

Date of issue: Tuesday, 15 March 2022

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, 23RD MARCH, 2022 AT 6.30 PM
VENUE:	COUNCIL CHAMBER - OBSERVATORY HOUSE, 25 WINDSOR ROAD, SL1 2EL
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	MADELEINE MORGAN 07736 629 349

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.



GAVIN JONES
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 9 and Appendix B 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>
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3.	Minutes of the Last Meeting held on 26th January 2022	3 - 6	-
4.	Human Rights Act Statement - To Note	7 - 8	-

PLANNING APPLICATIONS

5.	P/02411/022 - Thames Central, Hatfield Road, Slough, SL1 1QE	9 - 48	Central
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Officers Recommendation: Delegate to the Planning Manager for Approval.

MISCELLANEOUS REPORTS

6.	Final Report on Consultation on Green Belt Releases to Planning Committee March 2022	49 - 74	All
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MATTERS FOR INFORMATION

7.	Planning Appeal Decisions	75 - 98	All
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9.	Date of Next Meeting - 13th April 2022	-	-

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 to contact the Democratic Services Officer.

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PREDETERMINATION/PREDISPOSITION - GUIDANCE

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

Predisposition

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

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

Pre-determination / Bias

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

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

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Planning Committee – Meeting held on Wednesday, 26th January, 2022.

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

86. Declarations of Interest

Item 6 (Minute 91 refers) – Former SIG Unit, Prescott Road, Slough and item 7 (Minute 92 refers) – 1A Blackthorne Road, Slough: Councillor Avtar Cheema declared both applications were in her ward. She stated she had an open mind and would participate and vote on the applications.

87. Guidance on Predetermination/Predisposition - To Note

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

88. Minutes of the Last Meeting held on 15th December 2021

Resolved – That the minutes of the meeting held on 15th December 2021 be approved as a correct record.

89. Human Rights Act Statement - To Note

The Human Rights Act statement was noted.

90. 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 they had received and read it prior to the consideration of planning applications.

No objectors, applicants or agents or ward councillors addressed the committee.

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

Planning Committee - 26.01.22

91. P/14952/002 - Former SIG Unit, Prescott Road, Poyle Industrial Estate, Slough, SL3 0AE

Application	Decision
<p>Demolition of existing building and redevelopment of site for new Class E(g(iii)), B2 and/or B8 unit with ancillary office space and associated servicing, car and cycle parking, boundary fence and gates, and landscaping.</p>	<p>Delegated to the Planning Manager for approval, subject to the completion of a unilateral undertaking and subject to conditions.</p> <p>The Committee noted that the wording of Condition 23 had been further updated since the Amendment Sheet had been issued and would read as follows:</p> <p>“The development hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority of proposed works to resurface Prescott Road that runs on the western side of the site to the point it joins the highway on Blackthorne Road. The works shall be proposed to accord with Slough Borough Council’s Adopted Vehicle Crossover Policy. The works shall be carried out in accordance with the approved details and be completed prior to the first occupation of the building hereby approved.</p> <p>REASON: To ensure the access road on Prescott Road is of an acceptable standard due to its current substandard space in the interests of holistic development in light of the character of the area and high safety and convenience in the interests of Policy EN1 and T3 of The Adopted Local Plan for Slough 2004”</p>

Planning Committee - 26.01.22

92. P/19532/000 - 1A, Blackthorne Road, Poyle, Slough, SL3 0AL

Application	Decision
Demolition of existing buildings and redevelopment of sites for new B8 unit with ancillary office space and associated servicing, car and cycle parking, boundary fence and gates, and landscaping.	Delegated to the Planning Manager for approval, subject to the completion of a unilateral undertaking and subject to conditions.

93. Members' Attendance Record

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

94. Date of Next Meeting - 23rd February 2022

The date of the next meeting was confirmed as 23rd February 2022.

Chair

(Note: The Meeting opened at 6.31 pm and closed at 6.55 pm)

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

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

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

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

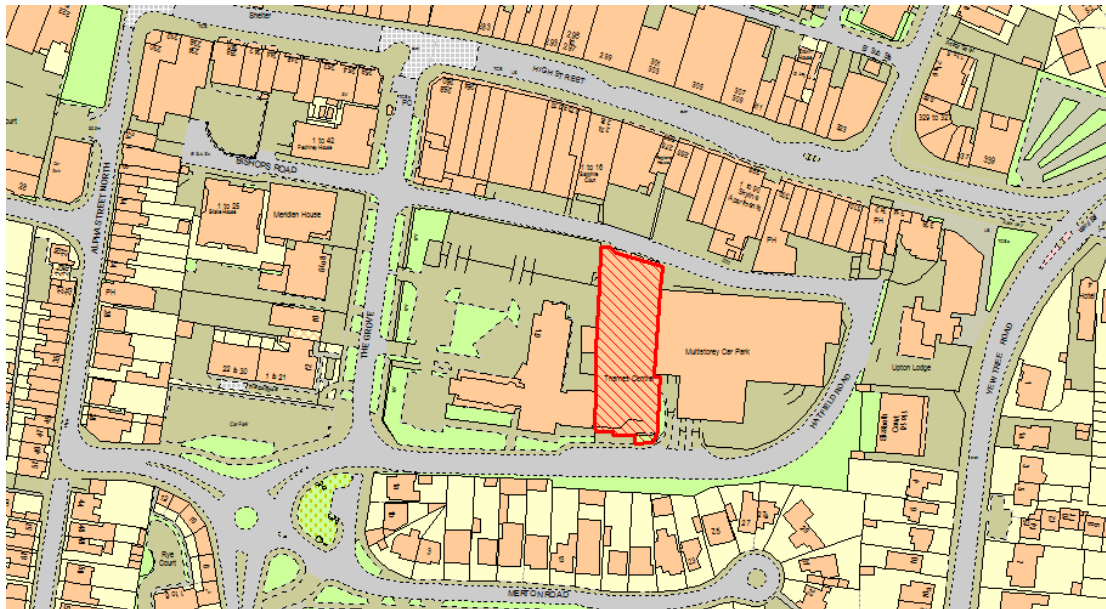
	OLD USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest 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:	01-October-2020	Application No:	P/02411/022
Officer:	Michael Scott	Ward:	CENTRAL
Applicant:	Project Builders (Essex) Ltd	Application Type:	FULL
		13 Week Date:	25-Mar-2022
Agent:	Freeths LLP, 1, Vine Street, Mayfair, London, W1J 0AH		
Location:	Thames Central, Hatfield Road, Slough, SL1 1QE		
Proposal:	Construction of a side and roof extension to existing building to provide 52 apartments, involving the formation of a fourteen storey building.		

Recommendation: Delegate to the Planning Manager for approval.



P/12934/018

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:

1) For approval subject to: the satisfactory completion of a s106 agreement, finalising conditions and pre-commencement conditions, and any other minor changes.

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

1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for:

- Construction of a 13-storey addition to the northern side of the existing flatted building in conjunction with the addition of three floors of residential accommodation over existing building.
- Provision of 52 self-contained residential units – including eight units of affordable housing.
- Provision of a 300sq.m. roof top communal amenity space and a 93sq.m. roof garden.
- Formation of a new northern double height entrance reception.
- Car parking, cycle storage and refuse/recycling facilities to serve the enlarged property.

3.0 Application Site

3.1 The site lies in the Town Centre between the northern and southern limbs of Hatfield Road, which lies off the eastern side of The Grove.

3.2 The proposals relate to a 10-storey building formally used as offices, which is now being converted to residential accommodation under the

Prior Approval process. That project, SBC ref: F02411/021, will provide 153 residential units.

- 3.3 During the course of the implementation of that scheme, the external finishes of the building are being altered, with render, brick-slips and casement windows, as well as, a sprinkler system. These changes are being introduced to address the latest Building Regulations requirements relating to the fire safety of high buildings.
- 3.4 Vehicular access to the site is only from the north - off that part of Hatfield Road that runs behind the High Street.
- 3.5 There are five levels of the existing building that provide for car parking, cycle storage and refuse and recycling facilities – lower and upper basement (which are subterranean), ground floor, upper ground floor and first floor. These are all accessed from the northern access road.
- 3.6 The access for the existing residential accommodation is from the formal double height reception on the southern side.
- 3.7 To the north - across the service access road - lies the rear service yards of premises fronting the south side of the High Street. Some of these are being redeveloped and/or converted with mixed uses resulting in retail or commercial at ground floor facing the High Street and residential above with views south to the application site.
- 3.8 To the south lie two-storey dwelling houses - nos. 15 – 21 Merton Road- whose rear gardens extend to the boundary on the south side of Hatfield Road.
- 3.9 To the west, adjacent to the site, lies a 10-storey modern commercial building; namely, Patriot Court, 1-9 The Grove – now known as The Switch. This scheme is some 8.6 metres taller than the existing Thames Central property.
- 3.10 To the east lies the Hatfield Road car park. This abuts the lower 3/4 storeys of the application premises. Its vehicular access lies on the south side. There is a pedestrian access on the north side with an undercroft passage link directly to High Street.
- 3.11 In summary: the site lies within an area designated as the Town Centre, as set out on the Proposals Plan; the site is not in a Conservation Area; the existing property is not a Listed Building; there are no trees on the site or those adjoining; and, it does not lie in a Flood Zone requiring a Flood Risk Assessment.

4.0 **Relevant Site History**

4.1 Relevant site history relating to this site is as follows:

- F/02411/021 Prior approval for change of use from offices (B1a) to form 153 apartments - Prior Approval Required and Approved - 16-10-2019.
- F/02411/016 Prior approval for change of use from offices (B1a) to form 146 apartments Prior Approval Required and Approved - 03-08-2018
- F/02411/014 Prior approval for change of use from offices (B1a) to form 147 apartments Prior Approval Required and Approved - 06-06-2017
- P/02411/011 Change of use to part of 8th floor and additional first floor space as offices and construction of additional parking level - APPROVED – 27/04/98.
- P/02411/010 Demolition of existing offices and erection of part 8, part 9 storey offices and ancillary car parking - APPROVED – 14/02/94.
- P/02411/009 Demolition of existing offices & re development of 7 storey associated office block with car parking - APPROVED – 22/03/93.
- P/02411/008 Redevelopment to provide B1 office accommodation - APPROVED – 18/05/90.

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 in the immediate vicinity of the site and in Merton Road on 13/07/2020. The application was advertised as a major application in the 30/10/2020 edition of The Slough Express.

5.2 No comments from members of the public have been received.

6.0 **Consultations**

6.1 **Local Highway Authority:**

These are the final comments provided by SBC Highways and Transport for application P/02411/022 at Thames Central. A Transport Statement produced by Savi Designs was submitted as part of the application. Additional amendments were requested by SBC Highway's and Transport on 31st January 2022 and 9th February 2022.

Application Description

Planning Permission is sought for a proposed roof and side extension of the existing building to provide 52 apartments. A total of 205 units would be provided on site including the 52 proposed and 153 dwellings previously consented at Thames Central under F/02411/021, which was a prior approval notification for change of use from B1a Offices to residential dwellings.

Vehicle Access

Vehicular access would be provided using the existing vehicle access to the building. Collision data publicly available in CrashMap.co.uk shows no accidents were recorded during the most recently available 5 year period. Therefore there is no indication that the existing access junction has an existing highway safety problem.

At the request of SBC, the applicant has provided a drawing (Drawing No. SK100, titled '*Site Layout Plan*', dated 02/02/2022) of the existing site access which demonstrates visibility splays of 2.4m x 43m can be provided from the site access in accordance with Manual for Streets requirements for a 30mph speed limit.

SBC Highways and Transport have no objection to the continued use of the existing vehicular access for the planning application.

Trip Generation

The Transport Statement includes a forecast of vehicular trip generation. The TS forecasts that the proposed 52 dwellings would generate 13 two-way trips during the AM Peak Hour and 14 two-way trips during the PM Peak Hour.

SBC Highways and Transport have no objection to the proposed development on the basis of vehicular trip generation. The additional 52 dwellings are unlikely to have more than a negligible impact on the capacity of the local highway network.

Access by Sustainable Travel Modes

The proposed development site can be considered an accessible location which sits on the boundary of Slough's Town Centre Commercial Core Area (TCCA). The site is situated approximately 150m from Slough High Street, 900 metres from Slough Train Station, 950m from Slough Bus Station. The nearest bus stops to the site are on Slough High Street, 180m from the site where the 81 Bus Service provides a service every 12 minutes between Hounslow and Slough.

Car Parking

SBC Highways and Transport have no objection to the proposed parking ratio of 0.47 parking spaces per dwelling. The site is in a location close to the High Street and forthcoming Slough Central redevelopment, where there is the possibility to walk for a number of journey purposes.

97 parking spaces would be provided on site to serve a total of 205 dwellings including the proposed 52 units and 153 units consented under a previous

prior approval scheme. This equals a ratio of 0.47 parking spaces per dwelling.

The site is located on the border of the defined Town Centre Area within the Slough Local Development Framework and Slough Core Strategy (2006 – 2026). The adopted SBC Parking Standards state that nil parking provision maybe acceptable for residential developments located within the accessible Town Centre Area.

SBC Highways and Transport have previously granted planning permission for developments with comparable low parking ratios in close proximity to the proposed development.

On-Street Parking

Hatfield Road and the roads surrounding the proposed development site are subject to parking restrictions Monday to Saturday between 09:00 – 17:00 with pay machine bays allowing parking for upto three hours, with no return within three hours. Therefore there is unlikely to be any overspill of parked vehicles onto the surrounding road network and parking associated with visitors could be accommodated in the nearby pay and display bays.

EV Charging

The applicant has confirmed that the proposed development will include EVCP for 30 car parking spaces as stated in the Design and Access Statement, which would mean 30% of spaces on site are provided with EVCP.

The applicant has confirmed implementation of a communal parking layout where 97 dwellings are provided with the 'right to park' one vehicle each but are not allocated a specific parking space. This is to allow flexible access to EV Charging Points, given provision is less than 1 EVCP per dwelling.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of 1 EVCP per dwelling where parking spaces are allocated/dedicated to a dwelling and allows a minimum of 10% of spaces to be fitted with EVCP where a communal parking layout is proposed. Therefore a communal parking layout should be implemented for a select number of residents with the right to park.

Cycle Parking

The submitted site layouts display a total of 205 covered, secure cycle parking spaces and at the request of SBC have provided covered visitor cycle parking providing 10 spaces, which will provide cycle parking for visitors to the development or Deliveroo riders.

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

Deliveries, Servicing and Refuse Collection

The applicant has agreed to the provision of a loading bay on Hatfield Road to ensure that delivery vehicles do not block the public highway. The

proposed delivery bay is shown on the following drawing: *DELIVERY VEHICLE TRACKING – Drawing No. SK101, dated 17/02/2022.*

This satisfies SBC's request dated 09/02/2022 for a delivery bay to reduce the possibility of delivery vehicles blocking the public highway which is necessary given Hatfield Road is a busy road serving Hatfield Road Car park.

SBC Highways and Transport require the applicant to make a Section 106 Contribution of **£3000** towards the Traffic Regulation Order for the new loading bay and to enter into a Section 278 agreement for the works within the public highway.

Summary and Conclusions

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

Recommended Conditions for Approval

[Highways set out conditions covering Visibility, Layout, Electric Charging Points, Cycle Parking, Bin Storage/Collection, together with Informatives. These are included below at 19.0]

6.2 Thames Water:

Waste Comments

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local

Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Water Comments

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

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

6.3 Crime Prevention Design Advisor for Berkshire | Local Policing | Thames Valley Police

[NOTE: These are their comments on the original submission – observations on the revised scheme under consideration are awaited and will be reported on the Amendment Sheet.]

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

Unfortunately, I have little choice but to object to the proposals. I consider some aspects the design and layout to be problematic in crime prevention design terms and therefore feel that the development does not meet the requirements of;

- The National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127 (part f), which states that; 'Planning policies and decisions should ensure that developments... create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community

cohesion and resilience’.

In addition, I believe that the Design and Access Statement (DAS) does not adequately address crime and disorder as required by CABE’s ‘Design & Access Statements- How to write, read and use them’. This states that DAS’ should; ‘Demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime’.

Justifications for my objection and advice for the authority and applicant on creating a safer and more sustainable environment are given in the observations below:

Lack of Active Surveillance: I appreciate the site constraints, However consideration should be given to the lengths of blank walls and boundaries in the immediate area of the ‘rear’ communal entrance and how the proposed development design and layout will add to this problem – blank elevations should be avoided as they do not support Natural surveillance over the public realm. Where natural surveillance via design cannot be achieved, consideration should be given to the provision of a CCTV system that covers public space, residential access points (internally and externally) and private parking areas. An operational requirement exercise should be undertaken to assist in the specification of a cost-effective system that provides appropriate coverage and functionality. SBD provides guidance on this.

New Communal entrance: I have fundamental concerns regarding the size, design and layout of the proposed communal entrance. Given the lack of external natural surveillance and crime risk, the communal entrance must include a secure airlock lobby system separating the public realm from the private residential core/ lift and stairwell. Consultation with the DOCO is recommended to ensure that criminal opportunity is minimised within the design and that the day to day access and emergency egress do not undermine the security of the residential building above.

- I ask that the ground floor communal entrance be redesigned, and enlarged to include a secure air lock lobby large enough to hold all post boxes for this rear extension. I ask that amended plans be submitted prior to any approval being granted.

[NOTE: As requested, this aspect was met by a fresh design to address the above points and assessed below in section 11.0.]

Postal services: As discussed above, the layout plans identify the location of the Communal entrance but does not yet show details of a secure lobby or location of the residential letterboxes. I therefore cannot identify how the postal deliveries will be managed or how the safety and security of private residential areas will be maintained. Letterboxes for apartments are a contentious issue and can lead to the

security of the apartments being undermined. Unrestricted postal delivery access also provides a legitimate excuse for unauthorised individuals to be in private areas where they have no right to be, this in turn raises the fear of crime and provides opportunity for ASB and criminal activity). Secured by Design best practice offers three solutions to this issue; (1) creating an airlock system with secure boxes within the airlock area; (2) external secure letterboxes; or (3) through the wall letterboxes. The first solution would be the preferred

- I ask that the ground floor communal entrance be redesigned, and include the location of all post boxes for this rear extension. I ask that amended plans be submitted prior to any approval being granted.

[NOTE: As requested, the postal services were include internally in a fresh design to address the above points and assessed below in section 11.0.]

Shared access onto terrace or podium: I cannot identify how access onto the podiums will be achieved or how it will be controlled. Access onto communal podiums can be problematic in terms of privacy and ASB. Where access is provided via the residential corridor, all the residents of that block (and their guests) will have a litigate reason / excuse to be in, on or travelling through the private corridors of that floor (during the day and night). It will be unclear what activity/behaviour will be expected in what should be a private residential corridor. Conflicting use and activity is likely to negatively impact on: privacy, the sense of residential ownership and community cohesion. Alternatively, where access to the communal podium is provided via the residential core, or adjacent to the core, the privacy of the residents can be maintains by appropriate segregation and access control.

[NOTE: This matter is addressed below in Section 11.0.]

Access to new units above PD.

I consider the layout to be excessively permeable. Development that include significant numbers of apartments/flats can suffer adversely from anti-social behaviour due to unrestricted access to all areas and floors of the building. I cannot identify how unauthorised individuals will be prevented from accessing the apartment above the PD units. An access control/entry system must be provided to ensure security for residents and compartmentation of the development restricting unauthorised intrusion while promoting community safety. This is a fundamental concern however this could be dealt with via the following planning condition.

[NOTE: This matter is addressed below in Section 11.0.]

Once the above fundamental concerns have been resolved, I ask that the following or similar worded planning condition be places upon this

application.

Condition

To ensure that the opportunity to design out crime is not missed I request that the following (or a similarly worded) condition be placed upon any approval for this application;

- *Prior to commencement of works above slab level, a written strategy for access control should be submitted to, and approved by the authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.*

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

- ✓ All external and internal communal entrance doors must meet the requirements of the minimum physical security requirements of building regulation Part Q. They must also include electronic remote release locking systems with audio/visual link to each apartment capable of capturing and recording images of individuals using the entry panel. Lift/stair core access must be controlled so residents only have access to the floor on which they reside. Any secondary security doors sets that isolate each core from private residential corridors must also be controlled by a remote release system with audio link to units. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access whilst maintaining their own security.
- ✓ The system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
- ✓ External Communal entrance: All external and internal Communal entrance doors should be controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must be capable of recording images and storing them for a minimum of 30 days.
- ✓ Secure communal lobbies: Any internal door sets should meet the same specification as above
- ✓ Vehicle under croft parking roller shutters: These must be robust and secure, electronic access controlled capable of being operated without the drives having to leave their vehicle.
- ✓ Cycle storage facilities: theft of valuable cycle is a growing concern, Integral communal bicycle stores within blocks of flats should be accessible only by those with legitimate use, fitted with a secure electronic access control doorsets.

[NOTE: As requested, a similarly worded condition together with the points made in the draft informative are included in the Recommendation below.]

Note :Communal entrance door sets: An increased number of dwellings results in doorsets being used more frequently. Likewise the proximity of the development to a high crime area can subject doorsets to more use/abuse. Therefore the applicant should satisfy the local authority that all communal entrance doors are fit for their intended

purpose and environment, and are able to withstand the day to day use in a communal application: All doorsets must comply with the requirements of SBD Guidance.

[NOTE: This is to be included in a condition together with an informative which are included in the Recommendation below.]

6.4 SBC Housing Department

“I think the proposals are acceptable from an affordable housing point of view, and being in one block will hopefully mean there is interest from Registered Providers to take on the units.

In terms of tenure, the preference would be that there are let at Slough Living Rent rates.”

6.5 SBC Landscape Officer

The proposed conversion of this office block to residential provides no amenity space at ground floor. Balconies are proposed for the apartments which is acceptable.

A roof terrace is proposed as communal area and this would be supported. The design must seek to provide but not limited to a sheltered area with trees, shrubs, grass, vegetables plots maintenance and irrigation facilities for the enjoyment of the residents.

[A condition was offered which has been included below at 19.0]

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 5: Delivering a sufficient supply of homes

Section 7: Maintaining the vitality of Town Centres

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

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

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 Polices)

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

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

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 latest version of the National Planning Policy Framework (NPPF) was published on 20th July 2021.

The National Planning Policy Framework 2021 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 2021, 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 2021 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 2021 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

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

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

7.3 Interim Framework for the Centre of Slough

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

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

The Framework promotes the redevelopment of the Queensmere and Observatory shopping centres in a way which “rediscovers the High Street” and makes it the focal point. This means that new retail and

leisure uses should front onto the High Street rather than looking inwards. It also proposes to create a new pedestrian street which links the High Street to the station via Mackenzie Square and Brunel Way. This will help to break down the barrier that is currently formed by amount of traffic on the A4 Wellington Street and start to knit the centre back together.

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

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

The Framework recommends that tall buildings should only be allowed if they are of the highest standard of design, improve the urban realm in particular the public spaces around the base and they do not have an adverse impact upon neighbouring uses. It is also important that they provide high quality living standards for their residents and in particular address air quality issues. This may require tall buildings to be set back a significant distance from the edge of street.

The Framework provides further specific design guidance for tall buildings:

- take account of impact on skyline and surroundings
- a hierarchy
- opportunity for landmarks to mark views in and across the centre – create a new and varied skyline – must have regard to sensitive long distance views particularly from Windsor Castle, and views of the castle from the Copper Horse, and of St Ethelbert’s and Slough Railway Station

As such, it establishes an indicative strategy based on the following key principles for the assessment of any proposals for tall buildings. Namely:

- Elegant consolidated skyline
- Focus tallest buildings in most sustainable locations near station and retail core
- Enclosure of streets and spaces
- Respect existing pedestrian scale of High Street
- Respect settings of key landmark buildings

It concludes with specific aspects of design guidance, which are:

- Avoid single aspect accommodation
- Maximise views towards Windsor castle
- Communal use access to top floors
- Take opportunities for penthouses
- Minimise overshadowing
- Prevent excessive wind at ground level
- Particular attention to design of top
- Large enough site for good quality public realm and provide wider regeneration benefits

7.4 The starting point of the assessment of any planning proposals is to ensure there is accordance with the Development Plan unless material considerations indicate otherwise. The engagement of the NPPF tilted balance and the provision of housing is an important material consideration.

The planning considerations for this proposal are:

- Principle of development inc. Housing Mix (section 8.0)
- Impact on the character and appearance of the area inc. height of the proposed development & heritage assets (section 9.0)
- Impact on amenity of neighbouring occupiers (section 10.0)
- Living conditions for future occupiers of the development inc. Noise and Crime Prevention (section 11.0)
- Highways and parking (section 12.0)
- Infrastructure & Affordable Housing (section 13.0)
- Environmental Issues - Micro-climate, Surface Water Drainage & Sustainability (section 14.0)
- Equalities (section 15.0)
- Heads of terms for S.106 contributions (section 16.0)
- Presumption in favour of sustainable development (section 17.0)

8.0 **Principle of development inc. Housing Mix**

8.1 The National Planning Policy Framework 2021 encourages the effective and efficient use of land. These proposals involve the extension of a residential building to provide a further 52 new self-contained units of 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. Whilst, in the urban areas outside of

the town centre, new residential development is expected to be predominantly family housing. As a Town Centre site these proposals are wholly consistent with policy in that they comprise a flatted scheme.

- 8.3 The proposals comprise 24 one-bedroom, 20 two-bedroom units (9no. 3-person and 11no. 4-person) and 8 three-bedroom units of accommodation.
- 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 over-arching 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 Therefore, having regard to the National Planning Policy Framework 2021 and the Local Development Plan, there are no objection to the principle of flatted residential development on this site.

9.0 **Impact on the character and appearance of the area inc. height of the proposed development & heritage assets**

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

and Local Plan Policies EN1 and EN2.

- 9.2 As described above, the application relates to an existing building in the Town Centre. The site and location are characterised by a tight urban grain. The footprint of the existing building occupies its entire site.
- 9.3 The Hatfield Road car park abuts part of the eastern flank of the existing Thames Central building for five floors from alongside the middle of the eastern flank and almost to its northern extent, where the podium at Thames Central lies beyond the face of the car park.
- 9.4 Whilst on the western flank, Patriot Court abuts the existing Thames Central building for five floors at the southern end and then steps away alongside the middle and further still at the northern end of the common boundary.
- 9.5 That part of the proposed scheme on the northern end would sit atop of a podium section of the existing building and would extend to a height above the existing top floor of the structure. Whilst an additional four floors of accommodation would be added to the existing structure.
- 9.6 The resultant building would be the tallest structure in this part of the Town Centre. As such, this assessment of the proposals has regard to the Interim Framework for the Centre of Slough document, as this provides guidance and principles specifically set out to address the inclusion of tall buildings in this designated area.
- 9.4 The northern extension shows a much articulated form with a series of vertical elements and returns. These are each clearly punctuated by fenestration and balcony features to ensure a consistent rhythm and a vertical emphasis. The proportions of each face of the elevation satisfactorily create a scale that addresses the site specifically and the location without appearing bulky. Whilst the proposals are tall, it is considered that the design is refined and as such the structure would not seem over-bearing and dominating.
- 9.5 The additional floors over the existing building follow a more horizontal theme that reflects the character of the flanks of the existing building. The footplate of these additional floors is set back from the existing southern façade, so as to leave the apparent height of the resultant building much the same, with the exception of a pergola feature that links the existing facade through the transition to the face of these additional floors above.
- 9.6 In respect of the southern end of the resultant building, it is considered that the form of that transition from the existing to the additional floors would ensure that the proportions and style of the existing façade would be preserved.

- 9.7 The palette of materials for the proposed extensions comprises a Kensington Buff Multi brick slip, copper and fibre cement cladding, with steel pergola and glazed balconies. These would harmonise with the refurbished finishes of the existing building; whilst their application in the design of the northern extension would ensure it would be distinct and clearly a latter addition.
- 9.8 With reference to the principles set out for tall buildings in the Centre of Slough Framework, it has be noted that these proposals involve a design that would be multi-faceted to afford dual aspect accommodation, some of which would be afforded views towards Windsor Castle. There would be a number of penthouses and a pair of communal roof top gardens offering in excess of some 300 squares. The articulation of the skyline would be marked by a varied profile that would be composed of various finishes that accentuate the form of the accommodation.
- 9.9 The impact of the scheme at street level would be relatively modest. The northern taller element would sit atop the existing podium; so, the changes at street level would focus on the new reception entrance. This would be of double height in a glazed style. The lighting and finishes would provide an attractive feature to reflect the function and purpose in relation to the introduction of a new residential occupancy in this part of the street.
- 9.10 There are no heritage assets in the immediate vicinity of the site. Given the proposed height of the scheme, consideration of the impact on the background views at more distant heritage assets has been assessed. Due to distance and intervening buildings, there would be no impact on views from any of the following Listed Buildings:- Slough Railway Station, St. Ethelbert's Church, St. Mary's Church, Upton Hospital, The Red Cow PH (140 Albert St.), St. Laurence Church/Upton Court, no. 74 Upton Road and The Rose & Crown PH (nos. 312-314 High Street). The view from The Copper Horse in Windsor Great Park shows that the site lies in a cluster of buildings and given the distance it would make no significant impact on the view of Windsor Castle.
- 9.11 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore would comply with Policies EN1 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 2021.
- 10.0 **Impact on amenity of neighbouring occupiers**
- 10.1 The National Planning Policy Framework 2021 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and

buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

- 10.2 As set out above, there are adjacent neighbouring residential occupiers in properties to the north that face south from the High Street, residential properties to the east and south in Yew Tree Road and Merton Road, and, there are also the Prior Approval units in the converted former offices within the existing Thames Central building.

In respect of daylighting and sunlight

- 10.3 A full Daylight and Sunlight Assessment has been produced for these sites, with the following findings:

In terms of daylight criteria –

The High Street properties comprising:

272A – There would be some reductions up to 10% - thus meeting the BRE target criteria figure of 20%.

274-276 (Sapphire Court) – There would be some reductions up to 17% with the exception of 5 windows where the reductions would range up to 29%, which is categorised as ‘minor adverse’.

288-290 – There would be some reductions up to 7% with the exception of 5 bedrooms but as bedrooms and not day rooms, this is not considered to represent a substantive harm in an urban context.

298 (Skyline Apartments) - There are 193 (of 215) windows where there would be reductions within the BRE target criteria figure of 20% and a further 9 windows where there may be a reduction of 21%. Of the remaining 13 windows the reductions would range up to 29%, which is categorised as ‘minor adverse’.

Nos. 15 – 23 (odds) Merton Road - There would be limited reductions - not exceeding 5% thus readily meeting the BRE target criteria figure of 20%.

Elizabeth Court (Yew Tree Road) – There would be some reductions of up to 15% with the exception of one ground floor window, which may exceed 20%. However, it was noted that this particular window is a secondary window opening to a room and is somewhat already impaired by existing circumstances. As such, this would not be deemed significant.

The converted residential (PD) flats in Thames Central – There would be no impact on those units adjacent to the new structure, as the internal configurations have been suitably revised to ensure the windows are not affected by the proposed extension.

In terms of sunlight criteria for each of the neighbouring sites and properties (this criteria is only applicable to those relevant windows that lie in relation to the path of the sun) –

It was found that the majority of sun important habitable rooms readily meet the BRE target criteria of 20%. As the very limited isolated departures reductions are still very close to the target criteria, it is considered there would be no substantive harm. It is also noted, there are no impacts on neighbouring gardens.

10.4 The NPPF sets out that at Paragraph 125 that

“Where there is an existing or anticipated ... [shortfall] ... to meet housing needs, it is especially important that ... developments make optimal use of the potential of each site. In these circumstances:

(c) In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

10.5 It has been found that there may be change in daylight and sunlight over the target of 20% but there are either extenuating circumstances in relation to the difficulties of an existing window or that the affected windows are either secondary and/or not a principal habitable room. Furthermore, the locality is within the Town Centre which is already characterised by a tight urban grain.

10.6 In conclusion, it is considered that as SBC does have a shortfall in housing supply and therefore, with due regard to the advice of the NPPF, the predicted impacts do not warrant refusal.

In respect of potential loss of privacy

10.7 It is noted that only the northern extension would face existing residential accommodation opposite facing south from the High Street. Given the difference in height, the extension at roof level over the existing building at Thames Central, there would be no impact on the neighbouring residential accommodation.

10.8 The northern extension would contain two flats per floor facing north towards the existing residents along the High Street. These would have an open plan living space, two bedrooms and a balcony on this elevation. It must be note that this new accommodation relates to the fourth storey and above.

10.9 The proposed northern extension would lie some 25 metres from the nearest of the High Street properties and over 30 metres from most of these residentially occupied upper floors.

10.10 Given the distances, orientation and angles of view, it is considered that there would be no adverse harm on the amenities of the existing

residential accommodation nearby.

In respect of a sense of enclosure or over bearing form

- 10.11 The overall impact of the northern extension and the roof extension over the existing Thames Central building must be considered in the context of the locality. There is a large multi-storey building immediately to the west and a large-scale, multi-storey car park adjoining to the east. So, the proposals would lie in a cluster of large scale development that would be focused on the new development in its midst.
- 10.12 The northern extension would be based on an existing podium, which is the equivalent of some three storeys. So, the additional height would increase this existing structure with a consequential impact on the locality and in particular at street level.
- 10.13 Whilst the overall width of the new structure would be some 22.5 metres, the face of the extension would be split into three parts by a setback, which gives returns between; so, the individual faces of the elevation would be some 9 metres, 6 metres and 7.5 metres respectively. Given the proposed form, it is considered that the impact would appear as bulky and thus not over bearing.
- 10.14 The occupants of the existing residential accommodation in the High Street that face south already have Thames Central and Patriot Court, as well as, the car park as their outlook. The proposed northern extension would foreshorten the sense of separation by some 14 metres; though as noted above, a distance of some 25 to 30 metres would remain. Whilst there would clearly be a significant change in relationship between the two sets of properties the retention of such a wide gap would ensure that any sense of enclosure would be minimised.
- 10.15 As the addition of the new structure at roof level would be set back from the front face of the existing Thames Central building, its impact on the perceived height of the resultant building would be diminished for the nearest neighbours to the south in Merton Road, whose homes are some 50 metres away from the foot of the application property.
- 10.16 Overall, it is considered that the perception of the change would therefore be accommodated in this setting.
- 10.17 Based on the above, it is considered that the scale and bulk of the extension would neither be overbearing nor give rise to an undue sense of enclosure for persons in the local street environment.

In conclusion:

- 10.16 It is considered that there are no significant concerns to be 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, Policies EN1 and EN2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2021.

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

11.1 The National Planning Policy Framework 2021 states that planning should create places with a high standard of amenity for existing and future users.

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

Internal layout

11.3 All of the units would meet the Council's internal space standards, as set out in the Technical Housing Standards – Nationally Described Space Standard 2015.

11.4 Each of the proposed dwellings would be provided with windows that achieve a satisfactory degree of daylight, aspect, and outlook.

Amenity space.

11.5 With the exception of one flat, each and every one of the 52 new residential units would have their own balcony. The one exception is on the 14th floor of the proposed northern extension, so, it would have immediate access to the two proposed roof gardens.

11.6 The two roof gardens comprise of a communal landscaped space of 300 sq.m. over the central part of the building and a further 93 sq.m. space at the southern end of the building (each of which would be available for all the occupants in Thames Central – i.e. the 153 PD flats and the 52 proposed in this application).

Security and Crime prevention

11.7 Further to the original comments from the Crime Prevention Design Advisor, the applicant has both clarified the details of their scheme and revised the plans to address each of the issues raised.

11.8 The northern entrance has been totally redesigned to feature glazing to the two street facing facades and, in conjunction with the re-positioning of the lift and stair core, has produced an open, welcoming, two-storey entrance lobby. It is considered that the impression on passers-by and those seeking to enter and leave the building would be vastly more

acceptable. As such, this has addressed those concerns for the original scheme.

11.9 In addition, the revised scheme offers a much larger lobby where post boxes for those residents served by this entrance can be accommodated internally for greater comfort and security.

11.10 The applicant has clarified that access and circulation within the building between floors and the roof gardens, would be controlled by personalised key fob and door entry systems. As such, it is considered that the proposals would achieve the degree of compartmentalisation required by Secured by design standards. Details would be submitted under the condition set out below in 19.0.

In conclusion:

11.11 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 H11 of the Adopted Local Plan.

12.0 **Transport, Highways and Parking**

12.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians 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*'.

12.2 The site lies in the designated Town Centre, where there is no policy requirement for on-site car parking for residential developments.

12.3 Thames Central has five levels of car parking; though, under the latest Building Regulations the need for a fire suppressant sprinkler system has led to the introduction of water tanks and a secure means of escape, which have reduced the capacity of the original space.

12.4 As such, there would be 97no. car parking spaces within the available space on these five levels to serve the entire building including the Prior Approval flats. A total of 30 spaces shall be fitted with charging facilities for electric cars. Eleven car spaces would be designated wider

bays for wheelchair access.

- 12.5 A condition is set out below to require a car parking management strategy, in order to ensure the most efficient use of the available spaces for the combined number of residents of the Prior Approval scheme and the current proposals to ensure the EV charging points are readily available for the appropriate vehicles.
- 12.6 Cycle parking is to be provided in accordance with the Council's standards. A total of 205 cycle storage spaces will be available for the total 205 units within the building.
- 12.7 Bin/recycling storage facilities would be expanded and combined with those of the existing building serving the 153 units already there. These are to be located at ground floor level and first floor level with a bin hoist between the two levels to ensure management can coordinate with the refuse service at the northern entrance.
- 12.8 As the existing access, on the northern side of the building, would remain to serve the entire scheme, the applicant has agreed to provide a loading bay on the south side to enable the reception of deliveries, goods and services. This requirement from the Highway Authority will be covered by s.278 and funds from the applicant through a s.106 Agreement.
- 12.9 Based on the above, 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.

13.0 **Infrastructure and Affordable Housing**

Education:

- 13.1 As the proposal is between 15 and 100 units, in accordance with Core Policy 10 and Part 2 of the Developer's Guide, the Education Authority would seek education contributions. In accordance the tariffs set out in the Developer's Guide: each one bed flat attracts £903; and, each two or three bed flat attracts £4,828. Based on the proposed mix, the proposal would attract a financial contribution of £156,856.

Affordable Housing:

- 13.2 Core Policy 4 of the Core Strategy requires all proposals of 15 or more dwellings (gross), to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

- 13.3 The requirement for an affordable housing contribution falls on the current application for 52 units. For the avoidance of doubt, the Prior Approval scheme of 153 units is deemed to fall outside of this requirement.
- 13.4 The applicant has offered 12 units in the 2nd – 7th floors of the northern tower as affordable housing. These are 6 x 2 bedroom and 6 x 3 bedroom apartments which represents 30% of the units in the overall extension on a habitable room basis.
- 13.5 Further to the Housing Department's request the applicant's agent has confirmed these will be let at Slough Living Rent rates.

Infrastructure

- 13.6 As set out above at 12.8, the Highway Authority requires a load bay be created at the southern entrance of the complex, to avoid congestion and possible highway safety concerns.

14.0 **Environmental Issues - Micro-climate & Sustainability**

Micro-climate

- 14.1 The applicant has had the wind effects of the altered massing of the building modelled to demonstrate the change in how pedestrians would be affected at the street level.
- 14.2 The study notes that in general the local site wind regime around buildings is governed by background windiness, the aerodynamics of the development itself and the aerodynamic proximity effects of the surrounding buildings, which can cause wind funnelling, downdraft and/or wind shielding effects. All of these factors vary respectively with approach wind direction and need to be accounted for wind sector by wind sector.
- 14.3 The report sets out that the existing Thames Central building is almost entirely protected from the prevailing south-westerly winds by the massing of the building at Patriot Court (The Switch) to the west. The less frequent north-easterly winds have some impact at street level in that part of Hatfield Road to the north of the site between the rear of the High Street and the site's car parking entrance.
- 14.4 In summary, the report concludes that the new structural changes resulting from the proposed extensions would not result in any harmful impacts in the pedestrian environment around the site, as the likely impact would remain safe for all users.

Surface Water Drainage

- 14.5 The northern extension would be built upon the existing two storey podium and the new floors over the existing building would replace the roof with a similar external surface at a higher level.
- 14.6 As such, there would be no addition to the existing extent of hard surfacing within the site. Therefore, the scheme would not materially alter the existing level of surface water run-off.

Sustainability

- 14.7 The building works are designed to minimise the need for mechanical ventilation, heating and cooling.
- 14.8 Improved insulation standards will be utilised to exceed Part L of The Building Regulations.
- 14.9 The scheme will utilise 100% low energy lighting
- 14.10 Water use will be minimised by using flow-restricting taps, dual-flush WC appliances and providing individual water meters.

In conclusion:

- 14.11 Based on these points, it is concluded that the environmental impacts of the proposals are in accordance with the thrust of local and national policy and guidance.

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 new residential accommodation at a mix of dwelling sizes that would all be compliant with the Nationally Described Space Standards. Eleven of the 97 parking spaces would be sized for wheelchair accessibility. The communal doorways, internal corridors, lift; front doors into each flat all provide appropriate widths for wheelchair accessibility. These provisions are considered appropriate and would comply with local and national planning policies.
- 15.3 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 can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.
- 15.4 In relation to the car parking provisions, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics, if the occupier/individual does not have access to a car parking space in the development. A justification for the level of car parking is provided in the transport section of this report to demonstrate compliance with the NPPF and transport planning policies in the Local Plan/Core Strategy.
- 15.5 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.
- 16.0 **Heads of terms for s.106 requirements**
- 16.1 The applicant is required to enter into a Section 106 Agreement, the Heads of Terms for which are as follows:
- a. A policy compliant package of on-site affordable housing;
 - b. Payment of a financial contribution to fund education; and,
 - c. A TRO to ensure a loading bay is formed in Hatfield Road.
- 17.0 **Presumption in favour of sustainable development**

- 17.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority cannot demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law should be applied.
- 17.2 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are any conflicts with the Development Plan.
- 17.3 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 52 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough. The Local Planning Authority considers therefore that any adverse impact of the development, would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2021 taken as a whole.
- 17.4 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of fifty-two residential units in a sustainable location; so, it is suggested that planning permission should be granted in this case. The benefits of supplying fifty-two extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

18.0 **PART C: RECOMMENDATION**

- 18.1 Having considered the relevant policies and planning considerations set out above, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure a package of on-site affordable housing and a financial contribution towards education as set out in paragraph 16.0;
- 2) agreement of the pre-commencement conditions with the

- applicant/agent;
3) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30th September 2022 unless a longer period is agreed by the Planning Manager.

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

1. Time

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. 1908 (P-)00, Dated SEPT 20, Recd On 02/08/2021
- (b) Drawing No. 1908 (0-) 01 Rev. B, Dated 26.07.21, Recd On 02/08/2021
- (c) Drawing No. 1908 (0-) 02 Rev. B, Dated 19.07.21, Recd On 02/08/2021
- (d) Drawing No. 1908 (0-) 03 Rev. B, Dated 19.07.21, Recd On 02/08/2021
- (e) Drawing No. 1908 (0-) 04 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (f) Drawing No. 1908 (0-) 05 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (g) Drawing No. 1908 (0-) 06 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (h) Drawing No. 1908 (0-) 07 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (i) Drawing No. 1908 (0-) 08 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (j) Drawing No. 1908 (0-) 09 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (k) Drawing No. 1908 (0-) 10 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (l) Drawing No. 1908 (0-) 11 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (m) Drawing No. 1908 (0-) 12 Rev. A, Dated 08.07.21, Recd On 02/08/2021

- (n) Drawing No. 1908 (0-) 13 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (o) Drawing No. 1908 (0-) 14 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (p) Drawing No. 1908 (0-) 15 Rev. A, Dated 29.11.21, Recd On 02/12/2021
- (q) Drawing No. 1908 (0-) 16 Rev. C, Dated 26.07.21, Recd On 02/08/2021
- (r) Drawing No. 1908 (0-) 17 Rev. B, Dated 26.07.21, Recd On 02/08/2021
- (s) Drawing No. 1908 (0-) 18 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (t) Drawing No. 1908 (0-) 20, Dated 22/02/21, Recd On 02/08/2021
- (u) Drawing No. 1908 (0-) 21, Dated 22/02/21, Recd On 02/08/2021
- (v) Drawing No. 1908 (0-) 22, Dated 22/02/21, Recd On 02/08/2021
- (w) Drawing No. 1908 (0-) 23, Dated 22/02/21, Recd On 02/08/2021
- (x) Drawing No. 1908 (0-) 24, Dated 22/02/21, Recd On 02/08/2021
- (y) Drawing No. 1908 (0-) 25, Dated 22/02/21, Recd On 02/08/2021
- (z) Drawing No. 1908 (0-) 26, Dated 15/02/22, Recd On 17/02/2022
- (aa) Drawing No. 1908 (0-) 32, Dated NOV 2021, Recd On 02/12/2021
- (bb) Drawing No. SK100, Dated 02/02/22, Recd On 17/02/2022
- (cc) Drawing No. SK101, Dated 17/02/22, Recd On 17/02/2022
- (dd) Unnumbered/undated NE street view, Recd On 02/12/2021
- (ee) Unnumbered/undated NW street view, Recd On 02/12/2021
- (ff) Unnumbered/undated NW rear street view, Recd On 02/12/2021
- (gg) Unnumbered/undated SE street view, Recd On 02/12/2021
- (hh) Unnumbered/undated SW street view, Recd On 02/12/2021
- (ii) Unnumbered/undated SW rear street view, Recd On 02/12/2021
- (jj) Unnumbered/undated CGI Front elevation, Recd On 02/12/2021
- (kk) Unnumbered/undated CGI NE elevation, Recd On 02/12/2021
- (ll) Unnumbered/undated CGI NW elevation, Recd On 02/12/2021
- (mm) Unnumbered/undated CGI Rear elevation, Recd On 02/12/2021
- (nn) Unnumbered/undated CGI SE elevation, Recd On 02/12/2021
- (oo) Unnumbered/undated CGI SW elevation, Recd On 02/12/2021
- (pp) Undated document ref: 18-57 showing new northern entrance, Recd On 01/02/2022
- (qq) Undated document ref: 20-37 showing new northern entrance, Recd On 01/02/2022
- (rr) Design & Access Statement by WDR & RT Taggart ref. no. Revised Issue 3, Dated July 2021, Recd On 02/08/2021
- (ss) Daylight & Sunlight Report by SchroedersBegg ref. 200/DH, Dated May 2020, Recd Recd On 01/10/2020
- (tt) Energy Assessment by Energy Test Ltd., Dated 17/09/2020, Recd On 01/10/2020
- (uu) Planning Statement by Freeths., Dated September 2020, Recd On 01/10/2020
- (vv) Supplementary Daylight & Sunlight Statement by SchroedersBegg ref. 200/DH, Dated 26th July 2021, Recd On 02/08/2021
- (ww) Transport Statement by Savi Designs ref: version 3, Dated 23 September 2020, Recd On 01/10/2020

(xx) Wind and MicroClimate Assessment by FD Global Ltd., Dated 18 May 2020; Recd 01/10/2020

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

3. New finishes to building works

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 to ensure that the proposed development does not prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. Details of elevations

No development shall commence above ground floor level until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows and doors (including frames and reveals); down pipes; edging details to flat roofs; lift over-runs; balustrades and balconies; external guttering; canopies; any rooftop structures including flues, satellite dishes, plant, lift overruns, cleaning cradles; have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021)

5. Construction Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking

and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021

6. Crime Prevention

No development shall commence until a secure access and internal circulation strategy and a 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 2021.

7. Thames Water infrastructure

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

Reason - Network reinforcement works may be required to accommodate the proposed development.

8. Hard & Soft Landscaping

Prior to first occupation of the development hereby permitted, a scheme for landscaping of the roof top terrace shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. details of all hard surfacing;
- b. details of all boundary treatments;
- c. details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.
- d. details of garden maintenance equipment storage and irrigation points
- e. details of biodiversity gains including but not limited to bird boxes, insect hotels and bat boxes where appropriate and as recommended by the project ecologist.

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

9. Refuse/recycling facilities

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 storage 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 2021.

10. External Lighting

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

REASON: To ensure that a satisfactory lighting scheme is implemented as

part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

11. Obscured Glazing

Windows annotated as having obscure glazing on the approved plans shall be provided in situ prior to occupation of the development and shall be retained at all times in the future for this purpose. These window openings shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority prior to the substantive completion of the development hereby approved and any opening section shall be high level at a minimum height of 1.7 metres above the finished internal floor level.

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

12. Car Parking Provision

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

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway and to ensure adequate car parking to serve the development in accordance with Policy T2 of the adopted local Plan for Slough 2004

13. Car Park Management Plan

No part of the development hereby permitted shall be occupied until a car park management scheme relating to the use by any occupier of the existing and the extended premises has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include measures:

- a) To ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- b) To ensure spaces are not permanently linked to dwellings.
- c) Stating how 30 electric vehicle charging point spaces will be made available to residents with plug-in vehicles.

- d) How use of charging point spaces by non plug-in vehicles will be restricted.
- e) To set out the allocation of any visitor spaces.

No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter, the allocation and use of car parking spaces shall be in accordance with the approved scheme.

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

14. Cycling Facilities

Prior to the occupation of the development hereby permitted details of the cycle parking provision (to include housing/enclosure 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 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 2021 and to meet the objectives of the Slough Integrated Transport Strategy.

15. Visibility Splays

No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

16. EV Charging Facilities

Prior to the occupation of the development hereby permitted, the residential car parking provision shall be provided, to include a total of 30 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

17. No further 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 the [flank and rear] elevations of the development without the prior written approval of the Local Planning Authority.

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

18. No Impediment to Access

No barriers, gates, etc shall be erected at the vehicular access without first having obtained the written approval of the local planning authority.

REASON In the interests of amenity and general highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

19. 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 2021.

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 and seeking amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. An Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) has been entered into with regards to the application hereby approved.
3. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
4. During any demolition and all construction on site:-
 - (a) The best practical means available in accordance with British Standard Code of Practice B.S. 5228:1984 shall be employed at all times to minimise the emission of noise from the site.
 - (b) The operation of site equipment generating noise and other nuisance causing activities audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 to 1700 on Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays or Public Holidays.
 - (c) At all times vehicular access to properties adjoining and opposite the application site shall not be impeded.
 - (d) No waste or other material shall be burnt on the application site.
 - (e) A suitable and sufficient means of suppressing dust and fumes must be provided and maintained on the site and used so as to limit the detrimental effect of construction works on adjoining residential properties.
 - (f) No mud or other dirt shall be allowed to get onto the public highway where it could cause a danger to pedestrian and other road users.

5. The applicant will need to apply to the Council's Local Land Charges on 01753 477316 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
6. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
7. The 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.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. 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.
10. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
11. 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.
12. In relation to condition 6 above, the developer should consider and follow the advice below:
 - All external and internal communal entrance doors must meet the requirements of the minimum physical security requirements of building regulation Part Q. They must also include electronic remote release locking systems with audio/visual link to each apartment capable of capturing and recording images of individuals using the entry panel. Lift/stair core access must be controlled so residents only have access to the floor on which they reside. Any secondary security doors sets that isolate each core from private residential

corridors must also be controlled by a remote release system with audio link to units. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access whilst maintaining their own security.

- The system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
 - (a) External Communal entrance: All external and internal Communal entrance doors should be controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must be capable of recording images and storing them for a minimum of 30 days.
 - (b) Secure communal lobbies: Any internal door sets should meet the same specification as above
 - (c) Vehicle undercroft parking roller shutters: These must be robust and secure, electronic access controlled capable of being operated without the drives having to leave their vehicle.
 - (d) Cycle storage facilities: theft of valuable cycle is a growing concern, integral communal bicycle stores within blocks of flats should be accessible only by those with legitimate use, fitted with a secure electronic access control doorsets.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE** 23rd March 2022
CONTACT OFFICER: Paul Stimpson, Planning Policy Manager
(For all Enquiries) (01753) 875820
WARD(S): All

PART I**FOR INFORMATION****SLOUGH LOCAL PLAN – INITIAL PREPORT ON CONSULTATION ON THE RELEASE OF GREEN BELT SITES FOR FAMILY HOUSING****1 Purpose of Report**

- 1.1 The purpose of the report is to inform Member's about the results of the consultation exercise which has shown that there is considerable public opposition to the proposed release of Green Belt sites for family housing.

2 Recommendation(s)/Proposed Action**2.1 The Committee is requested to resolve that**

- a) The response to the consultation on the proposed release of Green Belt sites for family housing be noted.

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

- 3.1 The proposal to increase the supply of family housing in Slough to meet local needs supports the Slough Wellbeing Strategy 2020-2025 and its priority of having strong, healthy and attractive neighbourhoods.

3b Five Year Plan Outcomes

- 3.2 The proposal to increase the supply of family housing in Slough to meet local needs supports the delivery of the 5 Year Plan and the following outcomes in particular:
- Outcome 3: Slough will be an attractive place where people choose to live, work and stay.
 - Outcome 4: Our residents will live in good quality homes.

4 Other Implications

(a) Financial

There are no financial implications of this report.

(b) Risk Management

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee approves the recommendation.	Failure to consider the results of consultation on the proposed release of Green Belt sites for family housing will affect the Council's ability to bring forward the Local Plan and meet local housing needs ..	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications

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

5 Supporting Information

Introduction

- 5.1 The consultation on the "Proposed release of Green Belt Sites for Family Housing" was the third major exercise in the preparation of the Local Plan, following the "Issues and Options" and "Proposed Spatial Strategy" consultations. The previous work has identified a significant shortfall in housing in Slough and a particular shortage of family housing to meet local needs.
- 5.2 The overall shortage of land in Slough means that we cannot meet all of our housing needs within the Borough. At the same time the reliance upon high density brownfield development in places like the centre of Slough means that we are only able to build flats. The mismatch between the type of housing that we are building and our needs has led to overcrowding, people living in unsuitable accommodation and others having to move out of the Borough.
- 5.3 It has also been difficult to get much needed affordable housing in Slough because of viability issues. This is not a problem with Green field sites where 30% to 40% should be able to be provided..
- 5.4 As a result one of the few options that we have for trying to increase the supply of family and affordable housing, is to release some of the remaining Green Belt land in Slough.
- 5.5 Ten possible sites were identified in the "Issues and Options" and "Proposed Spatial Strategy" consultations. These are the only places where residential development

could take place once you have discounted the Colnbrook and Poyle area and other unsuitable locations such as land south of the M4 motorway.

- 5.6 It is recognised that the development of some of these sites would be problematic and so the Council carried out a preliminary “traffic light” assessment of their suitability in order to inform the consultation process. The results of this were as follows:

“GREEN” Suitable

Wexham Park Hospital School of Nursing Wexham Street
Land to rear of Opal Court, Wexham Street
Land east of Wexham Park Hospital
Land east of Rochfords Gardens
Upton Court Park

“AMBER” Possible

Land east of Market Lane
Land south of Blenheim Road

“RED” Unsuitable

St Anthony’s field, Farnham Road
North of Muddy Lane, Stoke Poges Lane
Bloom Park (part of) Middlegreen Road

- 5.7 This assessment adopted a “policy off” approach to the Green Belt. The consultation recognised that Government policy attaches great importance to Green Belts which are intended to prevent urban sprawl by keeping land permanently open. This means that Green Belt boundaries should only be altered through the preparation of plans where there are “exceptional circumstances” which are “fully evidenced and justified”. This decision will have to be made at the final stage of the Local Plan process when we will know the full extent of the housing need and will be able to balance this against the identified harm to the Green Belt.
- 5.8 The purpose of the consultation was to help to inform this process. Further technical and other work will be required before any decisions can be made. One of the factors to be taken into account is the very high level of public opposition that there is to the principle of building in the Green Belt.
- 5.9 The Consultation Exercise
- 5.10 A public consultation exercise was undertaken between 5th November and 17th December 2021 on the “Proposed Release of Green Belt Sites for Family Housing.”
- 5.11 The consultation was carried out when there were severe Covid restrictions. As a result it was not possible to have exhibitions or hold public meetings. The main ways

in which people were consulted were through emails to everyone on our Local Plan data base, publicity through newspaper adverts, press releases and the Council's web site. We also produced a leaflet which was delivered to every household in Slough.

5.12 A total of 413 responses were received mainly through the consultation website. Importantly we also got responses from the statutory consultees, some adjoining Councils, other interested parties and most of the landowners.

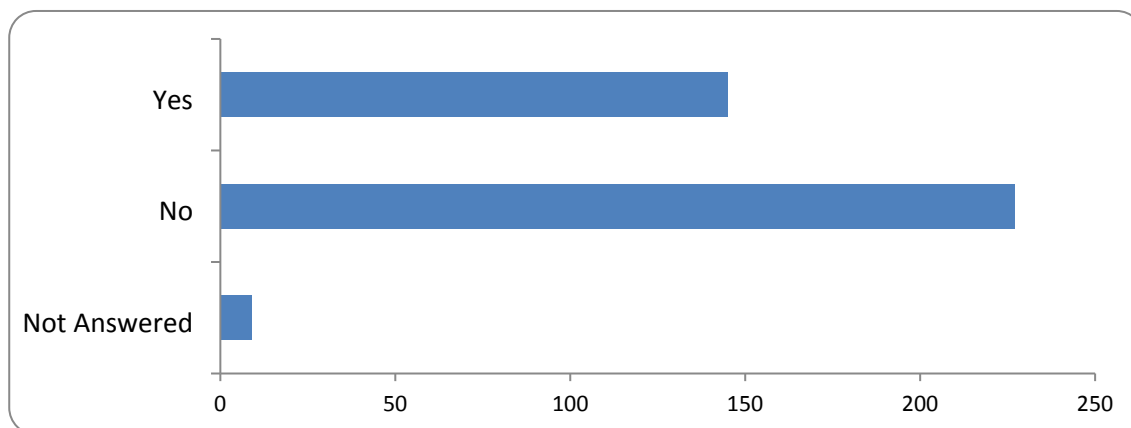
Public Response

5.13 An analysis of the responses to the questions in the questionnaire shows the extent to which the public are opposed to the release of Green Belt for family housing.

5.14 The consultation was carried out on the basis that there is an unmet need for more housing in Slough. The evidence showed that we are currently only building flats and that there is a particular need for family and affordable housing.

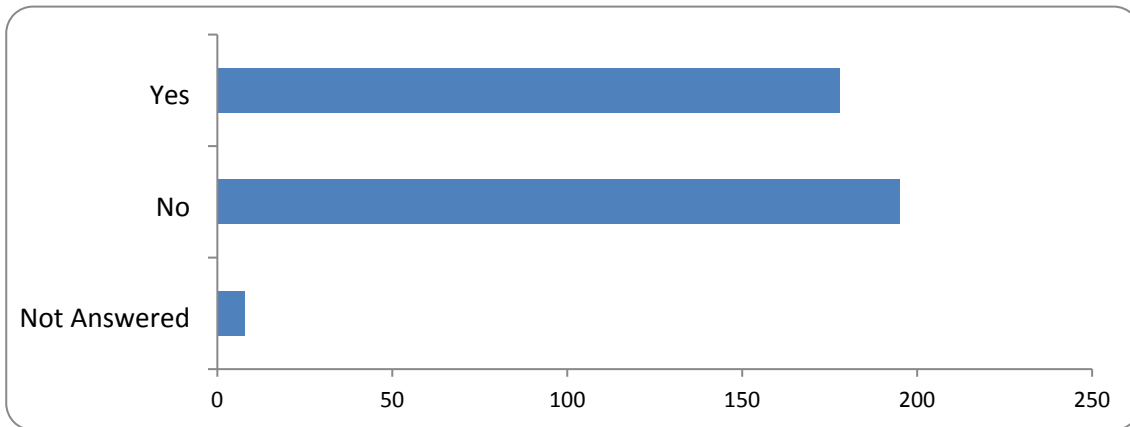
5.15 Despite this around 60% of respondents thought that there was no need for more family housing in Slough.

Do you agree that there is a need for more family housing in Slough?



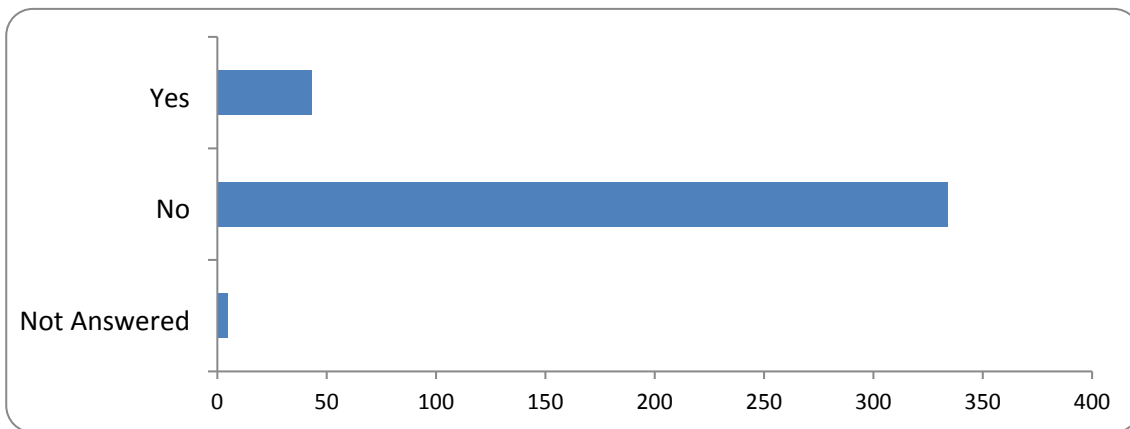
5.16 At the same time just over half of the people who responded thought that there was no need for more affordable family housing in Slough.

Do you think that there is a need for more affordable family housing in Slough?



5.17 As a result when it came to the fundamental question about the proposals only around 11% of respondents thought that that the need for more housing justified building on some Green Belt sites in Slough.

Do you think that this housing need justifies building on some sites in the Green Belt in Slough?



5.18 This reflects the high level of public support for protecting the Green Belt which makes the release of any Green Belt land for housing highly controversial wherever it is proposed.

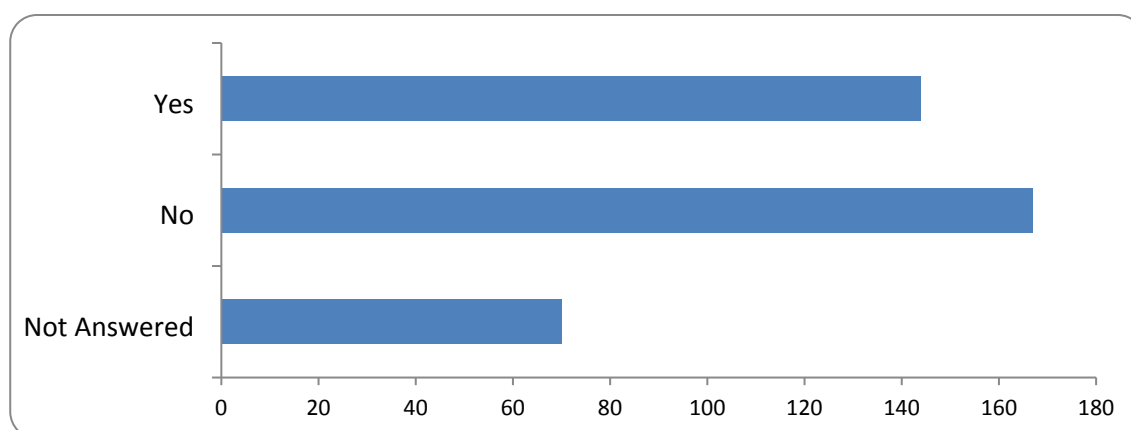
5.19 Whilst the strength of public feeling has to be acknowledged, it also has to be recognised that there was a very low response rate. There was very little feed back from the leaflet delivered to every household. Virtually all of responses came from people who were on our Local Plan data base. These are people who have

previously responded to consultations and in many cases objected to earlier proposals. Approximately 20% of these live outside of but near the Borough.

5.20 Nevertheless the main conclusion that can be drawn from the public consultation is that the vast majority of respondents are opposed to the principle of releasing Green Belt land in Slough for family housing.

5.21 The questionnaire also asked whether people had alternative solutions for providing family housing. The results of this showed that around 40% thought that we should build family housing in Slough's urban areas at a higher density. About 45% thought that we should build family housing outside the Borough but close to Slough.

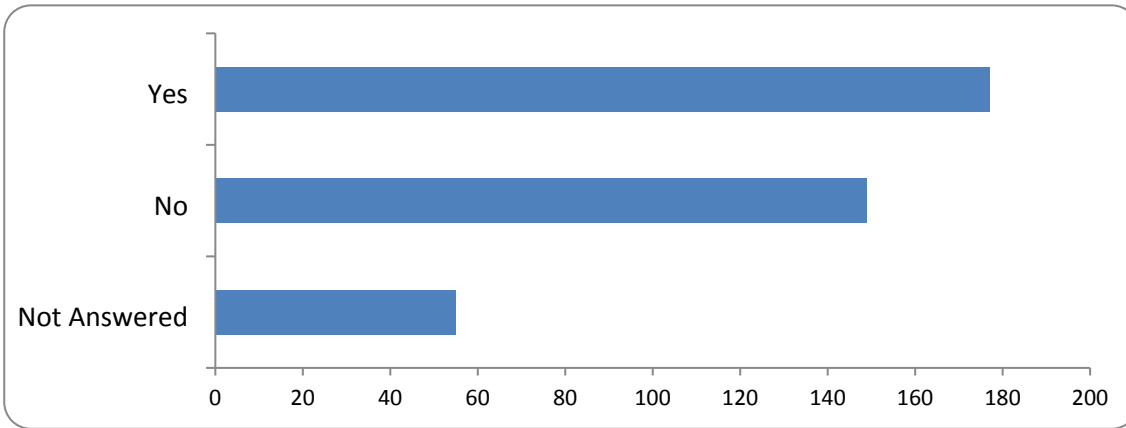
As an alternative should we build family housing in Slough's urban areas at a higher density?



5.22 The main reason that we have a shortage of family housing is that we are already building at very high densities in places like the centre of Slough which means that you can only provide flats. The only other alternative would be to redevelop some of the suburban areas at a higher density. This would result in the loss of existing family housing. The Protecting the Suburbs report (2020) showed that it was not practical, viable, sustainable or desirable to allow any of the family housing to be lost in this way.

5.23 One element of the Spatial Strategy is to “promote the cross border expansion of Slough to meet unmet housing needs” When asked about this over 45% of respondents agreed with this approach.

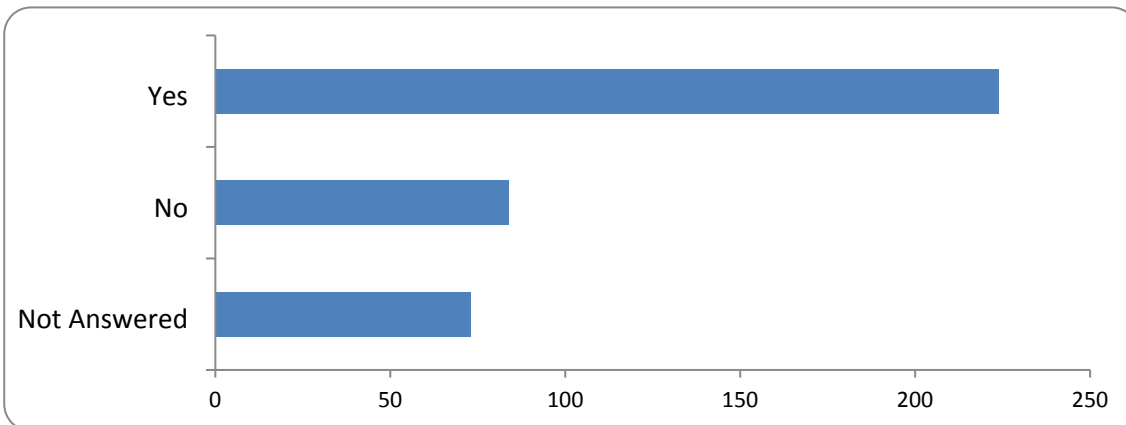
As an alternative should we build family housing outside the Borough close to Slough?



5.24 Whilst there appears to be support for building outside of Slough it has to be recognised that this would inevitably involve building in the Green Belt which the majority of respondents are opposed to in principle. It would also be hard to justify asking others to meet our unmet housing need if we have not met the test of “leaving no stone unturned” in our search for sites in Slough.

5.25 Not meeting Slough’s housing needs would obviously come at a cost to some people. When asked about the consequences of this nearly 60% of respondents agreed that it was right not to build family housing in the Green Belt even if it meant people would have to move away from Slough.

As an alternative should we not provide for family housing within or near Slough (people may have to move away from the Slough area)



- 5.26 In addition to making our housing problems more acute, it would be very difficult for us to bring forward a Local Plan which did not seek to meet our objectively assessed housing needs and had no alternative solutions.
- 5.27 Nevertheless it has to be recognised that the conclusion from the consultation was that the public are opposed to releasing Green Belt sites for family housing.
- 5.28 An analysis of the response to the individual sites, which is set out in Appendix A. shows that the opposition to the release of Green Belt was not the result of objections to a particular site. Even the least contentious sites, such as Rochfords Gardens and Wexham School of Nursing, still had over 55% of respondents opposed to their development. Whilst Market Lane, Blenheim Road and Bloom Park had over 70% of people opposed to them being developed.

Other Responses .

- 5.29 As part of the consultation we also consulted the specialist bodies that we are legally obliged to, these include the Statutory” consultees, and surrounding Local Authorities and other interested parties.
- 5.30 **Buckinghamshire Council** welcomes your position that you are trying to meet your local housing need within your own boundaries however, BC does not consider that the detail highlighted in this consultation document constitutes a robust evidence base in particular the results of thorough testing of the supply of land from brownfield sites, urban capacity studies and employment land review and therefore, highlights a serious gap in evidence.
- 5.31 It is concerned that the consultation document fails to mention any form of Green Belt review to assess how land parcels are performing against the 5 Green Belt purposes set out in national planning policy.
- 5.32 The Local Plan for Buckinghamshire is at a very early stage of preparation and the level of needs which it will have to accommodate is not known. Buckingham Council does not have evidence to establish if it can accommodate its own housing needs or the unmet needs of other Local Planning Authorities.
- 5.33 Buckinghamshire Council is concerned about the potential cross-boundary impacts including those for highway/transportation, education and flood risk
- 5.34 **Royal Borough of Windsor and Maidenhead** support and understand the need to consider releasing sites within the greenbelt due to exceptional circumstances. It is also noted that these sites would specifically meet the needs of family housing, which

is welcome. That said, it is imperative that the sites proposed for release are the right sites in the right location.

- 5.35 With regards to adjoining sites, they have no in principle objection to the development of Upton Farm but have concerns about the Blenheim Road Site.
- 5.36 The **Environment Agency** noted that parts of the Blenheim Road and Market Lane sites fall within flood zones 2 and 3a and ask that that evidence is provided that the flood risk sequential test and the appropriate assessments have been undertaken for these sites.
- 5.37 **National Highways** (formerly Highways Agency) commented that they would be concerned if any material increase in traffic were to occur on the Strategic Road Network or at its junctions because of planned growth within the borough, without careful consideration of mitigation measures. It is important that the Local Plan provide the planning policy framework to ensure development cannot progress without the appropriate infrastructure being in place. The majority of the sites are to the north of Slough, however there are some in relative close proximity to SRN junctions, namely Junctions 5 and 6 of the M4. Of particular note are Sites 6 & 7; Land East of Market Lane and Land South of Blenheim Road, which could potentially deliver 300 and 200 dwellings respectively.
- 5.38 **Historic England** objected to the Blenheim Road site and **Natural England** raised objections relating to the impact of some sites on Burnham Beeches. These are explained in more detail in Appendix A which deals with the responses to individual sites.
- 5.39 Responses were received from most of the landowners of the proposed sites. These are set out in detail in Appendix A. Critically it appears that the owners of the Muddy Lane, St Anthony's Field and Bloom Park sites (which include the Council) are not promoting their sites for development. It is not clear whether the owner of Upton Farm is actively promoting this site. As a result not all of the proposed sites can be considered to be available. The owners of all of the other sites have confirmed that they could be developed for family housing as envisaged in the consultation.
- 5.40 There were a number of proposals for development with the Colnbrook and Poyle area. This is currently discounted because they would be contrary to a key element of the Proposed Spatial Strategy of "Protecting the Strategic Gap between Slough and Greater London". Sites within this area would have to be considered if a change to the Proposed Spatial Strategy was being proposed.
- 5.41 Apart from these, no new housing sites were identified within the Borough. It was however suggested that the site at Muddy Lane should be expanded to include the

church to the south and the whole of the land at Upton Court Farm should be considered for housing.

5.42 There were a number of submissions from landowners outside of Slough who are seeking to promote their sites for housing development. Although this is helpful background information, these fall outside the scope of this consultation.

5.43 The consultation recognised that a lot more technical work would be needed before any decision could be made about allocating any of the proposed sites for family housing development. The issues raised by the respondents to the consultation help to establish what the range and extent of further evidence gathering will need to be. This will need to be fed into future work programmes for the Local Plan. Part of this evidence will be the final part of Wider Area Growth Study which it is hoped to publish shortly. On going discussions will also take place as part of Duty to Cooperate requirements. We will also be seeking more information from the landowners and statutory consultees.

6 Conclusions

6.1 The purpose of the consultation was to consult on the suitability of selected sites within the Green Belt in order to provide much needed family housing.

6.2 The majority of respondents to the consultation were opposed to the development of Green Belt sites. One of the factors which contributed to this was that, despite the evidence, the respondents did not agree that there was a need for more family housing or affordable housing in the first place.

6.3 Respondents have also raised a number of policy and technical concerns about the proposed release of Green Belt sites for family housing. As a result, further work and discussions will have to be carried out.

6.4 A decision about whether any of the sites should be allocated for housing will have to be made at a later stage in the Local Plan process when we will know the full extent of the housing need and will be able to balance this against the identified harm to the Green Belt.

7 Background Papers

Local Plan for Slough – Issues and Options Consultation Document (2017)

Slough Local Plan Proposed Spatial Strategy (2020)

The Proposed Release of Green Belt Sites for Family Housing (2021)

8 Appendices

8.1 Appendix A – Response to Individual Sites Proposed for Release from the Green Belt for Family Housing.

APPENDIX A

Response to Individual Sites Proposed for Release from the Green Belt for Family Housing.

This section summarises the responses to the individual sites and sets out some of the key points made by respondents including the landowners.

In order to provide some context it also sets out what the Council's preliminary "traffic light assessment" of the sites were in terms of being "suitable" "uncertain" or "unsuitable" for development.

SITE 1 – WEXHAM PARK HOSPITAL SCHOOL OF NURSING

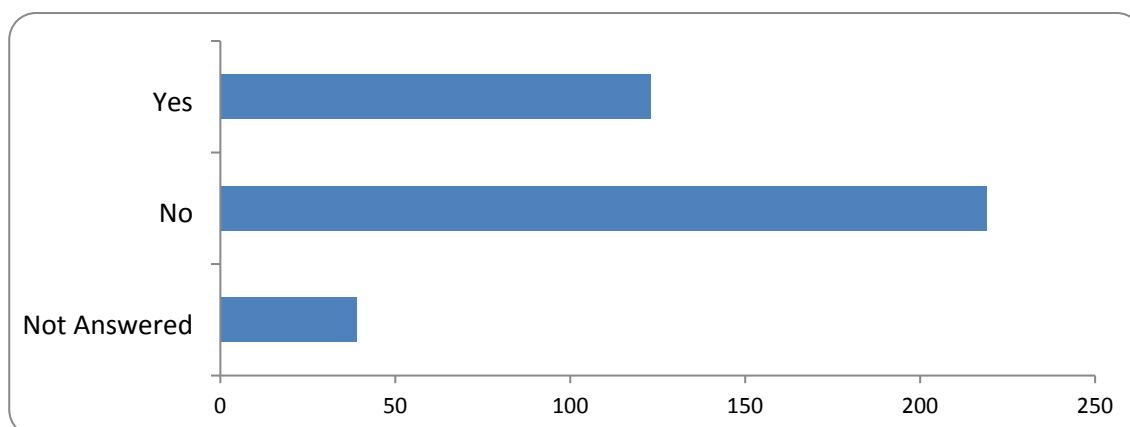
Traffic light assessment from Consultation Document - GREEN

There are no fundamental policy objections to the development of the cluster of sites around Wexham Park Hospital. Land to the south was released from the Green Belt in the 2004 Local Plan and the three proposed sites would result in the rounding off of development in the area.

As a result the Wexham Park Hospital School of Nursing is considered to be a "suitable" site for housing development.

Consultation Response

Do you think that Site 1 - Wexham Park Hospital School of Nursing is suitable for family housing?



Selected Specific Comment/Objections

Natural England:

Due to new evidence on the impacts of recreational and urban growth at Burnham Beeches SAC carried out by Footprint Ecology in 2019, Natural England recognises that new housing within 5.6km of the internationally designated Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.

We are aware that Slough Borough Council are working on a draft mitigation strategy which will seek to enhance Upton Court Park and to manage the park as a SANG. However, Upton Court Park is located toward the South of the borough and new bespoke mitigation will be required for new residential development coming forward in the North.

Response from Landowner

Frimley Park NHS Trust:

The site can be defined as previously developed land and comprises a number of non-clinical buildings associated with Trust's site operations. The existing buildings on the site have come in and out of use over time for non-patient facing uses as demands on the Trust have fluctuated. The buildings are however outdated and are no long fit for purpose.

The site is being assessed for potential release from the Green Belt for family housing through the Local Plan process which the Trust continue to support. However, we would welcome discussions with the Council during the Local Plan preparation to ensure future local planning policies can accommodate the changing needs and demands of the Trust over time whilst remaining sound in line with the requirements of the NPPF. For example, and as set out in the Council's commentary on the site, if the Trust may require additional accommodation for healthcare workers this would need to be located on the site and could increase the density of the site's capacity by delivering apartments to meet this need as opposed the family housing.

SITE 2 – LAND TO THE REAR OF OPAL COURT, WEXHAM STREET

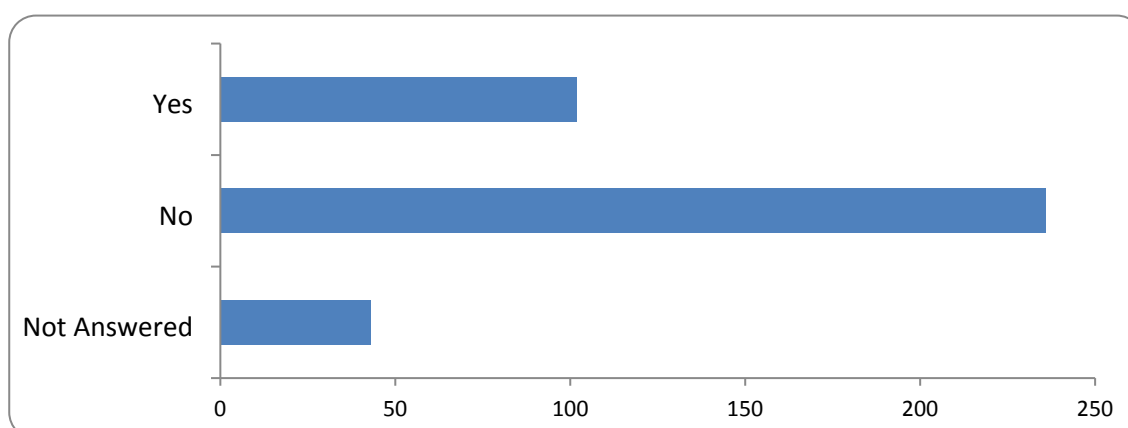
Traffic Light assessment from Consultation Document - GREEN

There are no fundamental policy objections to the development of the cluster of sites around Wexham Park Hospital. Land to the south was released from the Green Belt in the 2004 Local Plan and the three proposed sites would result in the rounding off of development in the area.

*As a result the land to the rear of Opal Court, Wexham Street is considered to be a “**suitable**” site for housing development.*

Consultation Response

Do you think that Site 2 – Land to the rear of Opal Court Wexham Street is suitable for family housing?



Selected Specific Comment/Objections

Natural England:

Due to new evidence on the impacts of recreational and urban growth at Burnham Beeches SAC carried out by Footprint Ecology in 2019, Natural England recognises that new housing within 5.6km of the internationally designated Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.

We are aware that Slough Borough Council are working on a draft mitigation strategy which will seek to enhance Upton Court Park and to manage the park as a SANG. However, Upton Court Park is located toward the South of the borough and new bespoke mitigation will be required for new residential development coming forward in the North.

Response from Landowner

Frimley Park NHS Trust:

As part of the Trust’s long-term masterplanning of the Wexham Hospital site, the Trust will seek to focus future improvement works and redevelopment within the existing hospital built area rather than spreading future hospital services over a larger area of land.

As a result of this changing approach to how healthcare is and will be delivered on the Wexham Hospital site, the land to the East of Opal Court is surplus to requirement for health purposes given its location outside of the existing campus footprint and away from the core area of the hospital. The allocation and future disposal of the site for family housing will also provide additional funding and enable investment back into the Wexham Hospital site for ongoing improvements and developments associated with the established healthcare use.

SITE 3 – LAND EAST OF WEXHAM PARK HOSPITAL

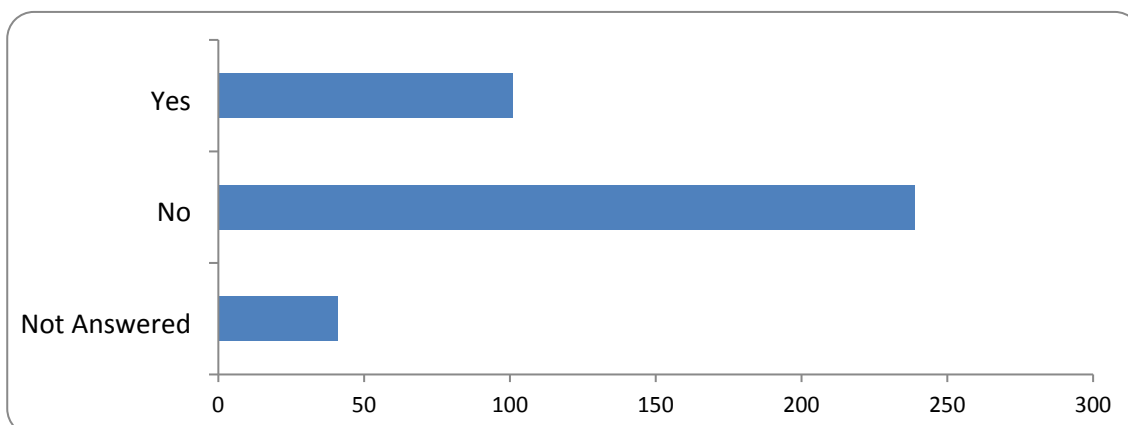
Traffic Light assessment from Consultation Document - GREEN

There are no fundamental policy objections to the development of the cluster of sites around Wexham Park Hospital. Land to the south was released from the Green Belt in the 2004 Local Plan and the three proposed sites would result in the rounding off of development in the area.

As a result the land east of Wexham Park Hospital is considered to be a “suitable” for housing development.

Consultation Response

Do you think that Site 3 – Land east of Wexham Park Hospital is suitable for family housing?



Selected Specific Comment/Objections

Natural England:

Due to new evidence on the impacts of recreational and urban growth at Burnham Beeches SAC carried out by Footprint Ecology in 2019, Natural England recognises that new housing within 5.6km of the internationally designated Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.

We are aware that Slough Borough Council are working on a draft mitigation strategy which will seek to enhance Upton Court Park and to manage the park as a SANG. However, Upton Court Park is located toward the South of the borough and new bespoke mitigation will be required for new residential development coming forward in the North.

Response from Landowner

Reside Housing Developments Ltd.

Reside support and welcome its inclusion and 'Green-Suitable' rating within the consultation document. Reside have produced a Vision Document for the site, which is submitted alongside these representations. This sets out that the site is available and suitable for development, with no technical constraints which would restrict the site delivering Family Housing within Slough Borough Council. The site is capable of delivering a range of 2, 3, 4 and 5 bedroom houses to help address the need for family housing. We confirm that there would be no abnormal costs or viability issues for the site that would restrict a policy compliant level of affordable housing being delivered on the site. Reside regularly provide self/custom build plots within our applications and would be willing to provide a percentage of plots on site to support the needed addressed at paragraph 6.5.

The Vision Document includes a Illustrative Masterplan capable of delivering 70 homes. Therefore, Reside believe the site is capable of achieving the upper end of the capacity range stated.

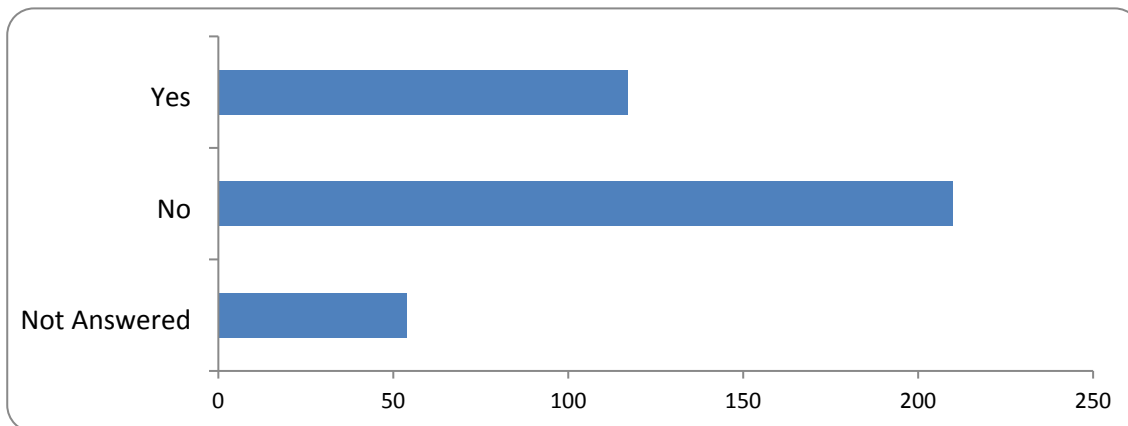
SITE 4 – LAND EAST OF ROCHFORDS GARDENS

Traffic Light assessment from Consultation Document - GREEN

Land east of Rochfords Gardens is a natural infilling site because it is surrounded by development on three sides. It is field with no intrinsic qualities. As a result it is considered to be a “suitable” site for housing development.

Consultation Response

Do you think that Site 4 – Land East of Rochfords Gardens is suitable for family housing?



Response from Landowner

Hampstead Parochial Charities (HPC)

HPC owns land identified off Rochford Gardens (Site 4) and supports the Council's proposed release of the land from the Green Belt and identified capacity of at least 50 new homes.

HPC confirms that the site is available for development. Furthermore, HPC considers that the site's characteristics and mix of existing housing on neighbouring land would lead itself to addressing the Council's housing need, in particular for more family homes of three bedrooms or more.

HPC confirms that the site is available

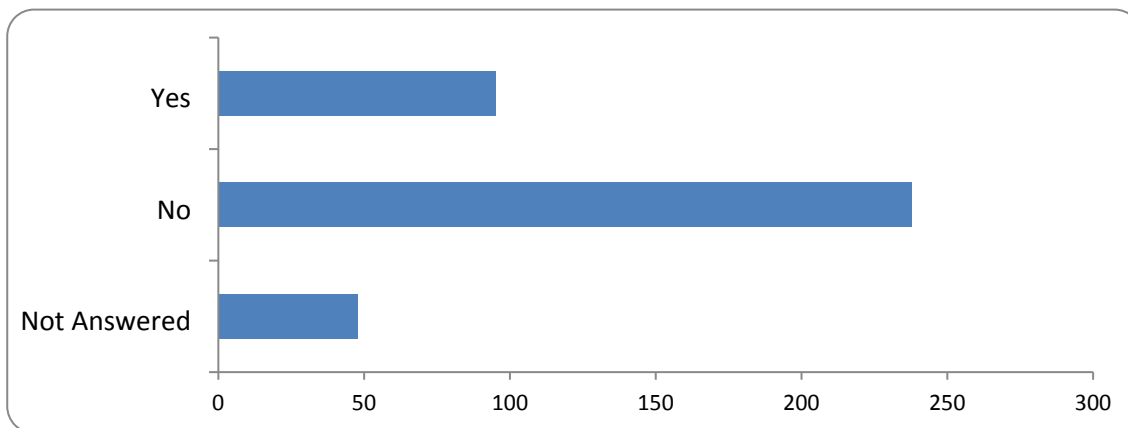
SITE 5 – UPTON COURT FARM

Traffic Light assessment from Consultation Document - GREEN

The land at Upton Court Farm is a partly underutilised site close to the centre of Slough. It has a number of buildings on the northern side fronting Upton Court Road and is well contained. As a result, on balance, this is considered to be a "suitable" site for residential development.

Consultation Response

Do you think that Site 5 – Upton Court Farm is suitable for family housing?



Selected Specific Comment/Objections

Royal Borough of Windsor and Maidenhead

We have no 'in principle' concerns around the release of this site and it forms a logical greenbelt release site which will actively contribute towards meeting the identified unmet need. We foresee no strategic impact as a result of this allocation.

Response from Landowner

The landowner has not confirmed the availability of this site for development but did question why the open land to the south had not been included as a possible housing site.

SITE 6 – LAND EAST OF MARKET LANE

Traffic Light assessment from Consultation Document - AMBER

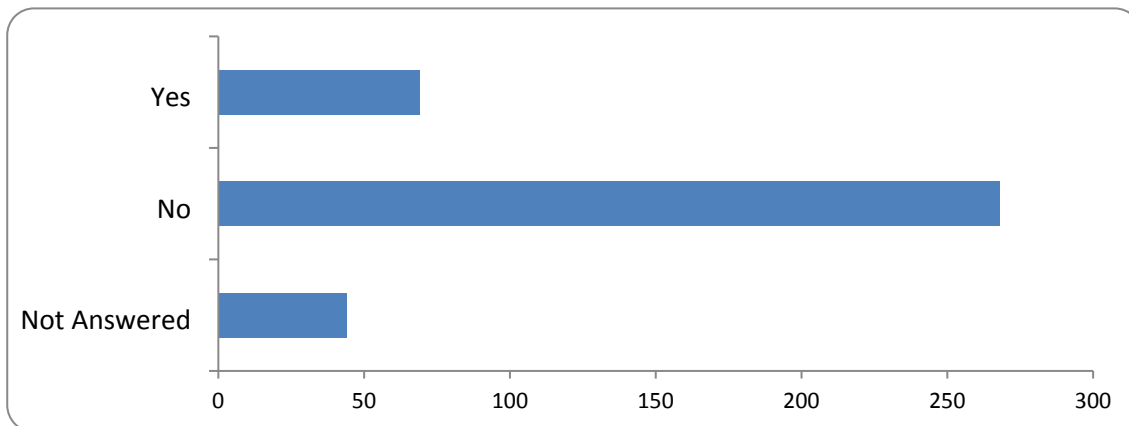
The land east of Market Lane is part of the Colne Valley Park and forms part of the Strategic Gap between Slough and Greater London.

The site was also identified for possible housing development in the Slough Northern Extension study produced by Atkins in 2017 and forms part of the area of search for major housing development in the Wider Area Growth Study which is being produced by Stantec.

*As a result it remains as a “**possible**” housing site but it is considered that it should only come forward as part of a wider comprehensive development where a full mitigation package can be provided..*

Consultation Response

Do you think that Site 6 – Land east of Market Lane is suitable for family housing?



Selected Specific Comment/Objections

Colne Valley Regional Park:

We object to Site 6 'Land east of Market Lane' because:

- The site is located within the Colne Valley Regional Park and the Strategic Gap
- The Horton Brook runs across the site and the northern part of the site is in Flood Zone 3. The northern and middle section of the site used for agriculture – making a contribution to the rural economy whilst also serving as Green Belt and delivering on the objectives of the Colne Valley Regional Park. The whole site is suitable for agricultural use.
- It will breach a clear urban edge that Market Lane represents. The site will have a massive impact on the perception of countryside for those driving or walking along Market Lane as it will turn it from an urban/rural edge road to an urban road. The views of the Buckinghamshire Green Belt from Market Lane and Parlaunt Road are wide-ranging and extensive looking over land used for agriculture. To use the strip that happens to be in Slough for housing would ruin this.
- This does not create a revised clearly defensible Green Belt boundary "using physical features that are readily recognisable and likely to be permanent." (NPPF para 143f). The current Green Belt Boundary of Market Lane serves this purpose and should be retained as the Green Belt boundary. The council do not reference to NPPF para 143f in the consultation document although they do recognise that it "would represent a substantial extension of the built up area into the countryside".

The Council's Environmental Management team::

Within proposed plans drafted by Network Rail in 2020, all the land north of Horton Ditch at Site 6 (and the north east of Site 6) would be required to facilitate the Portal Access building – it is not just access that is required across this plot of land. The Portal Access

Building is where the new rail line would cease to be in a cutting and would enter the tunnelled section of the route. Unlike a standard tunnel shaft building, this building could not be relocated as the route is required to pass under the Great Western Main Line in this area and is constrained on the depth that can be achieved to do so, and then thereafter requires to attain sufficient depth to clear surface features and substructures to the south at North Park and beyond. As noted in the consultation there is to be enhancement of the Horton Brook as part of the proposed scheme mitigation and new footpaths/ bridleways are proposed to be adopted across Site 6. This would necessitate the safeguarding of swaths of land to both the north and south of Horton Brook. The scheme is also proposing landscape screening along the western boundary of Site 6 with Market Lane.

Whilst the Western Rail Link to Heathrow scheme does not currently propose any permanent land-take to the south of Horton Brook in Site 6, this land has been included in construction logistics plans to facilitate construction of the Portal Access Building, a tunnel shaft building on the northern side of North Park (to the west of Richings Park), and to support the tunnelling works – one of the road to rail interchanges during the construction phase would be at Hollow Hill Bridge immediately north west of Site 6.

It is therefore judged that the land east of Market Lane should not be considered suitable for release from Greenbelt for family housing at the current time as it could compromise the viability of, or greatly increase the significance of environmental impacts from, the Great Western Rail Link to Heathrow scheme, which is a key infrastructure scheme both nationally and locally.

Response from Landowners

Taylor Wimpey

Taylor Wimpey Strategic Land is committed to working with the other promoters / landowners to ensure that Site 6 is comprehensively master planned to ensure that its development potential to deliver family housing is maximised, and that a high quality development is delivered.

As demonstrated by the Concept Masterplan, the Site has a capacity of up to 150 dwellings at 40dph, which is appropriate to provide family housing. An affordable housing provision of up to 40% (approximately 60 dwellings), in-line with the adopted Core Strategy Core Policy 4, can be provided as part a development of the Site.

Dandara control a 4.4-hectare site in an area to the East of Market Lane, Langley, referred to as Site 6 in the ongoing consultation.

Dandra Limited

Dandara welcome the recognition by the Council that there is a chronic need for more family housing in the Borough and identification of the site as a possible site for Green Belt release.

Whilst Dandara believe that the whole area has potential, as is recognised by the area forming part of the wider North of Slough proposal there is no reason why the land to the south could not be released from the Green Belt in the short term as a stand alone

development site, which could be integrated into a wider development area in the longer term is this were deemed necessary and appropriate.

They have prepared a masterplan for the site which shows how between 140 and 160 dwellings could be accommodated on the site at a density of between 40 and 45 dwellings per hectare.

Dandra have some concerns with the conclusions in relation to site 6 including to the fact the Council's initial assessment of the site classifies it as 'possibly suitable' and not suitable,.

SITE 7 – LAND SOUTH OF BLENHEIM ROAD

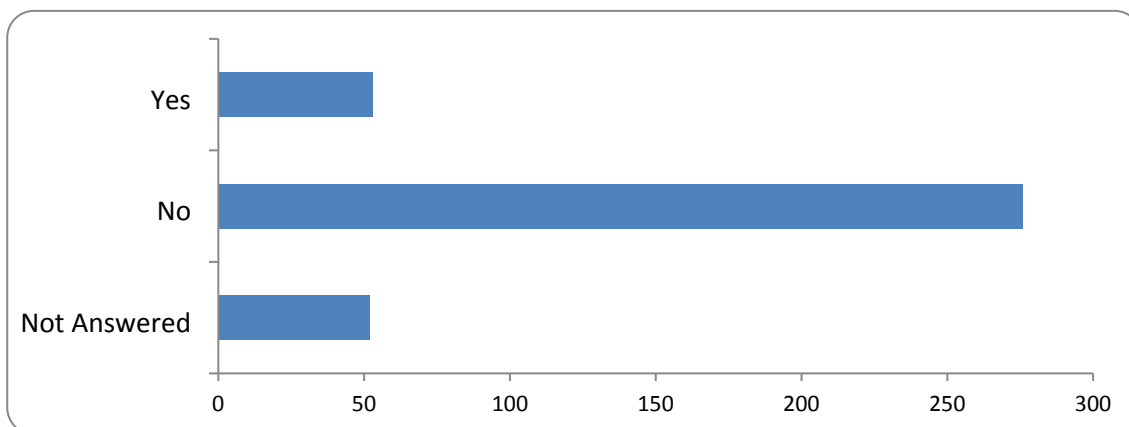
Traffic Light assessment from Consultation Document - AMBER

The land south of Blenheim Road is adjacent to the recent Kings Reach housing development which was released from the Green Belt for housing development in the 2004 Local Plan for Slough. One of the reasons why the proposed site was not allocated for housing at that time was that it formed part of the designated Ditton Park Historic Park and Garden. Any harm or loss of a designated heritage asset such as a registered park and garden requires exceptional, clear and convincing justification.

*The site is not in the same ownership as the rest of the park and has no discernible historic features. As a result it remains as a “**possible**” housing site provided heritage objections can be overcome with suitable mitigation.*

Consultation Response

Do you think that Site Site 7 - Land South of Blenheim Road is suitable for family housing?



Selected Specific Comment/Objections

Historic England

Objects to the inclusion of Site 7: Land south of Blenheim Road. This is because the proposed allocation is located within a grade II registered park (a designated heritage asset) and the proposed allocation would cause a high level of harm to the significance of the registered park.

The Berkshire Garden's Trust

Object in principle to housing on the proposal site due to the significant level of harm to a registered Park & Garden and to the setting of Grade II listed Ditton Manor.

Royal Borough of Windsor and Maidenhead:

It is our understanding that the site still forms part of this registered park and as such, is an important heritage asset and still has a considerable amount of heritage value. Currently, we see that there is no solid justification for the release of this site, although the site may not 'look' like a park, it is important to consider its function and how that would impact on existing users, some of which may reside within our borough.

This site appears to significantly contribute to the openness of the greenbelt and as such, the impact of development in this specific location may be difficult to support. A full Green Belt Assessment would be required going forward.

Response from Landowner

Bargate Homes:

The illustrative masterplan demonstrates that the site can suitably accommodate approximately 147 new family homes, alongside substantial areas of publicly accessible open space with a parkland character and structural planting

An allocation of the site would ultimately deliver the following benefits:

- 147 family homes, including market and affordable, assisting the Borough in meeting its Local Housing Need
- An appropriate mix, type and tenure of homes, ensuring a more balanced supply in housing provision given the increasing dominance of flatted development in the town;
- A large new landscaped park providing a publicly accessible new green buffer on the southern edge of Slough;
- Enhancement of the historic significance of Ditton Park by providing a robust and appropriate new setting;
- An appropriate long-term, defensible, boundary to a revised area of Green Belt; and
- New cycling and walking routes connecting to the surrounding area.

SITE 8 – ST ANTHONY’S FIELD, FARNHAM LANE

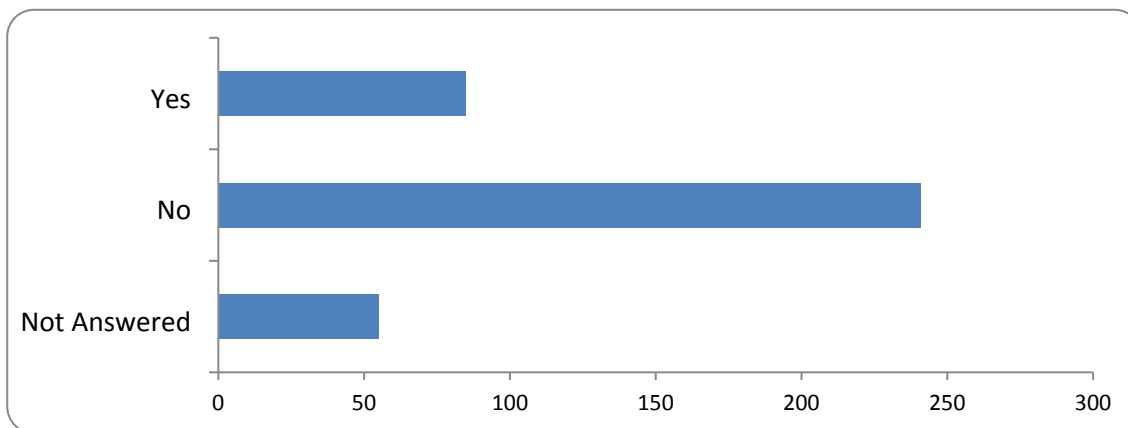
Traffic Light assessment from Consultation Document – RED

The development of St Anthony’s Field would have a significant visual impact upon the small gap between Slough and Farnham Royal resulting in the merging of the two settlements. It would also have an impact upon the adjoining Conservation Area.

*It is for these reasons that the site is considered to be “**unsuitable**” for family housing.*

Consultation Response

Do you think that Site 8 - St Anthony’s Field, Farnham Lane is suitable for family housing?



Selected Specific Comment/Objections

Natural England:

Due to new evidence on the impacts of recreational and urban growth at Burnham Beeches SAC carried out by Footprint Ecology in 2019, Natural England recognises that new housing within 5.6km of the internationally designated Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.

We are aware that Slough Borough Council are working on a draft mitigation strategy which will seek to enhance Upton Court Park and to manage the park as a SANG. However, Upton Court Park is located toward the South of the borough and new bespoke mitigation will be required for new residential development coming forward in the North.

Response from landowner

The Council as landowner is not promoting this site for housing development. The Parks Department has commented that:

This site is under consideration for provision of allotments. Release of this site from green belt for development of family homes would conflict with this ambition. In contrast to housing development, allotments would be more in keeping with the character of the area, the Conservation Area adjacent and the setting of the nearby Listed Buildings.

SITE 9 – NORTH OF MUDDY LANE, STOKE POGES LANE

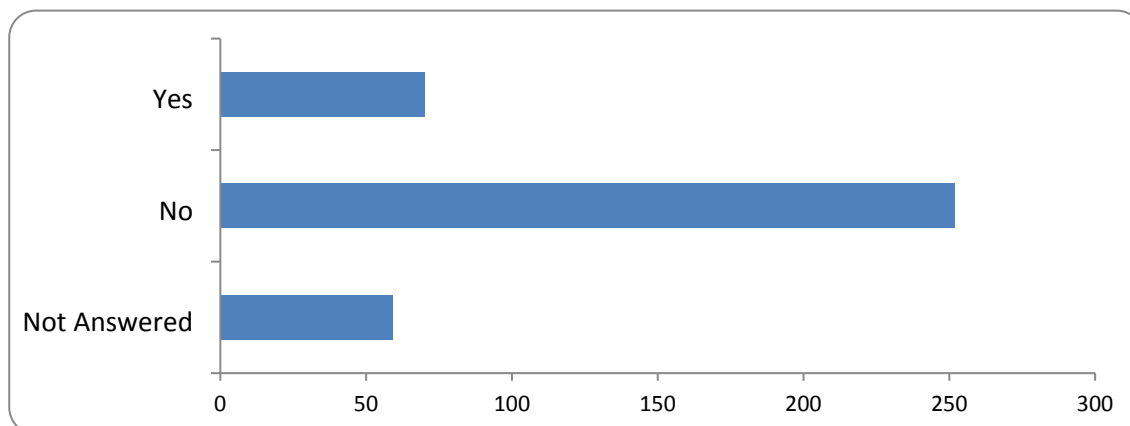
Traffic Light assessment from Consultation Document – RED

The site North of Muddy Lane is part of the Singh Sabba sports centre playing field. The site consists of a strip of land along the Stoke Poges Lane frontage which is not delineated on the ground in any way.

*This and the loss of private open space is considered to make this an “**unsuitable**” site for housing development.*

Consultation Response

Do you think that Site Site 9 – North of Muddy is suitable for family housing?



Response from landowner

There was no formal response from the Singh Sabba Sports Centre. They have not previously expressed an interest in developing the site.

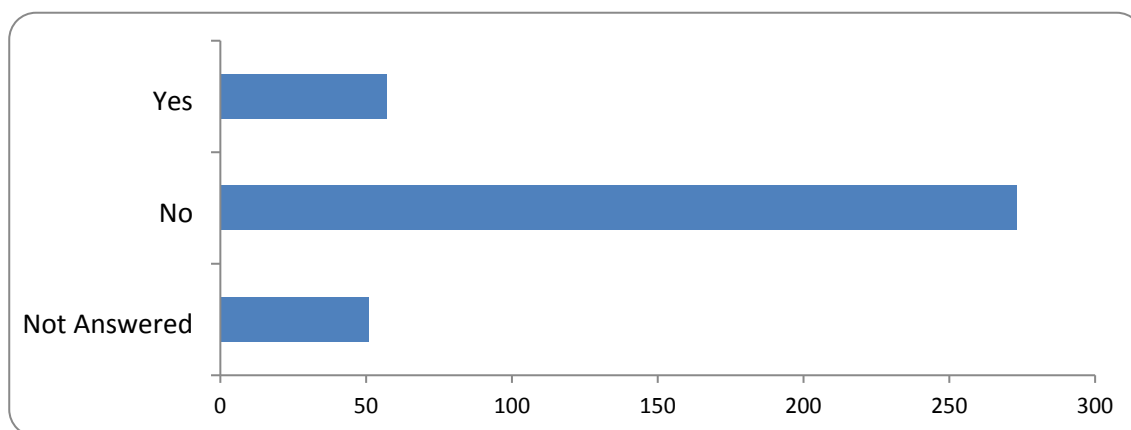
SITE 10 – BLOOM PARK, MIDDLEGREEN ROAD

Traffic Light assessment from Consultation Document – RED

*Building on Bloom Park would result in the loss of public open space. This is considered to be sufficient reason to make this an “**unsuitable**” site for housing development.*

Consultation Response

Do you think that Site Site 10 – Bloom Park Middlegreen Road is suitable for family housing?



Response from landowner

There was no formal response from the Council as landowner.

OTHER SITES

St John the Baptist Church, Stoke Poges Lane

This Green Belt area has been included in the North of Muddy Lane site in previous consultations. It was not included in Site 9 this time which only identified the sports fields to the north of as a possible family housing site and excluded the Singh Sabha centre and car park.

This has left the church site as a bit of an anomaly. Planning permission has recently been granted for a replacement church and church hall on the front of the site but no development was allowed on the open land at the rear because it is in the Green Belt.

Response from Landowners

The Parochial Church Council (PCC) of the Parish of Manor Park St John the Baptist and Whitby Road St Michael has stated:

The green belt boundary should be altered so that the whole church site is removed from the green belt. This would allow the eastern part of the site to be developed for much needed housing in Slough, including a vicarage so that a vicar can live next to the church. This site is particularly suitable for Slough's specific need for family homes (of 3 bedrooms and more), and this is also the prevailing housing type in the area.

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SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: March 2022

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
2018/00425/ENF	35, Woodland Avenue, Slough, SL1 3BX Outbuilding being used as self-contained residential accommodation	Appeal Dismissed / Upheld 6 th December 2021
P/00997/009	23, St. Marys Road, Slough, SL3 7EN Construction of a first floor side extension and amendments to roof profile	Appeal Dismissed 20 th December 2021
P/17170/003	127, Langley Road, Slough, SL3 7DZ Construction of a two storey side extension and side extension to loft conversion.	Appeal Dismissed 20 th December 2021
P/19018/001	125, Monksfield Way, Slough, SL2 1QJ Raise the ridge of main roof and the erection of a full width dormer window	Appeal Allowed 7 th January 2022
P/06493/002	19, Crosthwaite Way, Slough, SL1 6ET Construction of a loft extension with dormers to both side elevations.	Appeal Dismissed 25 th January 2022
P/17353/004	20, Sutton Avenue, Slough, SL3 7AW Retention of first floor rear extension and loft conversion (part retrospective) The rationale behind the decision was that the previously discussed depth that was allowed was already beyond the scope of what the RESPD allows, but given the further assessment it was deemed as acceptable on that occasion (/003 application). What was built was even further than this, and therefore not policy complaint and considered to be	Appeal Granted 22 nd February 2022

	<p>excessive, and that depth was refused as part of the /002 application (5m). Given that and that decision was materially relevant to the development plan, a refusal decision was issued. I take the Inspector's view that there is little difference to what was approved, but I would stand by the above given our council policies on first floor rear extensions and taking in mind the depth from the original building.</p>	
P/02360/002	<p>9, Hempson Avenue, Slough, SL3 7RW</p> <p>Conversion of 1no dwelling into 2no seperate dwellings</p> <p>The application was submitted with the above description, however the plans were inadequate and inconsistent; the LPA therefore refused the application on the grounds that a full and proper assessment could not be made on the application and the principle of development (conversion into flats and thus the loss of a single family dwelling) based on the description proposed within the submitted planning application form.</p> <p>During the appeal process the appellant provided a detailed plan to overcome 1 reason for refusal. The LPA was provided with a copy of the amended plan and agreed that it now shows a completely different development and the plan was acceptable. Had that plan been provided at the time the planning application was submitted, the LPA would have approved the proposal on the basis that the now clear 2no individual two storey dwellings shown were policy compliant and we would support family housing in that location.</p> <p>The Planning Inspector concluded that the new plan is acceptable and the principle of development for the creation of a whole new individual single family dwelling is acceptable and thus allowed the appeal.</p>	<p>Appeal Granted</p> <p>22nd February 2022</p>
P/19482/000	<p>147, Granville Avenue, Slough, SL2 1JP</p> <p>Construction of a detached outbuilding for use as a gym use</p>	<p>Appeal Dismissed</p> <p>23rd February 2022</p>



Appeal Decision

Site visit made on 8 November 2021

by V Bond LLB (Hons) Solicitor (Non-Practising)

an Inspector appointed by the Secretary of State

Decision date: 6 December 2021

Appeal Ref: APP/J0350/C/21/3279253

Land at 35 Woodland Avenue, Slough SL1 3BX

- The appeal is made under section 174 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991.
- The appeal is made by Mr Satnam Gill against an enforcement notice issued by Slough Borough Council.
- The enforcement notice was issued on 30 June 2021.
- The breach of planning control as alleged in the notice is Without planning permission, the conversion of outbuilding to form a self contained dwelling, in the approximate position edged blue on the attached plan.
- The requirements of the notice are: 1) Cease the use of the outbuilding as a self-contained unit of residential accommodation; 2) Remove the kitchen and bathroom from the outbuilding; 3) Remove the internal walls incorporating the shower room and the kitchen; 4) Remove from the land all materials, rubbish, debris, plant and machinery resulting from compliance with the above requirements.
- The period for compliance with the requirements is 4 months.
- The appeal is proceeding on the grounds set out in section 174(2)(d) of the Town and Country Planning Act 1990 as amended. Since the prescribed fees have not been paid within the specified period, the appeal on ground (a) and the application for planning permission deemed to have been made under section 177(5) of the Act as amended have lapsed.

Summary Decision: The appeal is dismissed and the enforcement notice is upheld with corrections in the terms set out below in the Formal Decision.

Preliminary Matters

1. The appellant made the appeal solely under ground (d) seeking to demonstrate that, at the date when the notice was issued, no enforcement action could be taken in respect of any breach of planning control stated in the notice. However, it appears that the appellant's evidence seeks in fact to demonstrate that the breach stated has not occurred in that the appellant submits that the appeal building has not been used as a separate dwelling, but rather as accommodation ancillary/incidental to the main residential use. I therefore treat this as a 'hidden' ground (b) appeal.

The Notice

2. The notice refers to the breach of planning control as the 'conversion' of an outbuilding to form a self-contained dwelling. It is not clear from the term 'conversion' of itself whether the breach alleged represents a change of use, facilitating works, or both. In view of the requirements of the notice referring to ceasing the use, as well as removal of facilitating works, it is plain that the term 'conversion' in this instance is intended to refer to a change of use along

with facilitating works. I shall therefore correct the notice to refer to both of these. I consider that this can be done without injustice since the intention of the meaning of this term is clear from the face of the notice.

The 'hidden' appeal on ground (b)

3. The appeal on ground (b) is that the breach of planning control alleged in the notice has not occurred. The burden of proof is on the appellant to make their case on the balance of probability.
4. The appellant submits that the outbuilding has been in use only by family members in the household for some twenty years. The outbuilding has apparently been used for family events and gatherings, as well as for the appellant's children to gain independence and also for physical therapy for a member of the appellant's family. The appellant states that he has VHS tapes to evidence the historic usage of the outbuilding. Thus, the appellant claims effectively that historically, the outbuilding has not been used as a self-contained dwelling, but rather that uses have been ancillary/incidental to the residential use of the main dwelling.
5. The Council's evidence though is that a Housing Regulation Officer visiting a neighbouring property observed a couple leaving the outbuilding and enquired whether they lived there, to which the couple replied that they did. The appellant makes no specific response to the Council's submission in this regard and provides no substantive evidence to counter this claim. At my site visit, I saw that the outbuilding was vacant, in the sense of there being no one inside when I visited. Items such as bicycles and a boxing bag appeared to be stored within the building at the time of my visit.
6. However, it was plain that the outbuilding provided all of the facilities required for private day to day domestic existence, including a kitchen and shower room. The appellant has provided no logical explanation as to why a shower room and kitchen would have been required in the outbuilding for the uses stated. It may be that historically the building has not been used as a separate dwelling but that this is a relatively recent development. It may even be that this use has now ceased. However, either way, the appellant has not shown on the balance of probability that the outbuilding was not in use as a self-contained dwelling as at the date of issue of the notice.
7. As such, I find on the evidence before me and as a matter of fact and degree that the breach of planning control as alleged in the notice has occurred. The 'hidden' ground (b) appeal fails.

The appeal on ground (d)

8. The appeal on ground (d) is that as at the date when the notice was issued, no enforcement action could be taken in respect of the breach of planning control alleged.
9. The appellant's evidence, as outlined above, is that the outbuilding has been used for approximately 20 years as ancillary/incidental accommodation in connection with the use of the main house but not as a separate dwelling. The submissions put forward by the appellant do not therefore support an appeal on ground (d) which would need to evidence that the outbuilding *has* been

used as a separate dwelling for four years, such that it is too late for the Council to now take enforcement action.

10. I therefore find on the evidence before me and as a matter of fact and degree that the appeal on ground (d) should fail.

Conclusion

11. For the reasons given above, I conclude that the appeal should not succeed. I shall uphold the enforcement notice with corrections.

Formal Decision

12. It is directed that the enforcement notice is corrected by:

- In paragraph 3 of the notice, the deletion of the word 'conversion' and substitution of 'change of use'; and
- In paragraph 3 of the notice, the insertion of the words 'and facilitating works' after the wording 'self contained dwelling'.

13. Subject to these corrections, the appeal is dismissed and the enforcement notice is upheld.

V Bond

INSPECTOR



Appeal Decision

Site visit made on 7 December 2021

by **M. P. Howell BA (Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: Monday 20 December 2021

Appeal Ref: APP/J0350/D/21/3282623

23 St. Marys Road, Slough SL3 7EN

- 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 Joanarc Kulandairaj against the decision of Slough Borough Council.
 - The application Ref P/00997/009, dated 28 May 2021, was refused by notice dated 26 July 2021.
 - The development proposed is a first-floor side extension and amendments to roof profile.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The Council's Decision Notice refers to the Slough Borough Council Residential Extension Guidelines Supplementary Planning Document 2010 (SPD), Section 8.0, which advises on roof extensions, dormer windows and roof lights. However, in the main body of the Officer Delegated Report, references are only made to side extensions and specific paragraphs within section 5.0 of the SPD. As such, the reference on the Council's Decision Notice is an error, and the merits of the appeal have been assessed with respect to the advice and guidance in section 5.0 of the SPD.

Main Issue

3. The main issue is the effect of the proposal on the character and appearance of the host property, and whether it would preserve or enhance the character or appearance of St. Mary's Church Conservation Area.

Reasons

4. St. Mary's Church Conservation Area (the CA) is principally characterised by the siting of St. Mary's Church, its grounds and ancillary buildings, which are located to the south east of the designation. On the opposite side of the Road, it is generally contemporary dwellings fronting St. Mary's Road with a staggered building line. Most of these dwellings are outside the CA boundary, however, a row of dwellings, including two pairs of semi-detached period properties are included near to the bend in the Road. The significance of the CA is, in part, derived from the set back position of the buildings from the highway and the generous spacing between them, which contributes to the openness of the area.

5. 23 St Mary's Road is a two-storey contemporary detached dwelling located within the CA. The dwelling is orientated at an angle with a staggered set back, has a pitched roof, gable frontage and is finished in brick. The flat roofed extensions to the side are marginally forward of the adjacent neighbouring property's front elevation to the north, but a notable gap remains between the properties at first floor, which makes a positive contribution to the openness of the CA. The orientation of the host property, staggered building line and visual relief at first floor positively contributes to the character and appearance of the CA. The appeal site and street scene are appreciable from wider vantage points to the north, and from the bend in the Road to the south.
6. The extension would significantly increase the scale and width of the host dwelling at first floor, resulting in a dominant addition that would adversely impact upon the scale, massing, and appearance of the host dwelling from the front. The impact of the extension is exacerbated by the angle of the front wall and the complex series of roof designs, which would be incompatible with the orientation and simple pitched roof of the gable fronted dwelling. The extension would also be forward of the adjoining neighbours at first floor, largely infilling the notable gap between No 25 and the appeal property. As such, while a significantly smaller gap would be retained, the scale, siting and orientation of the extension would unacceptably dominate the host dwelling and diminish the contribution the gap makes to the openness of the area.
7. Although it is appreciated that the dwelling is positioned on a bend in the Road, the curve is not so significant that the scale and massing of the extension would not be appreciable from vantage points along the Road. Consequently, the siting of the dwelling on the curve would not adequately mitigate the scale and massing of the extension and the resultant impact upon the host dwelling and the CA.
8. Overall, the proposal would unacceptably impact upon the character and appearance of the host property and would fail to preserve the character or appearance of St. Mary's Church Conservation Area. As such, it would be contrary to Core Policy 8 of the Slough Borough Council Local Development Framework Core Strategy 2008, saved Policies H15, EN1 and EN2 of the Slough Borough Council Local Plan 2004 and Section 5.0 of the SPD. These policies, and guidance, seek to ensure proposals are of a high-quality design, which respects its location and surroundings, improving the quality of the environment and street scene. It would also fail to accord with the design objectives of the National Planning Policy Framework.

Conclusion

9. For the reasons given above and taking into account the development plan as a whole and all other relevant material considerations, I conclude that the appeal should be dismissed.

M. P. Howell

INSPECTOR



Appeal Decision

Site visit made on 7 December 2021

by M. P. Howell BA (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: Monday 20 December 2021

Appeal Ref: APP/J0350/D/21/3284374

127 Langley Road, Slough SL3 7DZ

- 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 Dinesh Sharma against the decision of Slough Borough Council.
 - The application Ref P/17170/003, dated 26 May 2021, was refused by notice dated 16 July 2021.
 - The development proposed is for the construction of a two-storey side extension and side extension to loft conversion.
-

Decision

1. The appeal is dismissed

Main Issue

2. The main issue is the effect of the proposal on the character and appearance of the area.

Reasons

3. Langley Road is a residential area with a mix of dwelling types and sizes. The dwellings are, for the most part, set within spacious plots, front the road and maintain an appreciable visual gap at first floor between each dwelling. The pattern of development provides some uniformity and a sense of space that positively contributes to the character and appearance of the area. The appeal site is identified along with many others as being within a Residential Area of Exceptional Character.
4. 127 Langley Road is a semi-detached dwelling with a pitched roof, a design that is repeated regularly along the Road. However, the adjoining dwelling, 125 Langley Road is a larger detached dwelling with an alternative scale, design and appearance. No 125 has a building line that is forward of No 127, and an existing first-floor extension that extends up to the boundary.
5. The proposal would match the height of the neighbouring extension and extend up to the side boundary, where a minimal gap would be maintained between the built form. It is acknowledged that the extension has been proposed with a set back and down and the neighbouring dwelling is a property with an alternative siting, scale and design. However, the visual break at first floor is minimal and the difference in siting, scale and design would not sufficiently mitigate the close proximity of the two extensions. Consequently, the extension would fail to provide any visual relief at first floor, contrary to the existing pattern of development, where the visual spacing between dwellings creates a

sense of space and is an important part of the character and appearance of the area.

6. In support of the appeal, it was indicated that the extent of side space between built forms within the locality is visually dominated by slender divisions. However, within the context of the appeal site, I saw that slender divisions are in the minority and were in most part due to an extension to the property. In any event, those that I saw served to confirm that such extensions change the nature of the relationship between the dwellings, to the detriment of the character and appearance of the area.
7. I, therefore, conclude that the effect of the proposal on the character and appearance of the area would be unacceptable. As such, it would be contrary to core Policy 8 of the Slough Borough Council Local Development Framework Core Strategy 2008, saved Policies H12 and EN1 of the Slough Borough Council Adopted Local Plan 2004, the Slough Borough Council Residential Extension Guidelines Supplementary Planning Guidance 2010. These policies, and guidance, in general seek to ensure proposals are of a high-quality design, which respects its location and surrounding and does not have a detrimental impact upon the street scene. It would also fail to comply with the design objectives of the National Planning Policy Framework.

Conclusion

8. For the reasons given above and taking into account the development plan as a whole and all other relevant material considerations raised, I conclude that the appeal should be dismissed.

M. P. Howell

INSPECTOR



Appeal Decision

Site visit made on 5 January 2022

by **A Tucker BA (Hons) IHBC**

an Inspector appointed by the Secretary of State

Decision date: 07 January 2022

Appeal Ref: APP/J0350/W/21/3278348
125 Monksfield Way, SLOUGH, SL2 1QJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission
 - The appeal is made by Mr & Mrs McDermott against Slough Borough Council.
 - The application Ref P/19018/001, is dated 26 November 2020.
 - The development proposed is raise the ridge of main roof and increase the height of the previously approved dormer.
-

Decision

1. The appeal is allowed, and planning permission is granted to raise the ridge of main roof and increase the height of the previously approved dormer, at 125 Monksfield Way, Slough, SL2 1QJ, in accordance with the terms of the application, Ref P/019018/001, dated 26 November 2020, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than three years from the date of this decision.
 - 2) The development shall be carried out in strict accordance with the following submitted plans: S01, S03 Rev A, S04, C01 Rev B, C02 Rev A and C03 Rev B.
 - 3) The external surfaces of the development hereby permitted shall be constructed in the materials shown on the approved plans.

Preliminary Matters

2. The appeal results from the Council's failure to determine the planning application within the prescribed period. There is no formal decision on the application, as jurisdiction over that was taken away when the appeal was lodged. The Council has not submitted an officer report or statement. I therefore do not have anything before me to inform me of the Council's view of the proposal. The Council has also not submitted copies of any local development plan policies that it considers to be relevant to the proposal. I will therefore determine the appeal on the basis of national planning policy.

Main Issues

3. On the basis of my assessment of the proposal and my observations on site I am of the view that the main issues that I should consider are the proposal's impact upon:
 - a) the character and appearance of the existing dwelling and the area, and

- b) the living conditions of the occupiers of neighbouring dwellings, with regard to privacy.

Reasons

Character and appearance

4. The appeal dwelling is within a 20th century housing estate. Dwellings in the area are consistent in terms of their two storey scale, terraced forms and use of brick and tile.
5. A rear dormer extension has already been approved at the site¹. The proposal seeks to increase this in height, which would take it above the ridge height of the existing dwelling. The increase in height would be modest. It would follow the full width of the dwelling and would adopt the slope of the front facing roof at its southern edge. The appeal building is at one end of a staggered terrace where the individual dwellings already adopt different ridge heights. As such the increase in height will not appear out of place when viewed from the front of the appeal building.
6. The dormer would be visible across the adjacent rear gardens from the southern end of Doddsfield Road to the west. However, it would be set back beyond other dwellings and would thus not be a harmful addition to the streetscene.
7. In summary, the proposal would not harm the character or appearance of the existing dwelling or the area. It would accord with paragraph 130 c) of the Framework, which seeks to ensure that development proposals are sympathetic to local character.

Living conditions

8. The proposal would occupy almost the entire rearward roof slope and would effectively add an additional storey to the rear of the dwelling. However, it would be no more significant than that already permitted by the Council through the grant of the previous planning permission. It would be typical of the relationship between many terraced dwellings and their neighbouring gardens, and would not be so significant that it would erode the level of privacy already enjoyed by those using the rear gardens of the adjacent dwellings, given the level of overlooking that already takes place.
9. In summary, the proposal would not harm the living conditions of the occupiers of the neighbouring dwellings. It would accord with paragraph 130 f) of the Framework, which seeks to ensure that development proposals create places with a high standard of amenity for existing users.

Conditions

10. The Council has not suggested any conditions. In considering which conditions I consider to be necessary I have had regard to the tests in the Framework and the advice in the Planning Practice Guidance. I have imposed a condition specifying the approved plans as this provides certainty, and a condition to ensure that the materials match those specified on the approved plans to safeguard the character and appearance of the area.

¹ Council Ref: P/19018/000

Conclusion

11. For the reasons above, the appeal should be allowed.

A Tucker

INSPECTOR



Appeal Decision

Site visit made on 11 January 2022

by Philip Major BA(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 25 JANUARY 2022

Appeal Ref: APP/J0350/D/21/3288494
19 Crosthwaite Way, Slough SL1 6ET

- 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 D Dibble against the decision of Slough Borough Council.
 - The application Ref: P/06493/002, dated 11 August 2021, was refused by notice dated 12 October 2021.
 - The development proposed is dormer extensions to the roof to allow the conversion of loft space.
-

Preliminary Matter

1. The description of development above has been taken from the planning application form and differs slightly from the description on the refusal notice and appeal form. However both descriptions adequately describe the proposal.

Decision

2. The appeal is dismissed.

Main Issue

3. The main issue in the appeal is the effect of the proposed development on the host property and the street scene.

Reasons

4. No 19 Crosthwaite Way falls in the central part of an estate of bungalows of similar design. There is a strong sense of uniformity along this street and the wider area resulting from the consistent form and scale of dwellings. Many have been altered by the addition of roof windows set into the plane of the existing roof, and a few have been altered with dormers of a similar box-like design to those proposed in this case.
5. I have no information which indicates whether the few dormer extensions have been permitted following the consideration of a planning application, or whether they have benefitted from permission granted by a development order (permitted development). Notwithstanding that lack of information, the box like dormers I observed around the locality, with flat roofs extending out from close to ridge height, demonstrate a fundamental lack of design quality.
6. The proposed dormers in the case before me also exhibit that lack of design quality. I agree with the Council that the bulk and scale of the dormers would not respect the simple form of the host dwelling. The proposal would add large

box like structures to the existing simple roof structure which would be incongruous and out of place. Because of their positioning they would be obtrusive elements in the street scene when viewed from Crosthwaite Way. Despite other similar dormer extensions in the vicinity the character of the street is overwhelmingly defined by the simple design of the existing bungalows with their sloping roof planes. This proposal would undermine that existing character and would be visually harmful to the appearance of the area.

7. I understand the desire to maximise the use of space in the dwelling and recognise that permitted development may allow an alternative proposal to be implemented. But neither of these matters justifies the construction of what would be a fundamentally inappropriate addition to the existing dwelling.
8. Policies EN1, EN2 and H15 of the Local Plan for Slough (LP) are consistent with the National Planning Policy Framework in requiring a high standard of design and for extensions to be compatible with the original structure. The proposal is in conflict with these policies. There is also conflict with Core Policy H15, which includes similar design objectives. Core Policy 8 of the Slough Local Development Framework also requires high quality design which respects its location and surroundings. This proposal would conflict with those aims.

Other Matters

9. The Council refused planning permission partly on the basis that the proposal would be harmful to neighbouring living conditions with regard to overlooking and overbearing effects. I do not share that concern given the proposed configuration of the dormers and positioning of windows. However this finding is not sufficient to outweigh the significant harm identified in relation to the main issue.

Overall Conclusion

10. For the reasons given above I conclude that the appeal should be dismissed.

Philip Major

Inspector



Appeal Decision

Site visit made on 3 February 2022

by G Powys Jones MSc FRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 22 FEBRUARY 2022

Appeal Ref: APP/J0350/D/21/3287684
20 Sutton Avenue, Slough, SL3 7AW

- 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 Saffi Hussani against the decision of Slough Borough Council.
 - The application Ref P/17353/004, dated 29 April 2019, was refused by notice dated 8 October 2021.
 - The development is described as retention of first floor rear extension and loft conversion (part retrospective).
-

Decision

1. The appeal is allowed and planning permission is granted for the retention of first floor rear extension and loft conversion (part retrospective) at 20 Sutton Avenue, Slough, SL3 7AW in accordance with the terms of the application Ref P/17353/004, dated 29 April 2019.

Preliminary matters

2. In the interests of clarity I have adopted the description of the proposed development used in the Council's decision notice.
3. The development subject of the appeal has been completed and the appellant, in effect, wishes to retain it in its current form. I shall proceed on this basis.

Main issue

4. The main issue is the effect of the development on the character and appearance of the host property and its surroundings.

Reasons

5. The appeal property is a substantial detached dwelling set within a pleasant residential area. There is a recent history of applications affecting the property, of which the most relevant are: permission granted for a single storey rear extension¹; a refusal for a first floor rear extension², and a permission granted for a first floor extension and loft conversion³.
6. The 2018 permission has been implemented and completed. The plans approved in 2019 reflected the discussions held between the appellant and the Council, as to the means to overcome the objections raised by the Council in

¹ Ref P/17353/001 dated 13 July 2018

² Ref P/17353/002 dated 26 October 2018

³ Ref P/17353/003 dated 22 January 2019

respect of the refused 2018 two storey rear extension proposal. The Council says that, in granting permission it 'relaxed' some of the requirements set out in its Guidelines⁴, in particular, in respect of the depth of the approved two storey extension. The Guidance points to a maximum depth of 3.3m, whilst the extension approved in 2019 was about 4.5m deep. It does not feel that an additional, more generous relaxation is warranted in this case.

7. The development permitted in 2019 was not built in accordance with the approved plans. In particular, the roof's ridge height has been increased by about 300mm, and the rear extension, according to the Council's measurements, is 5.2m deep⁵. The applicant applied for permission in an attempt to regularise these departures from the plans. It is the Council's refusal of that application which led to this appeal.
8. The Council raises no objection to the main roof having been raised, and accepts that neighbouring living conditions have not been harmed by the rear extension. It also acknowledges that the level of impact on the street scene is acceptable. I concur with the Council's view on all these matters for the reasons set out in the officer report on the application, and having regard to what I saw on my site visit.
9. The Council says that the cumulative effect of the pre-existing single storey rear extension, the erection of the first floor and roof rear extension have resulted in a bulky addition to the property failing to respond to the original proportions, footprint and design of the house, and significantly altering this single dwellinghouse, harming the character and appearance of the area.
10. It strikes me, however, that the Council permitted the single storey extension in 2018, and the full width first floor extension in 2019. The sole material difference between the 'as-built' and that permitted in 2019 in respect of the rear extension element, is that it has been built about 0.7m deeper than permitted.
11. The Council does not consider this to be 'immaterial', but in my view, the additional depth has made very little difference, in terms of the effect on the original dwelling or surroundings, to that which the Council had already permitted. Moreover, the depth of the rear gardens in this part of the street, give rise, in combination, to a comfortable sense of spaciousness, within which the extended dwelling fits appropriately.
12. Accordingly, I find that the completed development, taking account of the full planning history, sits acceptably in its visual and spatial context with regard to the host property and its surroundings. I therefore find no conflict with those provisions of Core Policy 8 of Slough Core Strategy 2006-2026 requiring development proposals to provide high quality of design which appropriately responds to its context or with Policies H15, EN1 and EN2 of the Slough Local Plan (2004) which indicate that proposals should respect and respond to the proportions of the dwelling, as well as to the appearance and design of the vicinity in order to preserve or enhance the character and appearance of the street scene.

⁴ Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.

⁵ This measurement is not disputed by the appellant

Other matters

13. Since the development is complete no conditions are necessary. For the avoidance of doubt, the plans submitted with the application and subject of this permission are: the unreferenced location and block plans and plans Ref HUSSAINI PLAN 001; 002; 003; 004; 004A; 005; 006 & 007A.
14. All other matters raised in the representations have been taken into account. Whilst not decisive in my considerations, I note that none of the immediate neighbours objected to the original application on being consulted.
15. No other matter is of such strength or significance as to outweigh the considerations that led me to my conclusion that the appeal should be allowed.

G Powys Jones

INSPECTOR

Appeal Decision

Site visit made on 3 February 2022

by G Powys Jones MSc FRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 22 FEBRUARY 2022

Appeal Ref: APP/J0350/W/21/3277301
9 Hempson Avenue, Slough, SL3 7RW

- 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 Mrs Herkirit Chagger against the decision of Slough Borough Council.
 - The application Ref P/02360/002, dated 16 December 2020, was refused by notice dated 16 February 2021.
 - The development proposed is the conversion of 1No dwelling into 2No separate dwellings.
-

Decision

1. The appeal is allowed and planning permission is granted for the conversion of 1No dwelling into 2No separate dwellings at 9 Hempson Avenue, Slough, SL3 7RW in accordance with the terms of the application Ref P/02360/002, dated 16 December 2020, subject to the conditions set out in the attached Schedule.

Preliminary matters

2. In the interests of clarity, I have utilised the description of the proposed development used by the Council in its decision notice.
3. One of the Council's concerns relates to the alleged lack of clarity in the plans accompanying the original planning application. I note, however, that the original application was verified and registered, and the determination was made on the basis of the submitted plans.
4. The appellant has submitted another plan with the appeal documentation¹ so as to clarify certain aspects of concern to the Council. She has requested that the additional plan be taken into account as part of the appeal. The Council was given the opportunity to comment on this request and on the content of the plan, but did not respond.
5. The additional plan, in my view, does not alter the original scheme but provides more clarity and information. The Council was given the opportunity to comment on the plan that deals with its concerns on certain aspects of detail. It chose not to, but I do not consider that any injustice would be caused to it or any other party if I were to take the additional plan into account in my determination.

Main issue

6. The main issue is the effect of the proposed development on the supply of family housing in the locality.

¹ Plan Ref 4A3

Reasons

7. The appeal property forms part of a small terrace of dwellings set within a distinctly residential environment. The intention is to convert the dwelling into two dwellings, whereas the Council appears to have treated the application as one to convert it into two flats.
8. The briefest visual inspection would reveal that the appeal property is significantly wider than the other dwellings in the terrace, and that the plans show that the existing dwelling is to be split vertically rather than horizontally. It is clearly a proposal to create two dwellings rather than two flats.
9. The Council says that, in this part of Slough, development plan policy² is such as to guard against the loss of family housing. An appendix in the CS defines family housing in the following terms:
A fully self-contained dwelling (with a minimum floor area of [79] square metres that has direct access to a private garden, comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses but not flats or maisonettes”
10. With reference to the plans, the appellant says that both dwellings proposed would fully meet this definition. The Council, having seen the appeal documentation, has not disagreed. I have no reason to conclude other than all the terms of the definition are met.
11. The plan submitted with the appeal shows the proposed car parking and refuse storage arrangements which were of concern to the Council. Two car spaces per dwelling are shown, as is an area for refuse storage. Whilst the frontage parking proposed for both houses may not quite have the capacity to park 2 lengthy cars in front of one another, I noted that the highway outside is not subject to parking restrictions, and at the time of my visit, ample parking spaces were available. Any overspill could therefore park conveniently in the street.
12. I conclude that the proposal would add to rather than reduce the level of family housing in the locality, and that, accordingly, there is no conflict with CS Core Policy 4.

Conditions

13. The Council has not suggested any conditions in the event of planning permission being granted. However, I consider that a condition identifying the approved plans is necessary in the interests of certainty.

Other matters

14. All other matters raised in the representations have been taken into account, including the representations of an immediate neighbour. For the reasons set out above, I have found that there would be no loss of family housing, and the parking arrangements are satisfactory. Since no extensions are involved, I do not consider that the proposal would result in overshadowing, loss of privacy or loss of neighbouring amenity. The replacement of one family house with two would not materially affect local character, and the elevational changes proposed to facilitate the conversion are not so significant as to materially affect the appearance of the building.
15. No other matter is of such strength or significance as to outweigh the considerations that led me to my conclusion that the appeal should be allowed.

G Powys Jones

² Core Policy 4, Slough Local Development Framework: Core Strategy 2006 – 2026 (CS)

INSPECTOR

Schedule of Conditions

1. The development hereby permitted shall begin not later than three years from the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: Drawings Ref *1A3; 2A3; 3A3; 4A3 & M2020/79/SK201*.



Appeal Decision

Site visit made on 3 February 2022

by G Powys Jones MSc FRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 23rd February 2022

Appeal Ref: APP/J0350/D/21/3289288

147 Glanville Avenue, Slough, SL2 1JP

- 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 Farzan Khan against the decision of Slough Borough Council.
 - The application Ref P/19482/000, dated 10 July 2021, was refused by notice dated 28 October 2021.
 - The development is the construction of a detached outbuilding for gym use.
-

Decision

1. The appeal is dismissed.

Preliminary matters

2. According to the application form it is said that work commenced on the construction of the outbuilding towards the end of June 2021. Photographs produced by the Council in its officer report show that work on the building was well advanced in August 2021. Work progressed after that, so that the building is now substantially complete and in use as a gym fully and well-equipped for fitness and boxing, including a ring.
3. I saw that a fence had been recently erected within the rear garden so as to form a separate pedestrian access to the gym from a covered alley running alongside the appeal property. The appellant explained that had been done so that the tenants temporarily occupying the dwelling could retain their privacy.
4. The house, however, was vacant when I visited, and the appellant said that he was currently living with his parents a few doors away - the pedestrian access had been created for him whilst he lived with his parents. He was shortly to move back into the appeal property and the fence would be removed.
5. The submitted drawings show a building with a maximum height of 2.5m, with a flat roof. But the appellant in his grounds of appeal does not dispute the Council's claim that the building is higher than that, and that it has a slightly sloping roof. The building also has side windows, not shown in the submitted plans.
6. Notwithstanding the inaccuracies in the submitted plans, my understanding is that the appellant wishes to retain the outbuilding, as built. I shall proceed on that basis.

Main issue

7. The main issue is the effect of the proposed development on the living conditions of neighbouring residents.

Reasons

8. The appeal property is comprised within a terraced property in a predominantly residential area. The outbuilding has been sited at the rear of the garden, virtually on the side boundaries shared with neighbours either side, and on the rear boundary. Because of its size and scale it dominates the rear garden.
9. The appellant claims that, notwithstanding its large footprint, the building is only marginally above the floorspace which would render the development permitted development, and this should not be ignored. However, no calculations have been provided in support of this contention. I note, however, that the building's height and siting on the boundaries means that it could not be classed as permitted development. There is no doubt in my mind that the building requires planning permission for more reasons than contended by the appellant.
10. I saw that several outbuildings have been built locally within rear gardens, but none that I could see were as large as that subject of this appeal. The appellant, with reference to a Google aerial photograph shows a similarly sized outbuilding further along in the street. That, however, is not characteristic of the size of outbuildings generally in the locality, and as the Council says, it did not receive the benefit of planning permission.
11. To my mind, the building is far too large for its context. It dominates the appeal property's rear garden, but more significantly dominates the rear gardens of the immediate neighbours either side. It is also sited very close to the glazing comprised in the rear extension built next door, at No 149. I have no doubt that the building has had a harmful effect on the neighbouring residents' amenities in view of the building's close proximity, bulk and dominating appearance.
12. I therefore conclude that the retention of the outbuilding would cause further harm to the living conditions of the residents either side of the appeal property by reason of its adverse visual impact upon them. The development thus conflicts with those provisions of Core Policy 8 of Slough's Core Strategy and Policy EN1 of Slough Local Plan designed to protect neighbouring occupants from the adverse effects of unacceptable development and to govern its relationship with other properties.

Other matters

13. I note that none of the neighbours living either side of the appeal site objected, but that is insufficient reason to allow the appeal in circumstances when I find the development objectionable in planning terms for the reasons already set out.
14. I also acknowledge that the limitations put on the size of outbuildings in the Council's guidance¹ does not appear to take account of permitted development

¹ Policy EX39 of the Slough Residential Extension Guidelines.

rights. However, had the appellant wish to use his permitted development entitlements, then it is clearly important that he should have built within its set limitations and constraints, which are clearly set out in the relevant Order.

15. All other matters raised in the representations have been taken into account, but no other matter is of such strength or significance as to outweigh the considerations that led me to my conclusion that the appeal should be dismissed.

G Powys Jones

INSPECTOR

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MEMBERS' ATTENDANCE RECORD 2021/22
PLANNING COMMITTEE

COUNCILLOR	26/5	23/6	28/7	15/9	13/10	10/11	15/12	26/1	23/2	23/3	13/4
Ajaib	P	P	P	P	P	P	P	P			
A Cheema	P	P	P	P	P	P	P	P			
Dar	P	P	P	P	P	P	Ap	P			
J Davis	P	P	P	Ap	P	P	P	P			
R Davis	P	P	P	P	P	P	P	P			
Gahir	P	P	P	P	P	P	P	P			
Mann	P	P	P	P	P	P	P	P			
Muvvala	P	P	Ap	P	P	P	P	P			
S Parmar	P	P	P	P	Ap	Ab	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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