the site is located in the Town Centre there is no requirement for off-street car parking; though the scheme does include 3no. parking spaces at surface level – one of which would be provided with electric charging points (this will be secured via a condition).
- 14.3 Cycle parking is to be provided in accordance with the Council’s standards.
- 14.4 The application site is located on the A4 High Street very close to the railway station and bus station; so, it benefits from a very good level of public transport accessibility.
- 14.5 Initial concerns raised by the Highways Officers have been addressed via amended plans; adequate bin storage has been provided and the previously proposed landscaping from the under-croft has been removed.
- 14.6 Highways Officers have requested that a Servicing, Deliveries and Refuse Management Plan be submitted with the application, however it has been agreed that this can be addressed via an appropriate condition.
- 14.7 The provision of services and facilities for shopping and other needs are immediately available within the locality. Therefore, it is considered that as the proposals are in such a sustainable location, it would not lead to highways concerns.

15.0 Air Quality

- 15.1 Policy 8 of the Core Strategy 2008 states that development shall not be located in areas affected by air pollution or in noise environments unless the development incorporates appropriate mitigation measures

to limit the adverse effects on occupiers and other appropriate receptors.

- 15.2 Further to the comments of the Environmental Quality Officer, in relation to electric charging points, which are sought as a part of the Local Environmental Strategy, which seeks to mitigate air quality concerns from additional traffic and parking, a condition to this effect has been included.
- 15.3 As requested by the Environmental Quality Officer, the applicant has confirmed that, to the best of their knowledge there is no plant on or in the vicinity of the site that would which could cause disturbance to future occupants of the development.
- 15.4 Due to the current Covid-19 Pandemic and associated national lockdown restrictions, the submitted noise reports were not able accurately propose sufficient noise mitigation measures. As such, a condition will be attached requesting that further studies are carried out once lockdown restrictions have been lifted and traffic levels return to normal and the Alpha Arms Public House has returned to business as usual.

16.0 Affordable Housing

- 16.1 Under Core Policy 4, all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. However, the since updated National Planning Policy Framework (2019) sets a lower threshold of 10 units and above, where at least 10% of the new dwellings should be provided as affordable.
- 16.2 In this case, as a combined application, a total of 16 dwellings are proposed which would ordinarily trigger the need to provide affordable housing based on the above thresholds. However, given that 8 units within the development already benefit from prior approval for residential conversion, affordable housing cannot be sought on these units. Instead, the requirement will only be triggered where the net increase in dwellings would exceed 10. As the proposed development is proposing a total of 16 dwellings, a net increase of 8, the proposed development falls below both the NPPF and core policy thresholds. Consequently, it does not trigger the need for affordable housing.

17.0 PART C: RECOMMENDATION

- 17.1 Having considered the relevant policies set out below, and comments that have been received from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to conditions.

18.0 PART D: LIST CONDITIONS AND INFORMATIVES

1. Time Limit

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

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

2. Plans

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

- (a) Site Location and Block Plan – 510-AND-V1-00-DR-A-0001 Rev A, Rec'd 26 Jan 2021
- (b) Existing Basement Floor Plans - 510-AND-V1-00-DR-A-0010 Rev C, Rec'd 26 Jan 2021
- (c) Existing Ground Floor Plan - 510-AND-V1-GF-DR-A-0011 Rev C, Rec'd 26 Jan 2021
- (d) Existing First Floor Plan - 510-AND-V1-01-DR-A-0012 Rev C, Rec'd 26 Jan 2021
- (e) Existing Second Floor Plan - 510-AND-V1-02-DR-A-0013 Rev C, Rec'd 26 Jan 2021
- (f) Existing Elevations - 510-AND-V1-XX-DR-A-0053 Rev B, Rec'd 26 Jan 2021
- (g) Proposed Ground Floor Plans - 510-AND-V3-00-DR-A-1101 Rev C, Rec'd 7 May 2021
- (h) Proposed Ground Floor Plan (Bin and Bike Storage) - 510-AND-V3-00-DR-A-1105 Rev C, Rec'd 7 May 2021
- (i) Proposed First Floor Plan - 510-AND-V3-01-DR-A-1102 Rev B, Rec'd 26 Jan 2021
- (j) Proposed Second Floor Plan - 510-AND-V3-02-DR-A-1103 Rev B, Rec'd 26 Jan 2021
- (k) Proposed Third Floor Plan - 510-AND-V3-03-DR-A-1104 Rev B, Rec'd 26 Jan 2021
- (l) Proposed Elevations (Roof Extension) - 510-AND-V1-XX-DR-A-1053, Rec'd 26 Jan 2021
- (m) Proposed Elevations (Mews) - 510-AND-V2-XX-DR-A-1151 Rev C, Rec'd 26 Jan 2021
- (n) Proposed Unit Sections - 510-AND-V2-XX-DR-A-1152 Rev B, Rec'd 26 Jan 2021
- (o) Design and Access Statement (for mews houses), Prepared by 'AndArchitects', Rec'd 26 Jan 2021

- (p) Planning Statement (for mews houses), Prepared by 'Bell Cornwell LLP', Rec'd 26 Jan 2021
- (q) Planning Statement (for existing building), Prepared by 'Bell Cornwell LLP', Rec'd 26 Jan 2021
- (r) Daylight and Sunlight Report, Prepared by 'GL Hearn Ltd', Rec'd 26 Jan 2021
- (s) Noise Impact Assessment (for existing building), (Ref: RP01-19453), Prepared by 'Cass Allen Associates', Rec'd 26 Jan 2021
- (t) Noise Impact Assessment (for mews houses), (Ref: RP02-19453), Prepared by 'Cass Allen Associates', Rec'd 26 Jan 2021
- (u) Environmental Desk Study (for mews houses), (Ref: CL/2961/TG), Prepared by 'Apple Environmental Ltd', Rec'd 26 Jan 2021
- (v) Environmental Desk Study (for existing building), (Ref: CL/2859.Rev1/TG), Prepared by 'Apple Environmental Ltd', Rec'd 26 Jan 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. Materials

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

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

4. No more windows

Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), no windows or doors, other than those expressly authorised by this permission, shall be formed in the flank elevation of the development, hereby approved, without the prior written approval of the Local Planning Authority.

REASON: To protect the amenity and privacy of adjacent occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

5. Removal of Permitted Development Rights

Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 1995 (or any order revoking and

re-enacting that Order), Schedule 2, Part 1, Classes A,B,C,D,E & F, no extension to the houses hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority

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

6. Surface materials

Samples of external materials to be used in the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. Development shall be carried out in accordance with the details approved and retained thereafter.

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

7. Cycle Parking

The 18no cycle parking spaces and cycle storage, as shown on Drg No. 510-AND-V3-GF-DR-A-1101 Rev C, Rec'd 7 May 2021 shall be provided on site prior to occupation of the development and retained at all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

8. Servicing, Deliveries and Refuse management plan

No development shall commence on site until a strategy to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

No dwelling shall be occupied until the Refuse Collection Strategy has been implemented as approved. Thereafter the refuse/recycling facilities shall be used in accordance with the approved scheme.

REASON to ensure the collection of refuse/recycling does not lead to traffic and highway safety issues 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.

9. Electric Vehicle Charging

Prior to first occupation of the development hereby approved, 1 no vehicle parking space shall be provided with electric charging facilities and retained as such in perpetuity (in line with Table 7 – Type 1 Mitigation of the Low Emission Strategy).

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.

10. Construction Environmental Management Scheme

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

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

11. Heating

All heating systems must meet the emission standards outlined within the Slough Low Emission Strategy Technical Report. The development shall be carried out in full accordance with these details prior first occupation 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.

12. Noise mitigation verification report condition to be included – the details and wording to be agreed.

13. Phase 2 Intrusive Investigation Method Statement

Based on the findings of the Desk Study Reports (Ref. CL/2961/TG & CL/2859.Rev1/TG), development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

14. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and

recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

15. Remediation Validation

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

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

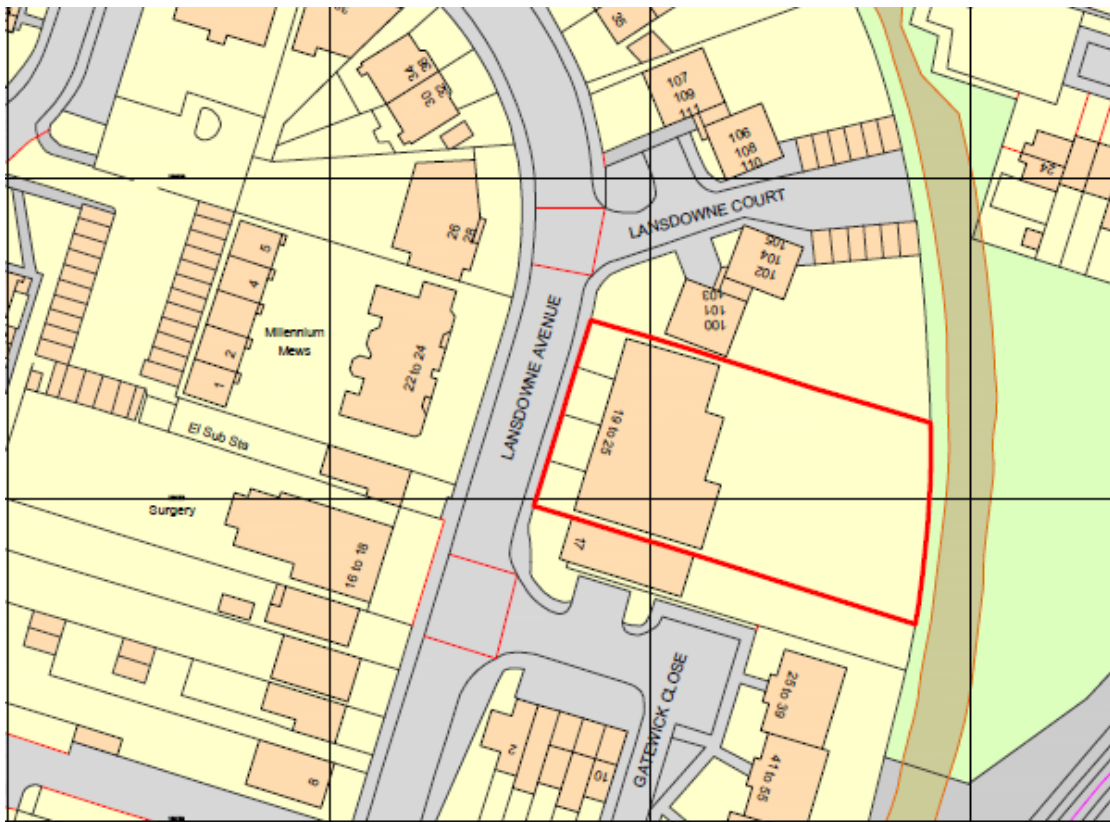
Informatives:

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

5. The 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. 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.

Registration Date:	11-Mar-2021	Application No:	P/01158/033
Officer:	Alistair De Joux	Ward:	Elliman
Applicant:	Talwinder Hayre, Construction of 2no. buildings containin	Application Type:	Major
		13 Week Date:	10 June 2021
Agent:	Shaylin Naidu, GA&A Design 10-14, Bath Road, Slough, SL1 3SA		
Location:	19-25, Lansdowne Avenue, Slough, SL1 3SG		
Proposal:	Construction of 2no. buildings containing 34 no residential dwellings together with associated, car parking, landscaping and amenity space.		

Recommendation: Delegate to Planning Manager for approval



1.0 RECOMMENDATION

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

- 1) Confirmation of satisfactory amendments to housing mix, design and layout as set out in Sections 10 and 11 of the report, by 15th September 2021;
- 2) Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space improvements, recreation and other ecological improvements, and affordable housing (including on-site);
- 3) finalising conditions, including agreement of the pre-commencement conditions with the applicant/agent; and any other minor changes;

OR

Refuse the application if the outstanding matters are not satisfactorily concluded or if the completion of the Section 106 planning obligation is not finalised by 15th December 2021 or if pre-commencement conditions are not agreed, unless a longer period is agreed by the Planning Manager (or his successor in title) in consultation with the Chair of the Planning Committee.

PART A: BACKGROUND

2.0 The proposal

- 2.1 This is a full planning application that proposes construction of two blocks of flats in two buildings with external car parking and a mix of private and shared amenity space. Block 1 would be four storeys high, including accommodation within the roofspace, and would be located towards the street frontage. It would occupy less than half of the width of the plot, being set adjacent to the southern boundary with 17 Lansdowne Avenue while the vehicle access and car parking would be located in the northern part of the front of the site, along with soft landscaping. Block 2 would be a part 3, part 4 and part 5-storey building set towards the rear of the plot and extending over almost its full width (also with accommodation in the roofspace). The two blocks are separated from each other by amenity areas and a landscaped setting. Some of this space is communal, while several of the ground floor flats would have their own private amenity spaces, of varying sizes.
- 2.2 The application has been subject to amendments, which are still being assessed at the time of writing this report. As submitted, the proposals were for 13no.1bedr. and 21 no.2-bdr. units; in amended drawings

currently being considered, this mix has changed to 12no.1-bdr., 18no.2-bdr. and 3no. 3-bdr. units.

2.3 Both buildings incorporate features from the architectural styles of houses in Lansdowne Avenue, many which of which date from the very early twentieth century. Block 1 features a central gable feature, to be finished in brick, with front and rear dormers set into a half hipped roof. Horizontal courses of brick and hanging tiles are used to break up the front elevation. This elevation also features two balconies, which would serve one flat at each of the first and second floor levels. To the rear, the elevational treatment is plainer, but again this features roof level dormers. There is also a small single storey element at the rear. Block 2 has a more complex roof form that in part matches the stepping up of the three main elements of the building, with a hipped roof at its northern end (towards the rear of the adjacent Lansdowne Close properties) and a half-hipped form towards 17 Lansdowne Avenue. This building also includes upper levels of accommodation within its roofspace.

2.4 The proposed access would be located off Lansdowne Avenue close to the junction with Lansdowne Court, leading to car parking for up to 23 vehicles, cycle storage and a refuse and recyclables store. These would be arranged on both sides of the access road and including undercroft parking for 6 cars on the northern side of Block 1. Two disabled bays and five Electric Vehicle Charging Points would be provided, with infrastructure for another five EVCPs and a communal cycle store for each of the two buildings. The vehicle access and a secure pedestrian access would both be gated.

3.0 Application Site

3.1 The application site has now been cleared, but was previously used as a guest house in the former dwellings at the site. These were mainly two-storeys in height, and it is understood that they had some accommodation in the roof. Various extensions and outbuildings were added through the lifetime of the now demolished buildings. Since their demolition a builders hut has been located at the site.

3.2 The site is in an area of a mixed residential character, close to but outside the Town Centre being less than 50m from the town centre boundary. Housing types include a mix of detached and semi-detached dwellings, ranging in age from late Victorian or very early twentieth century and through the interwar period to the 1960s, with a range of flats that appear to date from about the 1960's and '70s. The site shares its side boundary with the Bharani Medical Centre to the immediate south at 17 Lansdowne Avenue, which is accommodated within an attractive gable fronted bay-windowed Victorian property on a relatively narrow plot. Car parking to the rear of the Medical Centre is accessed off Gatewick Close, a cul-de-sac on its southern side.

3.3 Both Gatewick Close and Lansdowne Court to the north of the site are typified by flatted developments; those at Gatewick Close being three storeys high adjacent to the street frontage and four storeys to the east, while at Lansdowne Court the buildings are three storeys in height.

3.4 To the immediate rear of the site is a section of disused former railway line that

linked the Windsor line with the west-bound GWR mainline. Stranraer Gardens is also located close by, to the north-east and adjacent to the main railway line, but is screened from direct views to and from the site by trees growing on the former railway land. This land forms site no. SSA12 in the Council's Site Allocations Development Plan Document, where it is identified as a Non-statutory Informal Nature Reserve. The existing Slough-Windsor branch railway line is beyond this reserve, at a distance varying from 40m to 60m from the applications site's rear boundary measured perpendicular to the rear of Block 2.

- 3.5 Salt Hill Park is located 200m west of the site, and can be accessed via a pedestrian crossing on the south side of Lansdowne Avenue's junction with Stoke Pages Lane.

4.0 Site History

- 4.1 The site originated from what were four separate properties, which appear to have been amalgamated following several planning permissions in the first half of the 1980s. During the first decade of the 21st century, three applications were received and assessed that involved its replacement, as follows:

- 4.2 P/01158/018 Demolition of existing buildings and erection of twenty three bedroom replacement hotel and 22 retirement flats at the rear (outline). Refused 13 December 2006.
- P/01158/019 Demolition of existing buildings and erection of 15 x no.2 bed retirement flats, 5 x no.1 bed retirement flats, 1 x no.3 bed retirement flats and hotel with office accommodation (outline). Approved with conditions and informatives, 26 September 2007.
- P/01158/020 Full planning permission for demolition and erection of 3.5 Storey 24 Bed Hotel and 4/5 storey block of flats for 21 units. Approved with conditions and informatives 22 October 2008.

Neither of the above permissions were implemented. However minor applications were approved for illuminated signage, in 2008, and for further extensions and conversion of the loft space within the then-existing buildings, in 2015.

- 4.3 The next key planning application was made in 2017, for:

P/01158/023 Demolition of existing building and erection of two buildings containing 24 no. residential dwellings together with associated access, car parking, landscaping and amenity space. This was considered by Planning Committee in July 2017, and following completion of the section 106 agreement permission was approved with conditions and informatives on 19 February 2018. The section 106 agreement secured financial contributions towards education and off-site affordable housing.

- 4.4 A series of applications followed early in 2021 for the discharge of conditions for the above application. The majority of these were refused, either because the

submissions included plans that were inconsistent with the application (for example locations and sizes of bin and cycle stores within the layout) and in addition, in some cases, because the 2018 permission lapsed. An exception was

P/01158/030 Submission of Phase 1 risk assessment pursuant to condition 15 of planning permission P/01158/023 dated 19/02/2018 (partial discharge).

The submitted details were approved on 30th April of this year, which was after the current planning permission was received.

5.0 Neighbour Notification

Site notices were posted adjacent to the site during the week commencing 22nd March, and the application was advertised in the Slough Express on 9th April 2021. No third party letters have been received as a result of the publicity.

6.0 Consultations

6.1 Highways and Transport

The following comments relate to the scheme as submitted:

Vehicular Access

Vehicular access is proposed via a priority junction on Lansdowne Avenue. Access appears to be proposed by a vehicular crossover. A single yellow line parking restriction is currently in place which restricts on-street parking between 8am – 7pm. The access was previously consented through planning application: P/01158/023. A check has been completed of publicly available collision records (CrashMap.co.uk) and no accidents have been recorded at the site access during the most recently available 5-year period.

Site Layout

SBC Highways and Transport request that parking spaces bounded by a physical feature are widened by 300mm on each side bounded by a wall or fence. This is to ensure there is space to open car doors where they cannot be opened over the adjacent space.

Parking spaces 14 and 17 within the undercroft measure the standard width of 2.4m despite being bounded by the walls of the undercroft.

SBC Highways and Transport also request the disabled parking spaces provide an additional 1200mm on each side of the bay, as per the requirements of Manual for Streets paragraph 8.3.58 and Inclusive Mobility.

Access by Sustainable Travel Modes

SBC Highways and Transport require the applicant to confirm what measures are being undertaken to support sustainable and low levels of car ownership on site, given a low parking ratio of 0.55 spaces per dwelling is proposed.

While the site constitutes a sustainable location, SBC expect sites which propose a low parking ratio to include measures which encourage travel by sustainable travel modes.

The site is situated approximately 700m (9 minutes walk) from the western entrance to Slough High Street, 800m (10 minutes walk) from Slough Bus Station and 900m (12 minutes walk) from Slough Railway Station.

The area surrounding the site was rated '2' for Public Transport Accessibility Level (PTAL) in a 2018 study of Public Transport Accessibility in Slough.

Parking

The proposals replace the existing 26 parking spaces with 21 parking spaces, including 19 parking spaces for allocation to the proposed dwellings and two accessible parking spaces.

The proposed 19 spaces for the 34 proposed dwellings equate to a ratio of 0.56 parking spaces per dwelling, with an additional 2 accessible parking spaces.

The Adopted Slough Borough Council Parking Standards (2008) require the provision of 62 parking spaces, based on the standard for the Rest of Town Centre Area, where all spaces are assigned. A summary of the parking requirement is provided in Table 1 below:

Number of Bedrooms	Spaces per Dwelling	Required Spaces
1 Bedroom Dwellings (x13)	1.5	20
2 Bedroom Dwellings (x21)	2	42
Total Parking Spaces		62

Given the sustainable location of the site and the previously consented ratio of 0.79 spaces per dwelling, SBC consider the proposed parking ratio of 0.56 spaces per dwelling acceptable, if supported by sustainable travel measures.

EV Charging

SBC require the applicant to provide Electric Vehicle Charging Points (EVCP) for the proposed development. The proposed site plan does not display any EVCP. The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EVCP at residential developments.

Cycle Parking

The proposed site plan displays cycle stores containing 19 Sheffield Stands, providing cycle parking for 38 cycles.

SBC Highways and Transport require the applicant to provide short-stay cycle parking on-site in addition to the long stay cycle parking. Short-stay visitor cycle parking is required for blocks of flats with 10 flats or more by the Slough Developer's Guide – Part 3: Highways and Transport (2008).

Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns I

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

6.2 Lead Local Flood Authority



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

6.3 Environmental Quality Officer - Noise

A noise and vibration assessment has been prepared by KP Acoustics. The monitoring locations shown in Figure 13675.SP1 are in the vicinity of the proposed buildings and are suitable to represent noise experienced on the development site. However, this monitoring was conducted in 2016 and as there has recently been development in the area, this data may no longer be applicable. It is recommended that the applicant submits a summary of recent assessment data from nearby developments, to determine if the background and ambient noise levels have changed since 2016. The remainder of the assessment has been reviewed based on the information provided. All conclusions will be confirmed once the required information has been submitted.

The survey indicates that the dominant noise on site is road traffic from Lansdowne Avenue to the west and rail traffic from the east. Noise levels are highest at monitoring position 1 (closest to the road), measuring at 61dB LAeq16h and 55dB LAeq8h. Noise levels at position 2 are lower at 55db LAeq16h and 52dB LAeq8h. Vibration measured at the development is low and unlikely to cause disturbance.

The noise levels experienced on site can be mitigated with the implementation of standard double glazing, able to achieve 35dB Rw, with specific octave band frequencies shown in Table 6.2 below. This would be adequate to protect against noise levels and ensure compliance with BS 8233 limits.

Glazing Type	Octave band centre frequency SRI, dB					
	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Lansdowne Avenue Façade Shown by  on SP2.	22	27	28	32	28	22
Railside Façade Shown by  on SP2.	14	19	23	26	22	20

The report also suggests implementation of ventilation, such as acoustic trickle ventilation, able to achieve 38-40dB Dnew. This is accepted.

In summary, the glazing and ventilation proposed is adequate to protect future occupants from noise. However, the data must be verified using more recent existing data from nearby developments before the LPA can confirm this. As a condition, the applicant will be required to submit full details of the glazing and ventilation proposed as part of the development, which must be approved by the LPA in writing.

6.4 Environmental Quality Officer - Air Quality

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual

average), including:

- Slough Town Centre
- M4
- Tuns Lane
- Brands Hill
- Bath Road

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM2.5 in Slough (PHE).

SBC adopted the Slough Low Emission Strategy 2018-25 on the 17th September 2018. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the 'Slough Electric Vehicle Plan' this can be found in Section 4.3 of the LES Technical Report.

The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

In line with the Low Emission Strategy Technical Guidance, the development is classified as having a minor air quality impact as the development consists of 34 residential units with 19 parking spaces, therefore traffic levels are unlikely to be significantly impacted. An exposure assessment is not required as the development is on a minor road. As with all minor impact developments, the integration of Type 1 mitigation measures, contained in the LES Planning Guidance, is required.

A Construction Environmental Management Plan has been submitted with this application. This appears to hold the same information as that which was submitted under planning reference P/01158/026. The information provided is accepted.

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme includes 19 parking spaces, 10% must have access to electric charging infrastructure (2 spaces).
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report

6.5 Scientific Officer - Contaminated Land

I have reviewed the Desk Study, Preliminary Site Investigation & Risk Assessment Report (Project ID JT0341), dated 10th November 2020, and prepared by Southern Testing Laboratories Ltd. No significant sources of contamination were encountered during the preliminary site investigation. However, at the time this was carried out the old building was still present on site. It is understood that this is now gone, and the footprint is available for

further investigation and assessment. Thus, this should be carried out first before development can progress.

6.6 Tree Officer

The tree information and placement plans indicated in appendix A/A1-2-3 have not been submitted so no comments can be made. The tree report did not appear to include neighbouring boundary trees. This needs to be a consideration and in support I have extracted this picture from the Amended Design Assess Statement which shows a frontage neighbouring (Bharani Medical Centre) tree that should be protected during development works.

Landscaping: No plans submitted for review showing information on shrub and tree planting (Tree report No 6, indicates up to 8 trees being remove)
Replacement Trees are required within the landscaping scheme.

6.7 Berkshire Archaeology

No response received at the time of writing; any response received prior to the Planning Committee meeting will be reported in the amendment sheet.

6.8 Thames Water

No response received at the time of writing; any response received prior to the Planning Committee meeting will be reported in the amendment sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2019 and National Planning Practice Guidance

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which, for decision-taking, 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; 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.

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

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
Core Policy 4 - Type of housing
Core Policy 7 - Transport
Core Policy 8 - Sustainability and the Environment
Core Policy 9 - Natural and Built Environment
Core Policy 10 - Infrastructure
Core Policy 11 - Social Cohesiveness
Core Policy 12 - Community safety

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

Policy H11 - Change of Use to Residential
Policy H14 - Amenity space
Policy EN1 - Standard of Design
Policy EN3 - Landscaping
Policy EN5 - Design and Crime Prevention
Policy T2 - Parking Restraint
Policy T8 - Cycling Network and Facilities
Policy T9 - Bus Network and Facilities

7.4 Slough Local Development Framework Site Allocations DPD (2010)

The site abuts a Non-statutory informal nature reserve, site reference SSA12 (Land south of Stranraer Gardens) in the Slough Local Development Framework Site Allocation DPD. The land is part of the former rail route that would have linked Windsor to towns to the west, along with land between it and the existing Windsor-Slough branch line. Site planning requirements are noted in the DPD as:

- Encourage habitat enhancement and / or creation
- Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity.

The site policy goes on to say that:

This small area of trees and shrubs is hemmed in between houses and railway but is linked to open countryside via vegetation alongside the railway. The latter helps wildlife come into the town. There is no public access and the site is mostly hidden. There is scope for it to be managed to increase its nature conservation value.

7.5 Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4:
 - Part 1: Planning application procedure and decision making

- Part 2: Developer contributions and affordable housing
- Part 3: Transport and highway guidance
- Part 3: Update to Table 3 charges for highways agreements and licences
- Part 4: General development guidance
- Proposals Map 2010
- SBC Slough Low Emission Strategy (LES) 2018 – 2025 Technical Report

7.6 The Emerging Local Plan for Slough

The emerging Spatial Strategy has then been developed using some key guiding principles which include locating development in the most accessible locations, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

The Proposed Spatial Strategy Document Regulation 18 Document (November 2020) was recently consulted on, in December 2020 and January 2021. However it is noted that the emerging local plan is at an early stage of development and as such can be given little weight in planning decisions.

7.7 Planning and Compulsory Purchase Act 2004

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

The revised version of the National Planning Policy Framework (NPPF) was published in June 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.

7.8 Equality Act

In addition, Section 149 of the Equality Act (2010) sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals. This planning report identifies the possible equality impacts on the protected groups within the following sections.

8.0 Key planning considerations

8.1 The key planning considerations for this proposal are:

- The principle of redevelopment
- Density and dwelling mix
- Impact on the character and appearance of the area
- Impact on the amenities of neighbouring occupiers
- The amenities of future residents within the development
- Housing Land Supply
- Affordable Housing
- Potential impacts on Burnham Beeches SAC and other ecological considerations
- Sustainable design and construction
- Flood risk and surface water drainage
- Safe Environment
- Highways, sustainable transport and parking
- Infrastructure and Section 106 requirements
- Equality impacts

9.0 Principle of development

9.1 The principle of developing the site with a flatted development similar to that proposed in this application was established by the 2018 permission for 24 flats. This in turn relied on a precedent set in the 2008 planning permission noted in the Site History above, ref. P/01158/020, which was also for buildings of the same general form and location. The 2017 / 18 application was considered and granted prior to the current National Planning Policy Framework being adopted, while the 2008 permission pre-dated the original NPPF (2012) by almost four years. The national design framework has changed significantly since the 2018 permission was granted, and the discussion below therefore reviews aspects of the proposals design, to see whether it meets the tests of the current framework.

9.2 That aside, the application site is not specifically allocated for housing. Core Policy 4 seeks generally to resist flatted development outside the town centre. However it also states that “...*new residential development...will be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing...services... and infrastructure*”. As noted in the site description (Section 3 of this report), there are purpose built flats to the north and south of the site and it is close to the town centre, with many of its amenities being within a 500 - 750m walk. A key public open space is also located close by, Salt Hill Park. The National Planning Policy seek to direct new housing to sustainable locations such as this, and subject to other planning considerations it is considered that this is an acceptable location for medium density development such as being proposed here.

10.0 Density and dwelling mix

10.1 Increased site density would be achieved as compared to the now-lapsed 24 unit

scheme by rearranging space within the building envelopes to provide a greater number of flats on each floor than in the previous permission. The lapsed permission had a dwelling density of 135 flats / hectare whereas in this proposal, density would be 185 dwellings / hectare, which is slightly less than at the four-storey block of flats to the south at 25-87 Gatewick Close (approximately 192 dw/ha).

10.2 The increased number of units within the development would be provided as set out below, which shows the number of units on each floor of the two buildings in the lapsed 2018 permission and this proposal:

<u>Block 1:</u>	Lapsed permission	This proposal
- Ground floor	1	2
- First floor	3	4
- Second floor	2	4
- Third Floor	2	3
sub-total, Block 1	8	13
<u>Block 2:</u>		
- Ground floor	3	4
- First floor	4	5
- Second floor	4	5
- Third Floor	3	4
- Fourth Floor	2	2
sub-total, Block 2	16	20
Totals, both buildings	24	33

10.3 The 24 unit scheme would have provided 8 x 1-bdr., 13 x 2-bdr. and 3 x 3-bdr. units. In this proposal, as submitted there would have been no three-bedroom flats, but following negotiation this has been amended to reinstate 3no. 3-bdr. flats, each with their own amenity space. One of these units is at the rear of Block 1 and the other two would be located to the rear of Block 2. While their private amenity spaces would be tightly constrained and smaller than those in typical new dwellinghouses, the presence of these units is a welcome adjustment that would provide units suitable for occupation by small families.

10.4 Assessment of other changes in amended drawings received during the writing of this report are on-going, and any changes secured to dwelling mix will be reported in the amendment sheet. Subject to no objections being raised on these changes and to securing an acceptable proportion of flats as on-site affordable housing, it is considered that the increased density and revised dwelling mix would be acceptable.

11.0 Impact on the character and appearance of the area

11.1 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of

the relationship to nearby properties. The NPPF at paragraph 127 sets out guiding design principles for the planning system, including the promotion of high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

- 11.2 The application will represent a substantial increase in scale compared to most of the surrounding buildings, particularly to the rear of the site. The high flank walls adjacent to neighbouring properties are a feature of the scheme which, in the absence of the precedent of the previous permission (approved under current development plan policies), is less likely to be supported under the current planning framework than previously. This is most apparent in the four and a half storey flank wall at Block 2, adjacent to the rear of the plot at 17 Lansdowne Avenue. This south flank wall runs the full length of this building. However it is noted that the proposals are very similar to the previous approval, albeit with some relatively minor changes; in Block 1, an additional front dormer has been introduced, and in Block 2 the design of the roof line above the main building entrance has also been amended by the enlargement of a front dormer. (In the amended drawings submitted during the course of this application, a single storey element at the rear of Block 1 has also been deleted). While the scale of the proposals would be difficult to resist due to the precedents of the earlier permissions, it is considered that this does weigh against the proposal to an extent; this is considered further at Section 23 of this report.
- 11.3 Finished and design detailing will be an important aspect of achieving an acceptable overall development. Detailing of the front elevation of Block 1 in particular is considered to achieve this, with different colour shades of brick and tiles proposed, and areas of hanging tiles in the main front bay. For Block 2, the changes in ridgeline heights and the use of both vertical and horizontal emphasis would help to break up the elevations of the buildings, although the five storey high flank wall on the southern side would be a stark feature. In order to be acceptable, it is considered that additional design detailing would be required, as recommended in the materials condition. It is also considered that the front entrances to both buildings will need to be improved to provide a greater sense of “arrival” and legibility for the buildings. Recommendation point 1 provides for this, and any further amendments received before the meeting will be reported in the amendment sheet.
- 11.4 There are no trees remaining on the site after its clearance, and it was confirmed during the previous application that there were no significant specimens that should be retained. A mature tree close to the street frontage boundary on its southern side, adjacent to the medical centre, and other trees on the northern boundary do need to be taken into consideration in the construction phase, and while an arboricultural method statement condition has been provided it has not considered all trees along the northern and eastern boundaries, and an update will be sought by condition. While trees at the site were not of arboricultural significance, some planting within the site of advanced grade specimens will be required to replace those lost and to provide a setting for the buildings.
- 11.5 Details of materials have been submitted with the application, and these are currently being reviewed. Subject to their being acceptable it is considered that

the recommended condition that requires the submission and approval of materials could be amended, to approve the submitted details as part of any planning permission that is granted for the development.

- 11.6 In order to provide for a high quality appearance for the development, it is considered that the ancillary structures required for bin and cycle stores should be clad in brick rather than timber. This is shown for the cycle store to be accommodated within Block 1, and confirmation that this would be provided for the bin store and the second cycle store is recommended in the external material condition in Part D of this report.

12.0 Impacts on the amenities of neighbouring occupiers

- 12.1 As already noted, the application is very similar to the 2018 planning permission for 24 flats, and also to the buildings approved in 2008. Minimum separation from rear facing windows at 100 - 103 Lansdowne Court to the closest first and second floor flats in the three-storey element in Block 2 and their balconies is approximately 22m from window to window, with a metre less to the balconies. This was considered and found to be acceptable in the previous application, and while this is close to the minimum that would be acceptable in this context, any views would be acutely angled. While the proposed site layout is generally acceptable, the provision of an increased area for landscaping along the adjacent boundary would provide space for planting trees of a suitable eventual height, which would assist in breaking up any views between the existing and proposed buildings.
- 12.2 While the closest properties on the opposite side of Lansdowne Avenue (numbers 22-24) are understood to be unoccupied at present, impacts on them must be assessed on the basis that they will be put back into use. Window to windows distances across streets are generally less critical than rear-facing windows due to their more public situation and outlook. Here, the minimum separation provided would be approximately 25m, while separation of the first floor front windows opposite from the two balconies in Block 1, at first and second floor levels, would be 24m. This is quite acceptable in this location, and this is also noted as having been approved under the previous application.
- 12.3 It is considered that the application does not raise any new concerns that might have an impact on existing local residents as compared to the 2018 proposals, and there are therefore no objections on grounds of neighbour impacts.
- ## **13.0 The amenities of future residents within the development**
- 13.1 Separation distances between habitable rooms at Blocks 1 and 2 would be 21m, which is acceptable for a development of this scale in this location. Space between the buildings would include a communal amenity space for the use of all residents.
- 13.2 In the plans as submitted, concerns were raised regarding the subdivision of the ground floor in Block 1 into two flats, resulting in the loss of one of the 3-bdr. units from the previously permitted layout, and in addition with regards to the standard of accommodation for one of the flats so provided. In the amended plans, this ground floor now provides two flats, including 1no. 1 bdr. and 1no. 3 bdr. units.

This has been achieved partly through deleting a covered separate access path to Block 2, so that the main vehicle access would become a shared space to access the rear of the site. The acceptability of this layout is still under review at the time of writing, and it is intended that officers' views on this amended arrangement will be reported in the amendment sheet.

13.3 Amendments during the application to Block 2 include reinstatement of 3no. three-bedroom ground floor flats from the layout in the lapsed permission. As noted above this change was sought on the basis that they would be more suitable for small families than the somewhat smaller units in the layout as originally proposed in this application.

13.4 For units above ground floor level, balconies would be provided for two flats at the front of Block 1, and for eight flats at the rear of Block 2. While some Block 2 flats would have Juliet balconies, up to 17 flats in the development would not have amenity space in the form of either a garden or a balcony. The communal amenity space would be available for their use, although it is considered that further adjustment to the space between the two buildings is required to provide satisfactory private and defensible spaces for two of the flats facing into this area. This means that the communal space would amount to approximately 100 sq.m., which would result in a significant shortfall in amenity space for the other flats. Improvements at Salt Hill Park made necessary by the development would therefore be funded by section 106 contributions. For flats at the rear of Block 2, while balconies are provided for some, all of the rear-facing flats would benefit from the location of the building very close to the adjacent nature reserve. It would therefore be appropriate for part of the section 106 recreation contribution to be made available for the maintenance of this reserve, in order to provide for the management of the reserve in a way that will allow for the continued passive enjoyment of future residents and help to make up for the shortfall in on-site provision (refer also to Sections 16 [Ecology] and 21 [Infrastructure and Section 106 contributions]).

13.5 A noise report was submitted with the application, which is intended to take local noise conditions into account for the new development. The Environmental Quality Officer consultation response notes that this includes results of a noise survey conducted in 2016, and in order to take into account any changes since then that a summary of recent assessment data from nearby developments should be undertaken and provided. The closest railway line, the Windsor branch as noted above, has a relatively infrequent and low-speed service while the closest part of the noisier main line is approximately 140m from the northern boundary of the site. It would be acceptable for a new noise study to be provided by condition, as part of a noise mitigation strategy to control noise within apartments to acceptable levels.

14.0 Housing Land Supply

14.1 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. However this was updated by the Council’s Housing Delivery Action Plan (July 2019), which confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019).

14.2 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, it is acknowledged that the Local Planning Authority cannot currently demonstrate a Five Year Land Supply. The benefits of the additional housing offered in this application therefore form a key element of the planning balance.

15.0 Affordable housing

15.1 The NPPF 2019 at paragraph 62 requires that planning policies should specify the type of affordable housing required, and that in most cases this need should be met on-site.

15.2 Core Policy 4 provides for residential developments for 15 or more dwellings to have between 30% and 40% of the dwellings as social rented units, along other forms of affordable housing, with the affordable housing should to be secured by a section 106 planning obligation. The Council’s updated Developer Guide Part 2, (September 2017) requires developments of 25 to 69 units to make a 30% on-site provision of affordable housing (split between Slough Affordable / Social Rent, Slough Living Rent Intermediate). A Financial Viability Assessment (FVA) has been submitted with the application, which proposes the following affordable units to be provided :

	<u>Units</u>	<u>% of total</u>	<u>Mix of unit sizes</u>
Slough Affordable Rent - on-site	2	6%	1no. 1B2P, 1no. 2B4P
Slough Living Rent - on-site	4	12%	3no. 1B2P, 1no. 2B4P
Shared ownership - off-site	<u>1</u>	<u>3%</u>	1no. 1B2P
Total on-site	6	21%	
Total off-site	1		

15.3 Funding of an off-site shared-ownership unit is proposed by the applicant on the basis that an RSL is unlikely to be able to take up a single unit in this tenure. The Council’s viability consultant has reviewed the applicant’s FVA and has concluded that the development is viable with this level of on-site provision and that in addition it would generate a small surplus. However, the appraisal will need to be re-run to take into account the amended layout, and discussions are continuing on this subject. While no consultation has been provided by the Council’s Housing Department, it is understood that the greatest level of housing need is for larger units, so change in the proposed mix that would be more in line with current needs would be sought. Any updated information available prior to the Planning Committee meeting will be provided in the amendment sheet, although it is likely that negotiation on this issue will continue beyond the Planning Committee meeting.

15.4 While the proportion of affordable units proposed is not policy compliant, the reviews undertaken have been rigorous and it is therefore considered that, with appropriate updates as noted above, the provision of on-site affordable housing should be given significant weight in the planning balance.

15.5 It is understood that the applicant has not yet made contact with a Registered

Housing Provider, and it would be necessary for confirmation to be provided that the units offered are of interest. It is usual for providers to prefer complete buildings to facilitate ease of building management, and depending on the results of further viability work on the amended scheme, a desirable outcome would be for Block 1 to become available for affordable housing in an acceptable mix of tenures. This would need to be secured through a section 106 agreement ahead of any permission being issued.

16.0 Potential impacts on Burnham Beeches SAC and other ecological considerations

- 16.1 Paragraph 170 d) of the NPPF 2019 advises that planning decisions should minimise impacts on and provide net gains for biodiversity, for example by establishing coherent ecological networks that are more resilient to current and future pressures. NPPF paragraph 175 d) supports and encourages development to incorporate biodiversity improvements, especially where this can secure measurable net gains for biodiversity.
- 16.2 The site is located less than 5 km from the Burnham Beeches Special Area of Conservation (SAC). Natural England (NE) has been consulted although no comments had been received at the time of writing. The principle of providing mitigation for any identified significant effects is accepted, and NE has asked for a suitable strategy to be agreed that will provide on-going mitigation for future major development within a 5.6km buffer zone around the SAC. This would require mitigation to be secured for an identified project through a planning obligation, in order to ensure that there will not be any in-combination effect as a result of additional recreation pressure on the Burnham Beeches SAC.
- 16.3 Following discussions with NE regarding the need for mitigation for proposed future development in Slough, a financial contribution for appropriate development within Slough of alternative greenspace will be required. Upton Court Park has been identified as a key site for such works, and a report on this key alternative greenspace was considered by the Planning Committee at the meeting of 23rd June this year when the principle of supporting the project was approved by members. A financial contribution towards mitigation will be required, as noted at Section 21 in this report.
- 16.4 An ecological report was submitted with the application, which is dated October 2016 and so predates the previous application. The report noted the presence of the closest Statutory Local Nature Reserve at Herschel Park, but did not reference the Non-statutory Local Nature Reserve which abuts the site. It provides details of a survey for bats and other protected wildlife, and that no protected species were identified on site. It is not known when the site was cleared, but aerial and Google streetview photographs show that this was not before spring or summer 2019. The survey was therefore out of date when site demolition took place. While ideally the survey would have been updated prior to demolition, no ecology condition(s) were included in the 2018 planning permission. For the purposes of fulfilling local and national policy, it is expected that biodiversity improvements will be included in the landscaping details to be approved by condition. Provision of a financial contribution towards the maintenance of the adjacent local wildlife site has already been noted above in relation to the inadequate amenity space provision, and in the interests of betterment in the ecological value of the reserve this contribution also applies to the development as a whole. Use of native species for landscaping will also assist in supporting the objectives of the site specific policy, and native species should therefore be

prioritised in a landscaping scheme to be submitted for approval, in order to assist in providing a net biodiversity gain as part of the development.

17.0 Sustainable design and construction

17.1 NPPF 2019 seeks to promote high levels of sustainability. NPPF paragraph 153 in the NPPF sets out that:

In determining planning applications, local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.*

17.2 Core Strategy Policy 8(1) requires all development to include measures to:

- a) Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;*
- b) Recycle waste;*
- c) Generate energy from renewable resources where feasible*
- d) Reduce water consumption; and*
- e) Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.*

17.3 No information was provided with the application to show how the development would achieve a high degree of energy efficiency that would assist in the transition to a low carbon future. It is therefore considered that this should be provided by way of a pre-commencement condition, to be established before any development commences at the site.

18.0 Flood risk and surface water drainage

18.1 The application site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding, and is also at very low risk surface water flooding. A Drainage Strategy was submitted with the application, and the Council's Surface Water drainage consultee is satisfied with the details it provides. However the detailed layout of the site is likely to change before the application is approved, and it is noted that the submitted Drainage Strategy show exceedance flows into the non-statutory local nature reserve. A condition is therefore recommended to require that construction of the drainage system does not commence until evidence has been submitted to and approved by the Local Planning Authority to demonstrate that surface water will either be contained within the site, disposed of to a Thames Water sewer (as proposed within the development), and / or disposed of by means of a sustainable drainage system.

18.2 Reuse of rainwater for irrigation of landscaping could also form part of the approach to sustainable design and construction, as required by the previous section of this report.

19.0 Safe environment and accessibility

19.1 Paragraph 91 of the NPPF 2019 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places

which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

19.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

19.3 The key security issues with this development are the provision of secure access into the site and to the entrance lobbies of both Blocks. The site plans note that access to pedestrian gates and to a sliding vehicle access gate would be provided, and details of how this will be provided can be required by condition.

19.4 With regards to accessibility, Core Strategy policy 11 sets out that:

The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.

19.5 The Developers Guide Part 2 *Developer Contributions and Affordable Housing (Section 106)* sets out a requirement for developments of 25 units or more to provide 5% of homes to wheelchair accessible standard. While the submitted plans do not specifically show any wheelchair accessible flats, it is noted that some of the flats would be of a size where this could be provided. To meet the 5% requirement, a minimum of two wheelchair flats would be required. A condition is recommended to provide for this, with reserved car parking to be available in close proximity to the flats so identified.

19.6 Fire safety is also a consideration under the above policies, and while also a matter for Building Control rather than planning, a condition is recommended to require the submission and approval of a Fire Strategy.

20.0 Highways, sustainable transport and parking

20.1 Paragraph 108 states that in assessing planning applications it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

20.2 Paragraph 109 of the NPPF states that development should only be prevented or

refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 110 states that development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

20.3 Paragraph 108 states that in assessing planning applications it should be ensured that:

- d) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- e) Safe and suitable access to the site can be achieved for all users; and
- f) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

20.4 The Highways Officer's comments as noted in Section 6.2 above are generally favourable. However, these were made on the scheme as originally submitted and the amended layout has yet to be reviewed. The amended scheme has reduced the number of available car parking spaces by one (from 24 to 23), as well as reducing by one the number of flats in the development from. Updated Highways comments are being sought ahead of the Planning Committee meeting.

21.0 Infrastructure and Section 106 requirements

21.1 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 are therefore required:

Financial contributions	
Education	£84,744
Recreation , open space and local nature reserve improvements	£35,700
Highways - sustainable transport	£20,000
Burnham Beeches SAC mitigation	£11,900
Total	£152,344

21.2 Affordable housing will be provided on site in line with an updated financial viability review as noted in Section 15 in this report.

21.3 A Section 106 legal obligation will need to be completed before any planning permission can be issued, in order to secure the above infrastructure and amenities.

22.0 Equalities Considerations

22.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing or working 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 (e.g.: 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 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*).

22.2 This report identifies the need to ensure the new development provides new residential units which are suitable for individuals, with respect to access and use. The Design and Access Statement identifies design measures that will be incorporated to make the development safer and more secure, therefore considerate of all individuals with protected characteristics. Conditions have been recommended to ensure the floorspace within the development and external areas are laid out to be easily accessible to all protected groups.

22.3 The proposals will make provision for wheelchair accessible car parking spaces, level accesses and thresholds to the buildings and communal terraces.

22.4 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 e.g.: 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 demolition method statement and construction management plan to mitigate the impact and minimise the extent of the effects.

22.5 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.

23.0 Planning Conclusion

23.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.

23.2 Notwithstanding the assessment in this report, officers have considered whether there are any other material circumstances that need to be taken into account,

notwithstanding the development plan provisions.

- 23.3 The application has been evaluated against the Development Plan, the NPPF and assessed against the core planning principles of the NPPF to establish whether the proposals deliver “sustainable development.” The proposal would deliver 33 new flats of an acceptable standard in a very sustainable location, along with the infrastructure made necessary by the development and on-site affordable housing.
- 23.4 The report identifies issues in regards to design particularly of Block 2, but acknowledges that the previous planning permission does set a precedent as it was approved under current development plan policies, although it was approved under an earlier version of the NPPF. The report confirms that the Council does not currently have a five housing land year supply, and as noted in Section 9 paragraph 11 of the NPPF must be considered. With respect to 11 (d)(i), there is one statutory nature conservation asset of particular importance in the general vicinity of the site, Burnham Beeches SAC, along with a non-statutory local nature reserve adjacent to the application site. Burnham Beeches SAC in particular could be impacted by additional residents. However this has been considered and planning permission will only be granted if mitigation of these impacts is provided through a completed section 106 agreement. Therefore with respect to 11 (d)(ii), any adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits.
- 23.5 It is therefore considered that, in applying the planning balance, the presumption in favour of sustainable development adds significant weight to this application. The development would make a small but welcome addition to the housing stock within Slough, including affordable housing.

PART C: RECOMMENDATION

A. Approval subject to:

- 1) Satisfactory amendments to housing mix, design and layout as set out in Sections 10 and 11 of the report, by 15th September 2021;
- 2) Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space improvements, recreation and other ecological improvements, and affordable housing (including on-site);
- 3) finalising conditions; and any other minor changes; and
- 4) agreement of the pre-commencement conditions with the applicant/agent;

OR

- B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 15th December 2021, unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

PART D: CONDITIONS AND INFORMATIVES

1. Commencement within three years

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

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

2. Drawing numbers (subject to further amendments, to be confirmed)

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. 20001-GAA-XX-00-DR-T-0101 dated 28/02/20, received 11 March 2021 Location plan
- Drawing no. 20001-GAA-A1-XX-DR-T-0112 rev. P03 dated 013/07/21, received 13 July 2021 Site layout
- Drawing no. 20001-GAA-A1-GF-DR-T-2007 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 ground floor
- Drawing no. 20001-GAA-A1-01-DR-T-2008 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 first floor
- Drawing no. 20001-GAA-A1-02-DR-T-2009 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 second floor
- Drawing no. 20001-GAA-A1-03-DR-T-2010 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 third floor
- Drawing no. 20001-GAA-A1-RF-DR-T-2011 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 roof plan
- Drawing no. 20001-GAA-A1-GF-DR-T-2017 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 ground floor
- Drawing no. 20001-GAA-A1-01-DR-T-2018 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 first floor
- Drawing no. 20001-GAA-A1-02-DR-T-2019 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 second floor
- Drawing no. 20001-GAA-A1-03-DR-T-2020 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 third floor
- Drawing no. 20001-GAA-A1-04-DR-T-2021 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 fourth floor
- Drawing no. 20001-GAA-A1-RF-DR-T-2022 rev. P01 dated 26/01/21, received 11 March 2021 Block 2 roof plan
- Drawing no. 20001-GAA-A1-XX-DR-T-2105 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 front elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2106 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 rear elevation

- Drawing no. 20001-GAA-A1-XX-DR-T-2107 rev. P02 dated 013/07/21,
received 13 July 2021 Block 1 north elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2108 rev. P02 dated 013/07/21,
received 13 July 2021 Block 1 south elevation
- Drawing no. 20001-GAA-ZZ-XX-DR-T-2116 rev. P04 dated 013/07/21,
received 13 July 2021 street scene - levels drawing
- Drawing no. 20001-GAA-A1-XX-DR-T-2117 rev. P01 dated 17/02/21,
received 11 March 2021 Block 2 front elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2118 rev. P01 dated 26/01/21,
received 11 March 2021 Block 2 rear elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2119 rev. P02 dated 013/07/21,
received 13 July 2021 Block 2 north elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2120 rev. P02 dated 013/07/21,
received 13 July 2021 Block 2 south elevation

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 and Environmental Management Plan (CEMP)

No development shall commence until a Construction and Environmental Management Plan (CEMP) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) Location and operation of cranes / other non-road mobile machinery.
- (ii) Non-road mobile machinery (NRMM) controls in line with table 10 of the Slough Borough Council Low Emissions Strategy 2018 – 2025 Technical Report.
- (iii) Confirmation that all construction vehicles to meet a minimum Euro 6/VI Emission Standard
- (iv) A noise management strategy including community liaison and communication, and complaints procedures
- (v) Means of control of dust, odour, surface water run off and any other effluvia
- (vi) site security arrangements including hoardings.

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the NPPF 2019.

4. Construction Traffic Management Plan

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

with the approved details and retained throughout the construction phase of the development.

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

5. Survey of neighbours trees

Prior to the commencement of any works in association with the development, a survey of neighbouring trees and vegetation (to the extent possible from within the site boundaries and public land) and arboricultural mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. Any excavation or raising or lowering of levels within the prescribed root protection area(s) shall be carried out only in accordance with the approved details.

REASON: Required to safeguard and enhance the character and amenity of the area and to ensure the continued viability of neighbouring vegetation, in accordance with Core Strategy Policy 8 (2)(b) & (c).

6. Site layout plan

Prior to the commencement of any works in association with the development, a revised site layout plan shall be submitted to and approved in writing by the Local Planning Authority. The site layout shall include sufficient space for the siting of structural landscaping along the northern and road frontage boundaries and confirmation of the locations of car parking, communal and private amenity spaces, bin and cycle stores and other ancillary structures, and space to be reserved for soft landscaping in accordance with the detailed landscape condition included in this permission. The development shall then be carried out and maintained in accordance with the approved plan.

REASON: Required to safeguard and enhance the character and amenity of the area and to ensure the continued viability of neighbouring vegetation, in accordance with Core Strategy Policy 8 (2)(b) & (c).

7. Noise assessment

Development works shall not commence until a detailed Noise Assessment And Mitigation Design Report(s) relating to the operational phase of the development, in accordance BS4142:2014+A1:2019 and with reference to BS8233:2014 has been submitted to and approved in writing by the local planning authority. The assessment must demonstrate:

- (i) how the development will provide Noise Mitigation that will ensure that internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB is not exceeded during the night and that the LAMax limit of 45dB shall not be exceeded more than 10 times per night; and
- (ii) how other criteria required to achieve BS8233:2014 compliant internal noise levels for future occupants at the site will be provided.

The development shall then be constructed in accordance with the approved details prior to first occupation, and retained and maintained as such for the lifetime of the development.

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

8. Phase 2 Intrusive Investigation Method Statement

Based on the findings of the Desk Study, Preliminary Site Investigation & Risk Assessment Report (Project ID JT0341), potential for contamination remains on site. Thus, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

9. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

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

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

10. Remediation Validation

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

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

11. Building sustainability and energy efficiency

Prior to any construction works above slab level being carried out, details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the development shall be submitted to and approved in writing by the Local Planning Authority. The proposed details shall include an investigation of the option of future connection to a district heat network. No residential unit shall be used or first occupied (other than for construction purposes) until the approved details have been implemented, and the approved details shall be retained for the lifetime of the development.

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

12. Wheelchair accessible flats

Prior to commencement of works above slab level, details of access and internal layouts for at least 2no. wheelchair accessible flats and associated car parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and retained as such for the lifetime of the development.

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

REASON: To provide for the diverse needs of Slough's local communities, in accordance with Policies 8 and 11 of the Slough Borough Council Core Strategy 2008, guidance in the Council's Developers Guide Part 2, (2008, updated 2017) and the National Planning Policy Framework 2019.

13. Fire Strategy

Prior to commencement of works above slab level a Fire Strategy for the avoidance of fire and protection of occupants in any fire event, including details of sprinkler systems or of alternative means of controlling fire within the buildings, and demonstrating how emergency access by Fire Service vehicles and crew members and other features considered necessary by the Royal Berkshire Fire and Rescue Service will be provided to the respective Plots, shall be submitted to and approved in writing the by Local Planning Authority. The development shall be carried out strictly in accordance with the approved Fire Strategy, and the approved details shall be retained in operational condition for the lifetime of the development.

REASON: To provide sufficient level of safety for occupiers and property, in accordance with Policies 8 and 12 of the Slough Borough Council Core Strategy 2008 and the National Planning Policy Framework 2019.

14. Secure by design

Prior to commencement of works above slab level, details of controls on access to the property as a whole and to the lobbies of both buildings, that demonstrate that the development accords with the principles of Secured By Design, shall be submitted to and approved by the local planning authority. The approved details shall be implemented retained for the lifetime of the development.

REASON: In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026 and the requirements of the National Planning Policy Framework (2019).

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

Prior to the laying out of any hard surfaces outside the building footprints, details of treatment of all parts on the site not covered by buildings shall have been submitted to and approved in writing by the Local Planning Authority, and all landscaping and sub-surface requirements (e.g. tree pits and routing of other infrastructure) shall have been completed. Details for approval under this condition shall include:

- (i) a scaled plan showing all trees and plants to be planted and hard materials to be used;
- (ii) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving;
 - b) tree pit design;
 - c) underground modular systems;
 - d) Sustainable urban drainage integration;
 - e) use within tree Root Protection Areas (RPAs);
 - g) details of the all hard-surfacing materials; and
 - h) external lighting;
- (iii) a schedule detailing sizes and numbers / densities of all proposed trees / plants;

- (iv) measures to be taken to ensure that any trees or other vegetation in neighbouring properties is taken into account and protected (to the extent possible within the site boundaries) by the proposed landscaping;
- (v) details of biodiversity improvements, including structures (such as bat and bird boxes and hedgehog gates) and a narrative on the suitability and choice of native and other wildlife friendly plant species as part of the landscape scene;
- (vi) external lighting including details of luminance and design;
- (vii) specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
- (viii) types and dimensions of all boundary treatments

The approved details shall then be retained for the lifetime of the development.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to enhance its setting within the immediate locality in accordance with and Core Strategy Policy 8.

16. Details of Car Parking including EV

Prior to the first occupation of the development, car parking including Electrical Charging Points for all car parking spaces and cycle storage shall have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved layout and details shall be retained for the lifetime of the development.

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

17. Telecommunications Equipment

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

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

INFORMATIVES:

1. This decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Local Plan for Slough 2004 and the

Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Local Policies:- H11, H14, EN1, EN3, EN5, T2, T8 and T9 of The Adopted Local Plan for Slough 2004; Core Policies 1, 4, 5, 7, 8, 9, 10, 11 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; and the Residential Extensions Guidelines Supplementary Planning Document, Adopted January 2010.

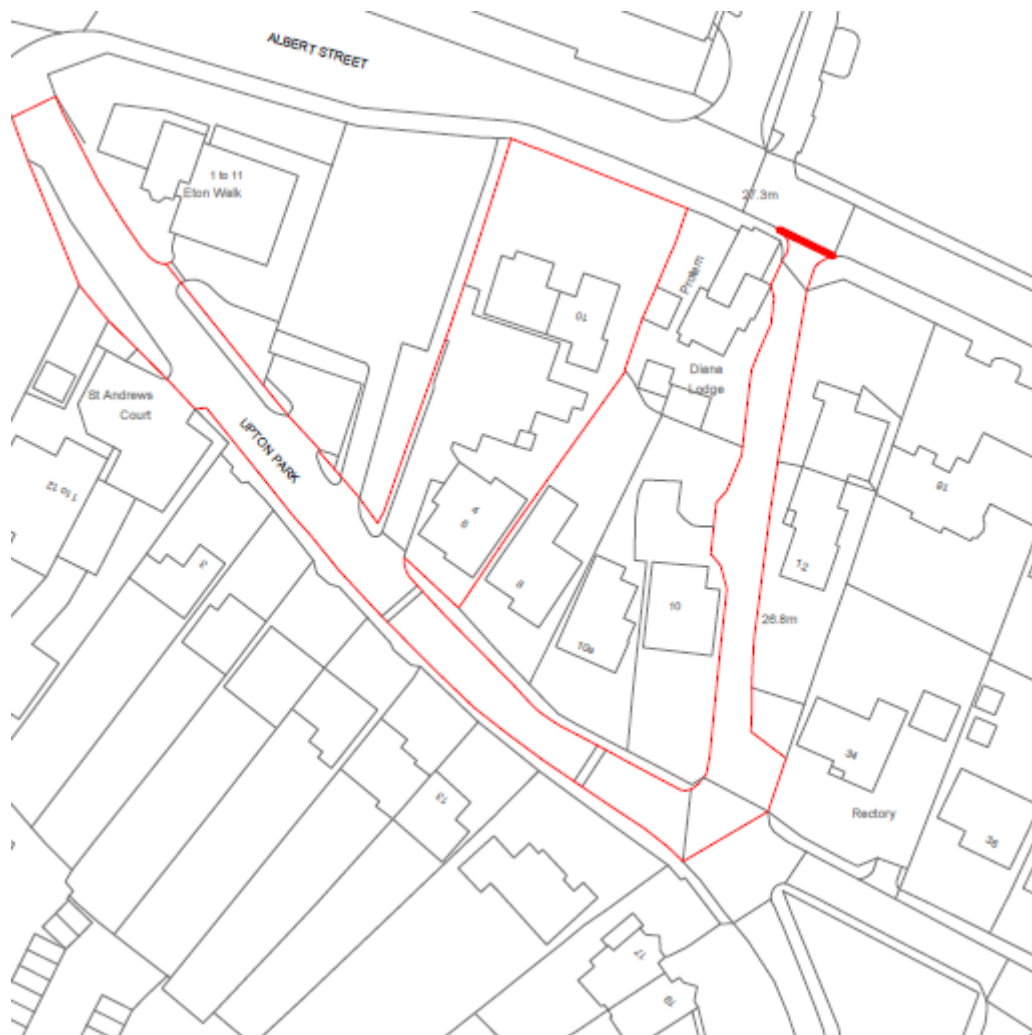
This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments or additional information. It is the view of the Local Planning Authority that the proposed development is capable of improving the economic and social conditions of the area for the reasons given in this notice and it is therefore in accordance with the National Planning Policy Framework.

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Registration Date:	30-April-2021	Application No:	P/00827/032
Officer:	Michael Scott	Ward:	Central
Applicant:	Mr. Dhillon	Application Type:	Major
		13 Week Date:	30 July 2021
Agent:	Landmark Group, The Pillars, Slade Oak Lane, Gerrards Cross, Buckinghamshire, SL9 0QE		
Location:	10, Albert Street, Slough, SL1 2BU		
Proposal:	Redevelopment of site to allow for 11 flats, associated visitors parking, amenity space and landscaping.		

Recommendation: Delegate to the Planning Manager



P/00827/032

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and any 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:

1) For approval subject to: the satisfactory completion of a s106 agreement to ensure a financial contribution of £3300 towards local public open space enhancements, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31st January 2022, unless otherwise agreed by the Planning Manager in consultation with the 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:

- Construction of a three-storey building.
- Provision of 11 self-contained 1 x bed residential units.
- Surface car parking providing 11 spaces for the proposed residential units – each to be provided with electric charging facilities.
- The provision of cycle parking facilities for future residents and visitors.
- Secure bin and recycling storage facilities.
- Continued use of the vehicular access to the site from Upton Park, together with the retention of parking spaces currently allocated to 4/6 Upton Park within the application site.

3.0 **Application Site**

- 3.1 The application site lies between Albert Street to the north and Upton Park – a private road - to the south. The proposals relate to a somewhat dated residential block at 10 Albert Street, comprising 13 bed-sits, which shares surface level parking and the access to Upton Park, with a two-storey residential block with roof accommodation at 4-6 Albert Street, which is sited on the frontage of the site with Upton Park. This building was approved under P/00827/019.
- 3.2 The ground levels rise gently between the access from Upton Park to the south and to a point just before the northern boundary of the plot. However, the level of Albert Street is significantly higher and so there are sets of steps to traverse the level difference on the northern boundary to reach the footway alongside the highway.
- 3.3 To the west of the application site, there are some purpose built blocks of flats at the west end of Upton Park (a modern block immediately adjoining the application site, Eton Walk and St Andrew's Court, each with undercroft access to car parking).
- 3.4 To the east are the rear garden areas of Protem and Diana Lodge, which are a two-storey, semi-detached residential properties.
- 3.5 Opposite the site to the north, there is a modern, six-eight storey commercial development.
- 3.6 To the south, along the opposite side of Upton Park, are a series of substantial, detached dwelling houses set back with large frontages.
- 3.7 Access for both the application premises and 4-6 Albert Street is shared and taken from Upton Park, which is a private road that has not been adopted by the Local Highway Authority.
- 3.8 For completeness, it should be noted: the site adjoins the southern boundary of the designated Slough Town Centre, and lies to the north of Upton Park / Upton Village Conservation Area and to the west and south respectively of Upton Hospital (Grade II Listed Building) and St Mary's Church (Grade II Listed Building).

4.0 **Relevant Site History**

- 4.1 **P/00827/031** Outline application for the redevelopment of the site to incorporate 15 self contained units, seeking approval on

access, landscaping, and layout (with scale and appearance reserved).

Deemed Invalid 20/11/2018

P/00827/030 Outline application for the redevelopment of the site to incorporate 15 self contained units, seeking approval on access, landscaping, layout and scale (with appearance reserved).

Withdrawn 19/04/2018

P/00827/024 Demolition of existing pair of semi-detached dwellings (used as 13 no. bed-sits) and erection of 9no. two bedroom flats with associated parking, cycle, bin storage and earthworks

Refused 13-Nov-2007

P/00827/023 Alterations to the parking layout for the existing residential units and amendments to planning permission P/00827/019 (dated 8/2/05) to convert garage and car port into 1 no. one bedroom flat; construction of refuse and bicycle enclosure.

Approved with Conditions; Informatives 21-Nov-2006

P/00827/022 Amendments to planning permission P/00827/019 (dated 08/02/05) to convert garage and carport into 1 no one bedroom flat and construction of refuse and bicycle enclosures

Refused 25-Sep-2006

P/00827/020 Variation of condition no. 2 of planning permission P/00827/019, dated 08/02/2005, to remove side and rear dormer window and to change approved scheme from 4no. two bedroom flats to 3no. two bedroom and 1no. one bedroom flats and other minor changes to external appearance

Approved with Conditions; Informatives 19-May-2006

P/00827/019 Erection of 4no. two bedroom flats with 6no. parking spaces

Approved with Conditions; Informatives 08-Feb-2005

P/00827/018 Erection of 4no. two bedroom flats with associated parking and vehicular access

Withdrawn (Treated As) 20-Sep-2004

P/00827/017 Erection of 6no. two bedroom flats with associated parking and vehicular access

Withdrawn (Treated As) 14-Oct-2003

P/00827/016 Change of use to provide house in multiple occupation accommodation

Approved with Conditions; Informatives 09-Aug-2002

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 three site notices were displayed – one close to the pedestrian steps to the site on Albert Street and the other two on lampposts at and opposite the entrance to the site in Upton Park each dated 12/05/2021. The application was advertised as a major application affecting the setting of a conservation area in the 14/05/2021 edition of The Slough Express.

6.0 **Consultations**

6.1 Local Highway Authority:

Introduction

This document provides Slough Borough Council's consultation response regarding Highways and Transport for application P/00827/032 at 10 Albert Street.

SBC Highways and Transport requested additional information on 21st May 2021 and further information was submitted on 9th June 2021.

Application Description

The proposed development is for 11 one-bedroom flats.

Access

Vehicular access is proposed from Upton Park. The access would form a priority T-junction with Upton Park.

SBC Highways and Transport request the submission of a General Arrangement drawing of the proposed site access which displays the access width, corner radii and that the available visibility is in accordance with the Manual for Streets requirements for the speed limit in this location. It is recommended that given the access is an existing access, these details can be secured by condition.

It has been confirmed that Upton Park is not public highway and is a privately maintained road.

Access by Sustainable Travel Modes

The site is located approximately 450m (6 minutes walk) from Slough High Street, 900m (11 minutes walk) from Slough Bus Station and 1000m (13 minutes walk) from Slough Railway Station. Therefore the site is considered to occupy a relatively sustainable location with opportunities for journeys to be made by sustainable travel modes.

Layout

At the request of SBC Highways and Transport, the applicant has provided swept paths using a large car, measuring 5.1 metres long, which demonstrate a large car can ingress and egress the site and the end parking spaces.

At the request of SBC, the applicant has updated the proposed site plan to demonstrate that the aisle widths will be in excess of 6.0 metres as per guidance within Manual for Streets which recommends 6.0 metres aisle width is required to access parking spaces at 90 degrees.

SBC Highways and Transport have no objection to the car parking layout for the proposed development.

Parking

The proposed development provides eleven flats with 11 parking spaces, plus one additional space for visitor or disabled parking provision.

SBC Highways and Transport have no objection to the proposed development due to the proposed number of parking spaces. The provision of 1 space per dwelling is considered appropriate given the proposals are for 1 bedroom dwellings, reducing the likelihood the dwellings will be occupied by two vehicle owners.

Electric Vehicle Parking

The applicant has confirmed that 11 Electric Vehicle Charging Points (EVCP) will be provided, with 1 for each dwelling in accordance with the Slough Low Emissions Strategy (2018 – 2025).

The Slough Low Emissions Strategy requires the provision of 1 EVCP per space, where spaces are allocated. The specification of EVCP should be agreed with the Slough Environmental Quality Team who manage EV Charging in Slough.

Cycle Parking

In response to SBC Highways and Transport, the applicant has provided 'Drawing No. Appendix 3.0, dated 08/062021' which displays 10 semi-vertical bike storage stands and 1 Sheffield bike stand as short stay visitor cycle parking.

The SBC Developers Guide – Part 3: Highways and Transport (2008) requires the provision of 1 secure, covered long-stay cycle parking space per dwelling and the provision of short-stay visitor cycle parking for developments of 10 flats or more.

SBC Highways and Transport have no objection based on the cycle parking provision, although further details of the cycle parking design should be secured by condition.

Servicing and Refuse Collection

Swept path analysis has been provided which demonstrates that a long wheel base delivery van (Mercedes Sprinter) can enter and exit the site in a forward gear.

It has been confirmed that the refuse vehicle does not enter the section of Upton Park adjacent to the site and that existing residents of Upton Park put their bins at a collection point on collection day. The applicant has confirmed that a management company would be in place with responsibility for wheeling the bins from the communal bin store to the collection point on Upton Park on the day of collection. The management company would also trolley the empty bins back into the site.

SBC Highways and Transport require the applicant to detail the strategy for servicing, deliveries and refuse collection for the proposed development. Swept paths should be provided which demonstrate there is suitable turning space for a delivery vehicle to ingress and egress the site in a forward gear if this is required.

Summary and Conclusions

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

Conditions Recommended

[Highways set out conditions covering Visibility, Layout, Gates, Cycle Parking, Bin Storage/Collection, together with Informatives. These are included below at 24.0]

6.2 Thames Water:

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 and set out various matters, which are included under Informatives below.

6.3 Lead Local Flood Authority

The general principles for the surface drainage are acceptable; we would recommend further information on the proposals be submitted as part of a more detailed design phase. Therefore we recommend [a condition - as set out below at 23.0].

6.4 SBC Scientific Officer

No response received for this application. Response received in previous application P/00827/030:

“Initial Ground Investigation and ground gas/volatiles monitoring and risk assessment recorder elevated concentrations of volatile vapours in the deeper monitoring wells ranged between 30ppm and 296ppm. Further assessment was warranted in order to identify any special protection measures may be required.

The additional Risk Assessment of Volatile Vapours was carried out, and while no actual source of contamination was encountered under the site, the results indicated that no special precautions are deemed necessary within the proposed development design to specifically mitigate against potential risk from VOCs in groundwater. I agree with these findings, and in accordance with current best practice guidance, the site appears to be suitable for the proposed use.

Based on the above, I recommend that a Watching Brief is sufficient to address any issues arising from unexpected contamination likely to be encountered on site during development.”

[NOTE: Accordingly, a condition is set out below.]

6.5 BEAMS Conservation Officer

Under the assessment of the earlier scheme ref: P/00827/031, it was noted that the following comments were made by Beams, which concluded the redevelopment of the site would not affect heritage assets:

“The application site is on the south side of Albert Street, towards its western end. Currently the site is occupied by a semi-detached pair of 2-storey dwellings - circa 1920's in date, of brick construction with a hipped clay tile roof. These would be demolished and a larger residential block constructed on site.

The Upton Park Conservation Area and the Registered Park and Garden of Herschel Park lies to the rear / south-east of the site however any new development of 3-storey scale on this site will not be visible from the Conservation Area or Registered Park and Garden due to the position of other dwellings fronting Upton Park - there will be no impact upon the setting of the Upton Park Conservation Area, its significance would be preserved.

Approximately 20 metres to the north-east of the site is the Churchyard of St Mary's Church, the church (grade II listed) is located approximately 150 metres north-east of the application site and views from Albert Street across the churchyard to the church provide the best views of it. There is no obvious visible relationship between church and application site and they will not be seen in context, as such the proposal will not impact upon the setting of St Mary's Church, thereby preserving its significance.*

Similarly the grade II listed buildings within the Upton Hospital site lie some way to the east of the application site and there will be no impact upon their setting on the basis of the outline application plans.”

6.6 SBC Tree Officer

Under the assessment of the earlier scheme ref: P/00827/031, it was noted that the following comments were made by the Council's Tree Officer:

“I have reviewed the Tree Survey and report provided by the applicant. Overall I find it to be thorough and a fair assessment of the trees growing within the site. Generally I concur with the reports findings and recommendations.

By way of observation, one tree may warrant review, (Tree 4, Sycamore). This is graded C in the report. It is arguably of greater merit and better condition than represented in the report and could

potentially be retained within the development. Although of low visual amenity in terms of street views it does have amenity value for the screening it currently provides in protecting rear views from existing residential properties.

Despite this, the tree will be difficult to retain successfully within the context of the proposed development and the LPA should resist protecting trees which would be unsuitable within new forms of development. In the instance of this Sycamore, having regard to the overall condition of the tree, its potential for further growth and its form, retention would be inappropriate, subject to there being a comprehensive landscape scheme with the development. Remaining trees present on the site are not of merit and will be replaced with implementation of the landscape proposals.”

[NOTE – the site is now cleared of all vegetation.]

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework and National Planning Policy Guidance:

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

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

Section 16: Conserving and enhancing the historic environment

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

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 7 - Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural, built and historic environment

Core Policy 10 – Infrastructure

Core Policy 11 - Social cohesiveness

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design

EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H13 – Backland/Infill Development
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 June 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 cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2019 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing)

unless 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.

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.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Housing mix
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Flooding & Drainage
- Trees & Landscaping
- Heritage issues
- Land contamination
- Air Quality
- S.106 Contributions

8.0 **Principle of development**

8.1 The National Planning Policy Framework 2019 encourages the effective and efficient use of land. These proposals involve the replacement of bed-sits and the formation of new self-contained residential accommodation. As such, the proposals comply with the overall thrust of the NPPF.

8.2 Core Policies 1 and 4 which seek high-density, non-family type housing to be located in the Town Centre. In the urban areas outside of the town centre, new residential development is expected to be predominantly family housing.

8.3 Whilst the site is located outside of the Town Centre, its immediate close proximity to the designated area justifies considering that flatted accommodation is more appropriate in this case, and as it reflects the existing flatted residential mix in the adjacent developments to the west comprising the adjoining site and those immediately beyond. Furthermore, the existing use of the site is for bed-sits.

8.4 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high-quality homes which

should be considered in the context of the presumption in favour of sustainable development. The site is considered to be located in a sustainable location as it benefits from access to public transport, education, retail, leisure, employment and community facilities.

- 8.5 Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- 8.6 Paragraph 9 of the NPPF stresses that sustainable solutions should take local circumstances into account, to reflect the character, needs and opportunities of each area
- 8.7 In Core Policy 1 the Council seeks a scale and density of development that will be related to a site's current or proposed accessibility, character and surroundings.
- 8.8 In Core Policy 8 the Council seeks all development to be sustainable, of high-quality design that respects its location and surroundings, in that it should respect the amenities of adjoining occupiers and reflect the street scene and local distinctiveness of the area.
- 8.9 Accordingly, in Core Policy 9 the Council states development will not be permitted where it does not respect the character and distinctiveness of existing townscapes. The impact of the current proposals is considered in section 9.0 below.
- 8.10 Having regard to the National Planning Policy Framework 2019 and the Local Development Plan, there are no objections to the principle of flatted residential development on this site.
- 8.11 As a scheme that entails an infilling of the street scene, attention must be paid to each limb of Policy H13, of which criteria (a), (b), (c), (d) and (f) are relevant. In summary, the issues turn on the scale of any infilling development.

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

- 9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1, EN2 and H13.
- 9.2 As described above, the local area is characterised by three-storey, flatted blocks to the west. These proposals are for a three-storey flatted

block, as such, the scheme would be not out-of-keeping with the general massing and scale of the area.

- 9.3 As a replacement building for the existing, it would be an infill form of development. Whilst it would be a storey higher and on a modestly different footprint with a fuller façade, it is considered that the proposed scheme follows the principles of respecting the building line on its Albert Street frontage. Similarly, whilst the scale and massing of the proposed scheme is taller than the existing property it would replace, it would respect the spacing between it and that of nos. 4/6 Albert Street, which shares the overall site. As such, it is not considered that it would not be out-of-place in this setting.
- 9.4 In terms of design and style, the proposals draw a significant reference from the most recent new building at the site immediately to the west. The front and rear elevations of that building feature gables giving it an articulated roofline. Furthermore, it has an undercroft at ground level to provide front and rear parking courts.
- 9.5 The proposed design reflects that new building on the immediately adjacent site. The elevations follow the roof pattern there with a prominent gable feature at the boundary with that site. The development introduces a “cat-slide” roof to the eastern side where the neighbouring adjacent properties are of a more modest scale. Overall the design would enhance the setting, both in views from Albert Street and in glimpses from Upton Park.
- 9.6 The proposed elevations show a scheme with brick facings and distinctive quoins and window openings. The applicant has selected an lbstock red brick to be used in conjunction with render and bathstone detailing, together with grey roof tiles and white uPVC windows and rainwater goods. It is considered that the general palette of materials would be similar and typical of the style of recent residential developments in the vicinity.
- 9.7 The application scheme includes an undercroft access to some parking to the rear of the proposed new building. The immediately adjacent block to west and those at Eton Walk and St. Andrews Court, further to the west, each have a similar layout with parking either under or to the rear of those developments respectively.
- 9.8 The site would be laid out with soft and hard landscaping to ensure the scheme would complement the general feel and visual amenities of the locality. There would be the opportunity to include various specimen

trees to replace the somewhat poor quality of landscape which characterised the site until removed recently. Such proposals pursuant to a detailed landscaping condition would ensure screening and a contribution to the visual amenities of the area.

9.9 Given the differences in levels between the road side at Albert Street and the siting of the proposed building within the site, it would be of a similar, but general lower, height than the adjacent new building and read as two-storey from Albert Street.

9.10 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area. The proposals therefore comply with Core Policy 9 of the Core Strategy and the requirement of the National Planning Policy Framework, as such the scheme is considered to therefore comply with Policies EN1, EN2 and H13 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

10.0 **Impact on amenity of neighbouring occupiers**

10.1 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.

10.2 As more fully described above, the scheme entails a three-storey block between a three-storey block of flats to the west and a semi-detached pair of two-storey dwellings to the east, with a two-storey block within the site to the south and a large commercial block across Albert Street to the north.

10.3 The footprint of the replacement building changes the setting but the degree of separation at the points closest to 4/6 Albert Street remains much the same. As the proposals would be a storey higher and the internal arrangement would be new, consideration must be made of the impact on the neighbouring occupiers' amenities, in terms of any potential harm from overshadowing, overlooking and loss of privacy, as well as daylighting and sunlighting impacts.

10.4 The adjacent residential block on the site immediately to the west has only two window openings at first floor level on the flank wall facing the

proposals. These appear to serve non-habitable rooms, probably the stair-well. At ground floor level there is an opening in the flank wall, which serves the vehicular access to the parking at the rear and the secondary stair access/exit. The proposed scheme would introduce some flank wall window openings serving bathrooms and replicate the arrangement at ground floor level with its own undercroft vehicular access. As such, it is considered there would be no impact on the amenities of occupiers at this neighbouring property.

- 10.5 The property at Protem to the east has a wide, double height window opening facing the application site. This appears to serve a habitable room. However, there is much vegetation within the occupiers' own garden that obscures light to this window. That part of this building that forms Diana Lodge lies closer to the boundary but does not face the application site. The proposed scheme would introduce a single flank wall window opening serving a bathroom at ground floor level. The height of the proposed block would be two-storeys with a cat-slide roof rising away from the eaves. Given the siting of the respective proposed and existing buildings, as well as, the respective ground levels and the distance between these properties, it is considered that the proposed relationship would be satisfactory and lead to no harm to the amenities of the occupiers at Protem or Diana Lodge.
- 10.6 The residential block at 4/6 Albert Street, within the application site, has windows facing the block to be replaced by these proposals; so, there are already extensive window openings facing each other. The proposed scheme would have window openings serving habitable rooms facing this retained block. Given the orientation and the distance at the closest – over 15 metres - between the proposed and the existing block within the site, it is considered that there would be no loss of amenities for the respective occupiers.
- 10.7 The commercial block across Albert Street lies some 25 metres away and as such does not represent a concern for the amenity of the future occupiers of the proposed scheme.
- 10.8 In conclusion, it is considered that there would be no adverse harm for neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2019.

11.0 **Mix of housing**

- 11.1 The National Planning Policy Framework seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective C and Core Policy 4.
- 11.2 The existing property is used as bed-sits. The proposals would provide solely one-bedroom flats. However, given the location of the site – immediately adjoining the Town Centre - and that this scheme represents the replacement of bed-sits with self-contained one-bedroom flats, it is considered that this form of accommodation, rather than a family orientated mix, would be appropriate and thus acceptable.
- 12.0 **Living conditions for future occupiers of the development**
- 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 Polies EN1 and EN2.
- 12.2 All of the units would meet the Council’s internal space standards, as set out in the Technical Housing Standards 2015.
- 12.3 Each flat has its habitable room windows either facing north or south – whilst there are some bathroom window openings on the western flank, these would be obscured accordingly. In terms of the levels of daylight, aspect, and outlook, it is considered that each unit would have satisfactory levels of amenity for future occupiers.
- 12.4 The proposed building would have its sole entrance on the southern side. The block would be provided with a lift. It is recommended that the entrance provides level access at the threshold of the block. Accordingly, a condition is set out below.
- 12.5 As the site lies close to Herschel Park, the lack of private amenity space for these one-bedroom units is not considered a reason for refusal. However, this set of proposals would justify a s.106 contribution to the enhancement of the local facilities in accordance with the Council’s Developer Guide, as set out below.
- 12.6 Based on the above, on balance, the living conditions for future occupiers in this case is considered satisfactory and thus to be in accordance with the requirements of the NPPF, Core policy 4 of Council’s Core Strategy, and Policy H11of the Adopted Local Plan.

13.0 **Crime Prevention**

- 13.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed; so, as to reduce the potential for criminal activity and anti-social behaviour.
- 13.2 The communal access would have a good level of natural surveillance within the site. A condition requiring details of the measures to be incorporated to reduce and prevent criminal activity is set out below.

14.0 **Highways and Parking**

- 14.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and 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 109 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 14.2 It is noted that the site lies immediately adjoining the Town Centre and benefits from a high level of accessibility to a range of public transport and all the facilities for retail, entertainment, employment, education and health. The site is therefore considered to be sustainable.
- 14.3 The existing vehicular access – from Upton Park - serves a communal parking area used by the occupiers of both the existing building and those at 4/6 Albert Street. This arrangement would persist and is acceptable to the Highway Authority.
- 14.4 The proposed scheme would provide 11 parking spaces with EV charging points for the new building and ensure the retention of the car parking spaces currently serving 4/6 Albert Street. The specification of EV charging points has been agreed with the Slough Environmental Quality Team, as set out in a condition below.
- 14.5 The Highway Authority is satisfied by the proposed arrangement,

quantum and layout of the parking in terms of circulation and manoeuvrability and as the site lies immediately adjacent to the Town Centre, they consider that the provision would be satisfactory for this specific mix of accommodation.

- 14.6 Cycle storage facilities have been provided and in terms of position and quantum the Highway Authority is satisfied, subject to the specific details of the provision, which will be covered under a condition below.
- 14.7 The proposals include an enclosed bin and recycling facility. It is noted that, given the status of Upton Park as a private road, arrangements have to be made by existing residents for bin collection. That would persist with this new building. The Highway Authority has provided a condition to cover this matter, which is set out below.
- 14.8 Based on the above, and subject to the conditions set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 **Flooding & Drainage**

- 15.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 15.2 According to the EA flood maps, the site is located in Flood Zone 1. It is at low risk of tidal, fluvial, groundwater flooding, surface water flooding and flooding from artificial sources. As the site is located in Flood Zone 1, the proposals do not require a Flood Risk Assessment.
- 15.3 Changes in government legislation from April 2015, require major developments to provide measures that will form a Sustainable Drainage System. Sustainable Drainage Systems (SuDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot lead to an increase from that existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface

water run-off.

- 15.4 Submission documentation setting out the applicant's drainage strategy has been forwarded to the Council's consultants, Hampshire CC, who acts as the Local Lead Flood Authority. A condition is set out below to ensure the scheme meets with appropriate standards.

16.0 **Trees & Landscaping**

- 16.1 The scheme entails a new residential block set in hard and soft landscaping, which would provide limited communal areas. There would be some scope for soft landscaping and some trees could be provided, subject to careful consideration of the specific spacing and choice of species. Overall, it is considered that the scheme would enhance the visual amenity of the area.

- 16.2 Details of planting and boundary treatments, as well as, the measures to protect the health of the existing trees adjacent to the site, shall be subject to further consideration pursuant to conditions, as set out below.

17.0 **Heritage Issues**

- 17.1 As reported above, whilst there are heritage assets nearby and a conservation area nearby, it is recognised by Breams that this site and these proposals would not have any impact on these. The proposed development is assessed as resulting in no harm to the setting or significance of the nearby heritage assets in accordance with the NPPF.

18.0 **Land Contamination**

- 18.1 Further to the review of previous comments, as recorded above at 6.8, the issue is not of particular concern in respect of the redevelopment of this site. Therefore, no further investigation is required and a suitable "watching brief" condition is set out below.

19.0 **Air Quality**

- 19.1 The application site is not situated within an Air Quality Management Area (AQMA). Therefore, there will not be an unacceptable exposure

to air pollution for future occupiers of the development or the users of the surrounding facilities. In the interest of not worsening air quality problems in other parts of the town it will be important, if the proposal is approved, to minimise emissions from travel demand through encouraging non-car modes of travel, which would be enhanced by the scheme's compliance with the Council's requirements for cycle storage facilities and infrastructure for Electric Vehicles.

- 19.2 Electric charging points have been sought in accordance with the Local Environmental Strategy, which seeks to mitigate air quality concerns from additional traffic and parking, it must be noted that the developer shall be required to include two charging points. The Low Emission Strategy does not form part of the Local Development Plan, the presumption in favour of sustainable development within the National Planning Policy Framework applies. Here it is considered that the any potential harm from the proposals would not result in any harmful impacts that would significantly and demonstrably outweigh the benefits of the scheme, when assessed against the Policies in National Planning Policy Framework taken as a whole.

20.0 **s.106 Contributions**

- 20.1 The proposals entail the introduction of 11 new dwellings. As such, the scheme does not trigger either affordable housing or an educational contribution under the Council's policies.

- 20.2 As set out above a contribution towards the enhancement of local public space would be required under the terms of the Council's Developer Guide. This amounts to £3300 – based on the figure of £300 per unit.

21.0 **Conclusion relating to Planning Balance**

- 21.1 In the application of the appropriate balance, it is considered that there are benefits from the formation of eleven residential units in a sustainable location; so it is suggested that planning permission should be granted in this case. The benefits of supplying eleven extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

22.0 **Equalities Considerations**

22.1 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 (e.g.: 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).

22.2 The proposal would be required to meet with Part M of the Building Regulations in relation to space standards and occupation by those needing wheelchair access. Furthermore, a condition is set out to ensure level thresholds at the entrance to each block.

22.3 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 e.g.: 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 under other legislation covering environmental health should be exercised as and when required.

22.4 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.

23.0 **PART C: RECOMMENDATION**

23.1 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:

- 1) For approval subject to: the satisfactory completion of a s106

agreement to ensure a financial contribution of £3300 towards local public open space enhancements, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31st January 2022, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee

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

1. Commence within three years

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

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

2. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. JS/10/21a; Dated 26/02/2021; Recd On 13/07/2021
- (b) Drawing No. JS/10/21b; Dated 26/02/2021; Recd On 13/07/2021
- (c) Drawing No. JS/10/21c; Dated 26/02/2021; Recd On 13/07/2021
- (d) Drawing No. JS/10/21d; Dated 26/02/2021; Recd On 13/07/2021
- (e) Drawing No. JS/10/22a; Dated 26/02/2021; Recd On 13/07/2021
- (f) Traffic Note by ADL Traffic & Highways Engineering Ltd. Ref: 5148/AP/09A; Dated June 2021; Recd On 09/06/2021
- (g) Sustainable Drainage Assessment by GeoSmart ref: 74592R1; Dated 2021-03-23; Recd On 24/06/2021

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

3. New finishes to building works

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

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. New surface treatments

Prior to the commencement of the development hereby approved, the external materials to be used in the construction of the access and circulation roadways, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

5. Tree Protection Measures

Prior to the commencement of the development hereby approved, measures to protect the trees on adjacent sites where canopies overhang the site during the construction of the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and thereafter provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained as an amenity for the local area.

6. Drainage (SuDS)

No development shall take place until a detailed surface water drainage strategy has been submitted to and approved by the Local Planning Authority, containing the following elements:

- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the whole of the site; within different geologies and to a similar depth to the proposed infiltration devices. Tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930:2015.
- If not using infiltration for drainage – Existing and proposed run-off rate calculations completed according to a suitable method such as IH124 or FEH. Information is available from UK Sustainable Drainage: Guidance and Tools. Calculations must show that proposed run-off rates do not exceed the existing run-off rates. This must be shown for a one in one year event plus climate change and a one in one hundred year plus climate change.
- If not using infiltration for drainage – Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonable practical, run-off volume should not exceed the greenfield run-off volume for the same event. This must be shown for a one in one hundred year, 6 hour rainfall event.
- Maintenance regimes of the entire surface water drainage system including SuDs features, including a plan illustrating organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger phased sites, evidence needs to be seen of measures taken to protect and ensure continued operation of drainage features during construction.
- Evidence that enough storage/attenuation has been provided without increasing the run-off rate or volume. This must be shown for a one in one hundred year plus climate change event.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence of exceedance flows and run-off in excess of design criteria have been considered – calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- Evidence of Urban creep has been considered in the calculation and that a 10% increase in impermeable area has been used in the calculations to account for this.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development.

7. Contamination Watching Brief

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

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

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

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

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

8. Landscaping

Construction of the building above ground floor level shall not commence on site until details of an arboricultural method statement in conjunction with a detailed bee-friendly landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 6 of this planning permission.

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 – 2026.

9. Boundary Treatment

Construction of the building above ground floor level shall not commence on site until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

10. Bins & Recycling facilities

Construction of the building above ground floor level shall not commence on site until details of the proposed bin store (to include siting, design and external materials) shall be submitted to for approval by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained for this purpose.

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

11. Crime Prevention

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

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2019.

12. Visibility

No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

13. Layout

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

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

14. Car Parking Provision

The parking spaces and turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal

basis.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

15. EV Charging facilities

Prior to the first occupation of each unit, the residential car parking provision for the unit shall be provided, to include a 1 electric vehicle charge point per dwelling – and a total of 11 electric vehicle charging points. The residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

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

16. Refuse collection/servicing management strategy

Prior to first occupation of the development, a management strategy ('the strategy') to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins together with the arrangements for servicing and deliveries shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the management 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).

17. Cycles storage

Prior to the first occupation of the development hereby permitted details of the cycle parking provision (including the location, the security measures of the facilities and cycle stand details) shall be submitted to for approval by the Local Planning Authority. The cycle parking shall be provided in accordance with these details and shall be retained for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

18. External Site Lighting

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

REASON In the interests of safeguarding the amenities of neighbouring properties and to ensure safer access and use of the shared cycle/pedestrian/motor vehicular areas throughout the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

19. Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

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

20. Level Access

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the residential units and the external amenity/balconies and the main lobbies.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

21. Obscured glazing

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), each of the windows on the flank (side) elevations shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The window(s) shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

REASON To minimise any potential loss of privacy to adjoining land in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

22. No new windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in any elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties and to ensure the visual character and appearance of the facades are preserved in accordance with Policies EN1 and H15 of The Adopted Local Plan for Slough 2004 and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-

application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it would preserve and/or enhance the character and appearance of a conservation area; so it is in accordance with the National Planning Policy Framework.

2. Highways

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

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

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

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

3. 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. Application forms should be completed on line via 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. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

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.

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.

SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: July 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**

Ref	Appeal	Decision
P/12604/003	14, Lynwood Avenue, Slough, SL3 7BH Construction of 2no 4 bedroom detached dwellings with associated parking and access and alterations to existing dwelling.	Appeal Dismissed 1 st July 2021
P/08499/006	Land rear of, 33-43, Baylis Road, Slough, Berkshire, SL1 3PH Application for permission in principle for 8no two bedroom flats over two floors, 16no car parking bays, cycle and refuse storage areas and alterations to access.	Appeal Dismissed 1 st July 2021
Y/19114/000	56, Bryant Avenue, Slough, SL2 1LG The erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 6m, with a maximum height of 3.5m, and an eaves height of 3m	Appeal Dismissed 9 th July 2021
P/12001/002	13, Cress Road, Slough, SL1 2XT Construction of a part single, part two storey front, side and rear extensions and associated internal alterations, following demolition of the existing garage	Appeal Dismissed 13 th July 2021



Appeal Decision

Site visit made on 22 June 2021

by C Osgathorp BSc (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 1 July 2021

Appeal Ref: APP/J0350/W/20/3265328

14 Lynwood Avenue, Slough SL3 7BH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Matt Taylor (Churchgate Premier Homes) against the decision of Slough Borough Council.
 - The application Ref P/12604/003, dated 16 March 2020, was refused by notice dated 24 September 2020.
 - The development proposed is alterations to existing dwelling and erection of 2 detached dwellings with associated parking and access.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The proposal follows a previous planning application at Nos 12 – 14 Lynwood Avenue for demolition of the existing dwelling and construction of 4no. three bed dwellings and 2no. four bed dwellings, which was dismissed at appeal on 26 October 2020¹. Whilst I have had regard to the previous appeal decision as a material planning consideration, I have determined the current appeal scheme on its own merits.
3. In comparison to the previous dismissal, the appeal site comprises No. 14 Lynwood Avenue only. The main changes comprise the re-location of the vehicular access closer to the boundary with No. 16; alterations to the dwelling at the front of the site; and, reduction of the number of proposed dwellings to the rear of No. 14 to two. The dwellings would each have a carport to the side and 2 parking spaces to the front.

Main Issues

4. The main issues are the effect of the proposed development on (i) the character and appearance of the area, (ii) ecology, and (iii) the living conditions of the occupiers of neighbouring properties, with particular regard to noise and disturbance.

¹ Appeal reference: APP/J0350/W/20/3246233

Reasons

Character and appearance

5. The appeal site consists of a large detached dwelling, which is positioned on a spacious plot with a large rear garden. Due to the location of the appeal site adjacent to a road bend, the plot widens to the rear which results in a larger garden than the surrounding properties. The existing dwelling is sited within a linear arrangement of detached and semi-detached dwellings of varied architectural design that are set back from the road behind front gardens. The street scene has a suburban character due to the grassed verges and street trees, and the gaps between the buildings, which enable glimpsed views of trees and vegetation to the rear. There is a verdant character to the rear of the properties in the vicinity of the appeal site due to the large size of the gardens, which includes trees and greenery, and only modest domestic outbuildings. This makes a positive contribution to the green and spacious character of the area.
6. Policy H13 of the Slough Local Plan 2004 relates to backland/infill development. It states that proposals for small scale infilling, including backland development, will not be permitted unless they comply with several criterion. This includes that the proposed dwellings are of a type, design, scale and density that are in keeping with the existing residential area.
7. The proposed 2 storey dwellings to the rear of the site would be served by a new access road that would run between the altered dwelling at No. 14 and the neighbouring property at No. 16. The location of the proposed dwellings to the rear of the established built frontage, with associated access road, parking and carports, would add considerable built form and hard-surfacing which would significantly erode the open and verdant character which is important to the setting of the attractive suburban street. The rear dwellings and access road would be clearly visible in the street scene, and its layout would appear at odds with the prevailing linear arrangement of dwellings. I find that this would not be adequately mitigated through new planting.
8. I acknowledge that there are backland developments in the wider area, including Whitehouse Way, Mina Avenue, Sophie Gardens and Hawtrey Close. However, Lynwood Avenue has an established and distinctive character and these examples are located in different streets that are not viewed in the same context as the appeal site. Details of the circumstances that led to those developments being granted are not before me, and I have nevertheless determined the appeal scheme on its own merits having regard to the characteristics of the site and its surroundings.
9. For the above reasons, I conclude that the proposed development would cause significant harm to the character and appearance of the area. The proposal would therefore be contrary to Policies CP1, CP4 and CP8 of the Slough Local Development Framework Core Strategy 2006-2026 (the Core Strategy) and Policies EN1 and H13 of the Slough Local Plan Adopted 2004 (the Local Plan). Amongst other things, these policies seek to ensure that development is of a high quality design that respects the character and identity of an area. The proposal would also be contrary to Chapter 12 of the National Planning Policy

Framework (the Framework) which, amongst other things, requires development proposals to be sympathetic to local character.

Ecology

10. The rear garden of the appeal site consists of mown grass and contains trees and vegetation mainly adjacent to the site boundaries. The appeal site is located in a built-up area and there is no information before me indicating that it is close to any important wildlife habitats or corridors. The appeal site does not seem to contain any features of such significance in habitat terms that would elevate the site to a greater degree of importance than any other private residential garden. Further, I have not seen any evidence to suggest in any great detail, from a statutory consultee or otherwise, that the appeal site would support protected or important species. In these circumstances, I am satisfied that a planning condition could be imposed to require the submission of an ecological appraisal for approval, including any necessary mitigation and measures to enhance biodiversity at the site.
11. For these reasons, I do not find that it would be appropriate to withhold the granting of planning permission for ecological reasons and therefore the appeal scheme has the capability to accord with Policy CP9 of the Core Strategy and Policy EN3 of the Local Plan, which, amongst other matters, state that development will not be permitted unless it enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features. Chapter 15 of the Framework contains similar objectives to conserve and enhance the natural environment by minimising impacts on and providing net gains for biodiversity.

Living conditions

12. The previous Inspector stated that the new access to serve the proposal would be positioned in close proximity to both Nos. 12 and 14 with minimal separation distance from the edge of the road and flanks of these properties. Given the close proximity of the new access, he found that it would be highly likely that arrival and departure of both vehicles and pedestrians along the access would create considerable noise and disturbance to the occupiers of Nos. 12 and 14. Furthermore, the proposed turning head and 2 car parking spaces would be located at the bottom of the new reduced garden for No. 12 which means that the plot would be surrounded on three sides by areas accessible by vehicles.
13. In comparison to the previous appeal scheme, the number of dwellings to the rear of the residential frontage has been reduced to 2. The access road has been moved closer to the boundary with No. 16, albeit there would still be a reasonable landscaped buffer. Given the small amount of vehicular and pedestrian movements that would be associated with these dwellings, I do not consider that this would cause an unreasonable amount of noise and disturbance to the occupiers of Nos. 12, 14 and 16 Lynwood Avenue.
14. The Inspector for the previous appeal scheme found that the proposal would not harm the living conditions of the occupiers of Nos. 21, 23, 25, 41, 43 and 45 Blandford Road South in respect of noise. The Inspector stated that the gardens for the properties on Blandford Road South are currently adjacent to the existing gardens for Nos. 12 and 14, and as such it is reasonable to assume that there is currently a degree of disturbance caused from these gardens. To

my mind, the proposed land use is compatible with the residential nature of the area, and given that the number of dwellings proposed at the rear of the site is less than the previous appeal scheme, I see no reason to reach a different conclusion to the previous Inspector.

15. For these reasons, I conclude that the proposed development would not cause significant harm to the living conditions of the occupiers of neighbouring properties, with particular regard to noise and disturbance. The proposal would therefore accord with Policy CP8 of the Core Strategy and Policy EN1 of the Local Plan, which, amongst other things, require development within the existing residential areas to respect the amenities of adjoining occupiers. It would also accord with paragraph 127 of the Framework, which amongst other matters, states that planning decisions should ensure that developments provide a high standard of amenity for existing and future users.

Other matters

16. The proposed dwellings at the rear of the site would each be served by 3no. on-site parking spaces, and 2no. parking spaces would be retained for the dwelling at the front of the site. This accords with the Council's parking standards, and the Council states that there are no highways issues that would warrant a reason for refusal. I see no reason to disagree.
17. Nevertheless, the Council's decision notice includes a third reason for refusal, which relates to a requirement for the appellant to provide a Unilateral Undertaking to mitigate the effects of the development with regard to traffic generation and parking restraint resulting from the proposed development. In this regard, I note that the Highway Authority seeks a financial contribution of £6,256 towards improvements to walking and cycling facilities in the vicinity of the appeal site. Furthermore, a financial contribution of £6,000 is sought for a parking study on Lynwood Avenue to identify any issues and recommend any measures to alter or restrict on-street parking on Lynwood Avenue to improve highway safety and to prevent obstruction in the highway.
18. A signed Unilateral Undertaking is not before me therefore no mechanism exists to secure these measures. As I am dismissing this appeal for other reasons, it has not been necessary for me to consider this matter further.

Planning balance and conclusion

19. The Council is unable to demonstrate a deliverable 5 year housing land supply. In these circumstances, the most important policies for determining the application are out-of-date in accordance with footnote 7 of the Framework. Paragraph 11(d) ii of the Framework is therefore engaged.
20. Paragraph 59 of the Framework sets out the Government's objective of significantly boosting the supply of housing. The proposed development would provide a net increase of 2 dwellings in an accessible location close to various modes of transport, services and facilities, which would make a small contribution towards the supply of housing in the Borough. Small sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly, as indicated in paragraph 68 of the Framework. The proposal would also create some employment at the construction stage, although this would be relatively short lived and so a relatively limited benefit. The occupiers of the proposed dwellings would help to

support local facilities and services, although the economic contribution arising therefrom would be limited again by the scale of the proposals. Taking the benefits together, and for the reasons I have given, I would afford them modest weight.

21. Paragraph 122 of the Framework states that planning decisions should support development that makes efficient use of land, taking into account the desirability of maintaining an area's prevailing character and setting (including residential gardens), amongst other matters. In this case, whilst the proposal would make a net contribution of 2 dwellings towards housing supply, it would cause significant harm to the character and appearance of the area and so the environmental role of sustainable development would not be achieved. The Framework sets out the importance of achieving well-designed and attractive places, and to ensure that developments are sympathetic to local character. I afford significant weight to the harm to the character and appearance of the area and the associated conflict with the development plan.
22. Overall therefore, whilst I have given weight to the benefits of the development, I find that the harm to the character and appearance of the area, and the associated conflict with the development plan, would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. As a result, the presumption in favour of sustainable development does not apply.
23. The proposal would conflict with the development plan as a whole and there are no other considerations, including the provisions of the Framework, which outweigh this finding. Therefore, for the reasons given, the appeal is dismissed.

C Osgathorp

INSPECTOR



Appeal Decision

Site visit made on 22 June 2021

by **C Osgathorp BSc (Hons) MSc MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 1 July 2021

Appeal Ref: APP/J0350/W/20/3253821

Land rear of 33-43 Baylis Road, Slough, Berkshire SL1 3PH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant permission in principle.
 - The appeal is made by Mr Steve Cripps (ABC Developments) against the decision of Slough Borough Council.
 - The application Ref P/08499/006, dated 23 December 2019, was refused by notice dated 24 February 2020.
 - The development proposed is 8no. two bedroom flats over two floors, 16no. car parking bays, cycle and refuse storage areas and alterations to access.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The appeal proposal is for a permission in principle. Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. This consent route has 2 stages: the first stage (or permission in principle stage) establishes whether a site is suitable in principle, and the second ('technical details consent') stage is when the detailed development proposals are assessed. The appeal proposal is at the first stage and therefore I have considered the principle of the scheme in terms of location, land use and the amount of development¹. The submitted drawings are for indicative purposes only and I have considered the scheme on the basis of the amount of development sought being a maximum of 8no dwellings.
3. The proposal follows a previous planning application at the appeal site for the construction of 6no 3-bedroom terraced houses, which was dismissed at appeal on 24 October 2019². Whilst I have had regard to the previous appeal decision as a material planning consideration, I have determined the current appeal scheme on its own merits.

Main Issues

4. The main issues are whether the proposed development would be appropriate in principle with regard to its effect on (i) the character and appearance of the area; and, (ii) the living conditions of the occupiers of neighbouring properties, with particular regard to noise and disturbance.

¹ PPG Paragraph: 012 Reference ID: 58-012-20180615

² Appeal reference: APP/J0350/W/19/3232021

Reasons

Character and appearance (Location/Land use/Amount of Development)

5. The appeal site comprises land that was formerly part of the rear gardens of Nos 33-43 Baylis Road but has been partitioned. It is in a backland location and accessed through the sizeable gap between Nos 39 and 41. Baylis Road comprises 2 storey semi-detached dwellings that have uniformity in siting, scale and form. The dwellings are sited on a consistent building line and are set back from the road behind small front gardens. Many of the properties in the street have converted the gardens to provide on-site parking. The gaps between the buildings and the generous length of the rear gardens provide a degree of openness to the area. Some of the properties have single storey outbuildings in the rear gardens, which are generally modest in scale and therefore maintain the largely open aspect to the rear of the dwellings. The appeal site is vegetated and includes a group of single storey outbuildings that are of modest scale. Whilst the land is not part of any residential property, it contributes to the open aspect to the rear of the dwellings.
6. There is a 4 storey development at Pickfords Gardens behind the dwellings and the appeal site, which is visible through the gaps between the houses in Baylis Road, including the large gap between Nos 39 and 41. It can also be seen from Pool Lane when viewed in a southerly direction. Whilst this development is of a greater scale than the 2 storey houses, it maintains a considerable degree of separation. The upper floor windows of the flats at Pickfords Gardens afford views across the appeal site and the neighbouring gardens. There is also a public footpath that runs adjacent to the rear of the gardens.
7. The application has been made for a maximum of 8no dwellings. The indicative drawings show a proposed 2 storey building designed with a flat roof that would contain 8no 2-bedroom flats. The space to the front of the building is indicated as hard-surfacing, providing 16no parking spaces of which most would be covered by a timber pergola. Small private outdoor amenity spaces are indicated to the rear of the 4no ground floor units, and a communal outdoor amenity space is shown to the western side of the building. The appeal site is in a built-up residential area, therefore the location of the appeal site and the use of the land for residential development would be acceptable in principle.
8. The indicative footprint of the proposed building, combined with the access road and large parking area, would cover a disproportionate amount of the site, which would limit the opportunity for effective soft landscaping. The public realm of the proposal would be dominated by the access road and parking area, which would fail to provide a high quality environment. The private outdoor amenity areas for the ground floor units would be very constrained, and the communal outdoor amenity area sited adjacent to parking spaces and the blank side wall of the building displays the attributes of a left over dead space that would be poorly related to the residential accommodation.
9. The indicative drawings show that the proposed building would be of considerable width, resulting in a slab-like form that would neither respect nor respond to the form and proportions of the dwellings in Baylis Road. The incongruous nature of the proposal would be visible in the public realm through the gaps between Nos 33-44, including the large opening between Nos 39 and 41, as well as the public footpath to the rear of the appeal site. The scale of the

proposed building in this rear garden setting, close to the rear of the dwellings in Baylis Road and rising significantly above the neighbouring domestic outbuildings, would erode the characteristic open aspect to the rear of the properties. In order to grant permission in principle, I must be satisfied that the proposal is capable of accommodating the maximum number of dwellings sought. Taken together, the above factors indicate that the amount of development would be cramped on the site and would not respect the prevailing pattern of development and the open characteristic to the rear of the dwellings. There is little before me to indicate that an appropriate alternative arrangement to the illustrative drawings could be achieved for the amount of development proposed on the site.

10. For these reasons, I conclude that the proposed development would cause significant harm to the character and appearance of the area. The proposal would therefore be contrary to Policies CP1, CP4 and CP8 of the Slough Local Development Framework Core Strategy 2006-2026 (the Core Strategy) and Policies EN1 and H13 of the Slough Local Plan Adopted 2004 (the Local Plan). Amongst other things, these policies seek to ensure that development respects and is compatible with its surroundings in terms of design, scale and density. The proposal would also be contrary to Chapter 12 of the National Planning Policy Framework (the Framework) which, amongst other things, requires development proposals to be sympathetic to local character.

Living conditions (Location/Land use/Amount of Development)

11. Vehicular access to the proposed development would be through the gap between Nos 39 and 41, which would serve 16no on-site parking spaces. This is in close proximity to existing flank wall windows at ground and first floor, as well as the rear amenity space of Nos 39 and 41.
12. The Inspector for the previous appeal scheme stated that the vehicular movements associated with 6no new dwellings are anticipated to be low over a 24 hour period, nevertheless vehicle noise would be expected to be characterised by engines starting, revving, doors opening and closing, and drivers and passengers talking. Further, the gated access would require vehicles to wait with their engines running at locations very close to the windows and garden areas of Nos 39 and 41; and some noise would be associated with the action of the gates opening and closing, and the regular trips by residents to the refuse storage area immediately abutting the boundary of No 41. The Inspector found that the sounds and activity in and around Nos 39 and 41 would be intrusive at certain times of the day and would have the effect of significantly harming the enjoyment that residents could reasonably expect from within rooms and the gardens of their properties. It was concluded that the proposals for planting and fencing along the side boundaries of neighbouring dwellings would not adequately mitigate the noise and disturbance that could arise.
13. In respect of the current appeal scheme, the appellant has submitted a noise assessment³ regarding noise from car movements and use of the car park, which is calculated on the basis of attenuation being provided by a 2 metres tall imperforate fence on the car park boundary to the rear of the dwellings. Furthermore, the entrance gates proposed in the previous appeal scheme are not indicated in the current proposal.

³ Prepared by Venta Acoustics Ref VA3029.191113.L1, dated 15 November 2019

14. Regarding vehicular movements, the noise assessment shows that the internal noise level of the rooms served by the nearest windows overlooking the driveway would be below the recommended daytime level of 35dB(A) and the night-time level of 30dB(A) set out in BS8233:2014⁴. Furthermore, the maximum noise level arising from car door slamming would be 42dB, which would be below the World Health Organisation⁵ recommended maximum noise level of 45 dB L_{Amax} . In respect of noise from residents talking in the parking area and using the bin storage area, I find that this would be sporadic and would not be likely to be at a level that would itself cause significant disturbance to the occupiers of neighbouring dwellings. Consequently, on the basis of the evidence before me, I am satisfied that the location, land use and amount of development would not be likely to cause significant disturbance to the occupiers of neighbouring residential properties.
15. For these reasons, I conclude that the proposed development would not be harmful to the living conditions of the occupiers of neighbouring properties at Nos 33-43 Baylis Road, with particular regard to noise and disturbance. The proposal would therefore accord with Policies H13 and H14 of the Local Plan, which, amongst other things, require development proposals to protect the amenity of existing and future occupiers. It would also accord with paragraph 127 of the Framework, which, amongst other matters, states that planning decisions should ensure that developments provide a high standard of amenity for existing and future users.

Planning balance and conclusion

16. The Council is unable to demonstrate a deliverable 5 year housing land supply. The appellant indicates that the Council has a housing land supply of 2.1 years, which is a significant shortfall. In these circumstances, the most important policies for determining the application are out-of-date in accordance with footnote 7 of the Framework. Paragraph 11(d) ii of the Framework is therefore engaged.
17. The Framework does not prescribe the weight that should be given to any conflict with the most important policies, and this is a matter for the decision-maker. Decision-makers are not legally bound to disregard policies of the development plan when applying the tilted balance.
18. Paragraph 59 of the Framework sets out the Government's objective of significantly boosting the supply of housing. In the context of the significant shortfall in housing supply, the proposed development would provide a modest contribution of a maximum of 8 dwellings, making efficient use of underused and derelict land. Small sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly, as indicated in paragraph 68 of the Framework. It would create some employment at the construction stage, although this would be relatively short lived and so a relatively limited benefit. The occupiers of the proposed dwellings would help to support local facilities and services, although the economic contribution arising therefrom would be limited again by the scale of the proposals.

⁴ BS8233:2014 Guidance on sound insulation and noise reduction for buildings

⁵ World Health Organisation Guidelines for Community Noise (1999)

19. I am mindful that occupiers of the proposed development would be within an existing built up area with good accessibility to various modes of transport, services and facilities. Taking the benefits together, and for the reasons I have given, I would afford them modest weight.
20. The Framework sets out the importance of achieving well-designed and attractive places, and to ensure that developments are sympathetic to local character. Whilst the Framework supports the efficient use of land and states that appropriate change such as increased densities should not be prevented, it says that the desirability of maintaining an area's prevailing character should be taken into account. In this regard, I have found that the amount of proposed development would cause significant harm to the character and appearance of the area and so the environmental role of sustainable development would not be achieved. Consequently, I afford significant weight to the harm to the character and appearance of the area and the associated conflict with the development plan.
21. Overall therefore, whilst I have given weight to the benefits of the development, I find that the harm to the character and appearance of the area, and the associated conflict with the development plan, would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. As a result, the presumption in favour of sustainable development does not apply. The proposal would conflict with the development plan as a whole and there are no other considerations, including the provisions of the Framework, which outweigh this finding. Therefore, for the reasons given, the appeal is dismissed.

C Osgathorp

INSPECTOR



Appeal Decision

Site visit made on 8 June 2021 by A J Sutton BA (Hons) DipTP MRTPI

by R C Kirby BA(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 9 July 2021

Appeal Ref: APP/J0350/D/21/3270392

56 Bryant Avenue, Slough, SL2 1LG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under the provisions of Article 3(1) and Schedule 2, Part 1, Class A, Paragraph A.4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
 - The appeal is made by Mrs Asma Malik against the decision of Slough Borough Council.
 - The application Ref Y/19114/000, dated 27 October 2020, was refused by notice dated 21 December 2020.
 - The development proposed is a single storey rear extension.
-

Decision

1. The appeal is dismissed.

Appeal Procedure

2. The site visit was undertaken by an Appeal Planning Officer whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.

Preliminary Matters

3. The application submitted by the appellant was made to determine whether prior approval was required for a single storey rear extension under Schedule 2, Part 1, Class A of the of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (the GPDO). The Council utilised the powers under paragraph A.4(3)(a) to refuse the application, as it considered that the proposed development does not comply with the conditions, limitations or restrictions applicable to development permitted by Class A which exceeds the limits in paragraph A.1(f) but is allowed by paragraph A.1(g).

Main Issue

4. The main issue in this appeal is whether the proposed development would be granted planning permission by Article 3, Schedule 2, Part 1, Class A of the GPDO, and, the impact of the proposed development on the amenity of any adjoining premises, with particular regards, to the effect on the living conditions of occupants of Nos 54 and 58 in respect to outlook and light.

Reasons for Recommendation

5. The appeal property is mid terrace, in a short row of dwellings, set in a linear layout with modestly sized rear gardens. It is linked to No 54 but with an alleyway between at ground level allowing access to the rear. High wooden fences form the rear shared side boundaries with Nos 54 and 58. Both neighbouring dwellings have rear single storey extensions. All properties benefit from a southerly aspect at the rear.
6. The development proposed is a single storey rear extension with a depth of 6m which would extend beyond the rear wall of the original dwelling, and, would be a maximum of 3.5m in height and 3m at the eaves. Therefore, from the details provided the proposed extension would meet the limitations of the permitted development right set out in paragraph A.1, which has not been contested by the Council.
7. The proposed extension would fill a substantial portion of the rear garden of No 56, and, would be set almost flush to the boundary with No 58, with a slightly greater offset from the boundary with No 54. It would extend a considerable distance beyond the small rear extension of No 58, which has a window at its rear, close to the side boundary. It would also extend a significant distance beyond the larger rear extension of No 54, which has a window at its side elevation facing the boundary, as well as a larger aperture in its rear elevation.
8. The window in the extension at No 58 does not serve a habitable room. In respect to No 54, the window facing the boundary is a secondary opening, with the main source of light and outlook provided by the larger window at the rear, which is also situated near the boundary.
9. Although the current outlook from these windows is of a high fence, a sizeable proportion of the proposal would protrude above this fence, thereby encroaching into the remaining sense of space currently experienced by occupants of the neighbouring dwellings when in these parts of their properties. By virtue of its proximity and length, the new extension would dominate the outlook from these windows and from the respective garden areas close to the shared boundaries. As such it would appear oppressive and overbearing in this modest, close knit space. It would, as a result, make the ground floor rear habitable room of No 54 and the garden spaces near the affected shared boundary of both neighbouring properties less enjoyable places for the occupants of the dwellings to use.
10. Having regard for the scale of the extension and the orientation of the properties, the development would restrict light from reaching the stated windows in the rear elevation of No 54 and the immediate garden space near that elevation, in the morning period. In respect to No 58, light would similarly be restricted, at the rear window near the boundary and in the adjacent garden space, by the development in the evening. Given the height and length of the proposal and the tight grain of the properties occupants of Nos 54 and 58 would notice a material loss of light when using these parts of their properties and they would be less pleasant spaces to use as a result.
11. Sheds observed in the rear gardens of Nos 54 and 56 are stepped away from the rear elevations of respective properties and just visible above the fences. The shed at No 54 restricts light to that dwelling from the south, and, this matter is within the control of the occupant of the property to resolve if

required. As such, these smaller structures do not give rise to the harmful effects, with regards outlook and light, which would occur with the much larger bulk of the proposed development. Their presence does not weigh in favour of the appeal for this reason.

12. The fallback position allowed under permitted development rights is strong in this case and offers a less harmful solution to the appellant to address the need to extend the property. Such a development could be a little higher than the proposed extension, but it would have a substantially shorter depth and would be less harmful in this respect.
13. No objection from the occupants of No 58 is a neutral factor in this case and I am obliged to consider the effect on existing and future occupants of the adjoining dwelling.
14. Therefore, I conclude that the proposed development would have a harmful impact on the amenity of adjoining premises. It would be detrimental to the living conditions of the occupants of Nos 54 and 58 in respect to outlook and light. Although not determinative in this case, it would be contrary to Policy 8 of Slough Core Strategy Development Plan Document, Policies H15, EN1 and EN2 of Local Plan for Slough and guidance set out in Residential Extension Guidelines Supplementary Planning Document, which collectively elucidate matters relevant to the consideration of amenity, stating extensions should not result in significant loss of sunlight or create significant overshadowing.
15. It would also be inconsistent with policies of the National Planning Policy Framework which seek a high standard of amenity for existing and future users.

Conclusion and Recommendation

16. For the reasons given above, I recommend that the appeal should be dismissed.

A J Sutton

APPEAL PLANNING OFFICER

Inspector's Decision

17. I have considered all the submitted evidence and concur that the appeal should be dismissed.

RC Kirby

INSPECTOR



Appeal Decision

Site visit made on 12 March 2021

by Rebecca Thomas MRTPI

an Inspector appointed by the Secretary of State

Decision date: 13 July 2021.

Appeal Ref: APP/J0350/D/20/3265709

13 Cress Road, Slough SL1 2XT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Taqmeel Sadiq against the decision of Slough Borough Council.
 - The application Ref P/12001/002, dated 31 March 2020, was refused by notice dated 5 October 2020.
 - The development proposed is Construction of a part single, part two storey front, side and rear extensions and associated internal alterations, following demolition of the existing garage.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The Council altered the description of the development from "*Side and rear storey extension with internal alterations*" to "*Construction of a part single, part two storey front, side and rear extensions and associated internal alterations, following demolition of the existing garage.*" This is also the description used by the appellant on the appeal form. I consider this to be a more accurate description of the appeal proposals and I have therefore considered the appeal on this basis.

Main Issues

3. The main issues are the effect of the proposed development on the character and appearance on the host dwelling and the local area; and the living conditions of the occupiers of no. 15 Cress Road with particular regard to daylight and outlook.

Reasons

Character and appearance

4. The appeal site is an end-of-terrace dwelling set on a corner plot, with a detached garage building. The dwelling is set back from the road, with parking to the front and side access to the garage and rear garden area. The terrace is a row of dwellings spanning a stretch of Cress Road. Where the road bends at each end of the terrace, those properties are set slightly forward of the remainder of the terrace, creating a more dominant feature to the corners of

- the street. I noted at the time of my site visit that number 19, the corresponding end property to the appeal site, was being extended and the main works to construct the walls had been carried out.
5. The proposed development would extend the property by wrapping around the side and rear of the dwelling, providing an open porch and two storey element to the front elevation, with a 1.5 storey extension to the side, and two storey extension to the rear. The roof of the proposed extension would reflect the existing by providing hipped gable features, however the 1.5 storey element would have a gable end feature. There are elements of the proposed design that would reflect the existing dwelling, such as the use of matching materials and the hipped gables.
 6. Notwithstanding, the extent of different elements proposed (namely the different roof levels), combined with the two storey elements would be discordant with the existing dwelling and remainder of the terrace which, in its current form, displays strong features and characteristics with a simple and uniform design and layout. In addition to this, the proposed open porch element across the frontage is in stark contrast to the character and appearance of dwellings in the local area and is not a feature frequently found in the locality.
 7. The appellant has drawn comparisons with no. 19 Cress Road, where I was able to see an extension was currently under construction. Whilst I acknowledge that the extension in that case may be sizeable when compared to the existing dwelling, I was able to see that the extension did not protrude beyond the front or rear walls of the original dwelling. In addition to this, the design of that particular proposal, as shown in the appeal documents is reflective of the overall character and appearance of the terrace and existing dwellings in its design and layout. I note also the Council has mentioned the porch element to number 23 Cress Road, however do not consider that the presence of this porch is sufficient to overcome the harm identified at the appeal site.
 8. I am not fully aware of the circumstances of either of these proposals, which are likely to be different, and in any event the fact that apparently similar extensions may have been permitted is not a reason, on its own, to allow unacceptable development. I have considered this appeal proposal on its own merits and concluded that it would cause harm for the reasons set out above.
 9. Policies EN1, EN2 and H15 of the Slough Local Plan¹ (the Local Plan), require new development to (among other things) ensure the highest quality design and to be compatible with its surroundings, and existing building lines and ensure there is no adverse effect on the local area. The Slough Residential Extension Guidelines Supplementary Planning Document² (SPD) also sets out guiding principles for residential extensions and alterations, including expecting development to relate to the original building and to respect the streetscene and character of the area.
 10. I consider that the proposals would harm the character and appearance of the host dwelling, and as such would not accord with policies EN1, EN2 and H15 of the Local Plan the guidance in the Council's SPD. The proposals would thus

¹ The Local Plan for Slough (Adopted March 2004)

² Slough Residential Extension Guidelines (Adopted January 2010)

also conflict with the National Planning Policy Framework (the Framework) which requires, at paragraph 127, development to be visually attractive and sympathetic to local character to create high quality buildings and spaces.

Living conditions

11. The proposed development would result in a two storey extension across the full extent of the rear elevation of the property, 3.65m in depth, and immediately adjacent to the neighbouring property no. 15 Cress Road. The neighbour at no. 15 is separated from the appeal dwelling via a standard close-board fence. I was able to see at my site visit that no.15 has a glazed door closest to the appeal site, with two further windows at ground floor level. At first floor there are three windows.
12. The appellant has provided measurements of the 45 degree line in the context of the proposed development from the first floor, however there appears to be some difference between the parties in the correct methodology to test the impacts of development to neighbouring properties. Notwithstanding, the development would have an eaves height of 4.95m and the additional height and depth would create a solid flanking wall and would protrude beyond the existing rear elevation of no.15 creating an unneighbourly sense of enclosure and unacceptable loss of daylight and sunlight. Whilst the roof would slope away from no. 15, there is also a parapet wall and I do not consider that this overcomes the harm identified that would be caused as a result of the additional development in proximity to that neighbour.
13. The Council's SPD says that there is a general rule that two storey extensions to the rear of a house should be up to 3.3m as anything that is longer is likely to be too overbearing for neighbours. The SPD acknowledges that this depends on the arrangements on the site and neighbouring dwellings. In the instance before me, the development would extend to 3.65m from the rear of the existing house and so conflicts with the guidance in the SPD. I consider that this depth, combined with the proximity to, and the relationship between the neighbouring windows would result in an unacceptable impact by way of loss of daylight and sunlight and overshadowing.
14. For these reasons I conclude that the proposed development would cause harm to the living conditions of neighbouring properties by way of an oppressive outlook and an unneighbourly sense of enclosure and loss of daylight and sunlight to the occupiers of the dwelling at no. 15. The development would therefore conflict with Policies EN1, EN2 and H15 of the Local Plan and the Guidance of the SPD. These, amongst other things, seek to ensure developments protect occupiers of neighbouring properties from loss of residential amenity, do not cause unacceptable loss of amenity to adjacent occupiers by reducing the amount of daylight or sunlight, or result in an unneighbourly sense of enclosure.

Other matters

15. I note that the appellant has confirmed that there would be no closure of a gap between dwellings given the corner plot layout of the appeal site. Nonetheless, this does not outweigh the harm identified above.
16. I note that the proposals before me are 'scaled down' from a previous development which had been refused by the Council, and has been amended

following officer feedback. Even so, I do not find that there are sufficient reasons which overcome the harms identified to allow the development.

Conclusion

17. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be dismissed.

Rebecca Thomas

INSPECTOR

MEMBERS' ATTENDANCE RECORD 2021/22
PLANNING COMMITTEE

COUNCILLOR	26/5	23/6	28/7	15/9	13/10	10/11	15/12	19/1	16/2	16/3	13/4
Ajaib	P	P									
A Cheema	P	P									
Dar	P	P									
J Davis	P	P									
R Davis	P	P									
Gahir	P	P									
Mann	P	P									
Muvvala	P	P									
S Parmar	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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