

Date of issue: Monday, 18 July 2022

MEETING	PLANNING COMMITTEE (Councillors Carter (Chair), J. Davis (Vice-Chair), Akbar, Dar, Gahir, Mann, Mohammad, Muvvala and S. Parmar)
DATE AND TIME:	TUESDAY, 26TH JULY, 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

-

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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.



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PLANNING APPLICATIONS			
5.	P/00094/068 - The Horlicks Factory, Stoke Poges Lane, Slough, SL1 3NW <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	7 - 54	Elliman
6.	P/00463/018 - Cadent, Uxbridge Road Gas Works, Slough, SL2 5NA <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	55 - 98	Central
7.	P/00106/013 - Lady Haig Club, 70, Stoke Road, Slough, SL2 5AP <i>Officer's Recommendation: Delegate to the Planning Manager for approval</i>	99 - 150	Central
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9.	P/04557/012 - Rai Solicitors, 19, Stoke Road, Slough, SL2 5AH <i>Officer's Recommendation: Refuse</i>	181 - 220	Central
10.	P/19947/000 - 12, Moreton Way, Slough, SL1 5LT <i>Officer's Recommendation: Approve, subject to conditions</i>	221 - 228	Cippenham Green

MATTERS FOR INFORMATION

11.	Members Attendance Record	229 - 230	-
12.	Date of Next Meeting - 27th September 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.

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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, 25th May, 2022.

Present:- Councillors Carter (Chair), Dar, Gahir, Mann, Muvvala, S. Parmar, Akbar and Mohammad

Apologies for Absence:- Councillor J. Davis

PART I

1. Declarations of Interest

Item 5 (minute 6 refers) – Langley Grammar School House, Reddington Drive: Councillor Muvvala declared that the application was in his ward. He stated he had an open mind and would participate and vote on the application.

2. Guidance on Predetermination/Predisposition - To Note

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

3. Minutes of the Last Meeting held on 13th April 2022

Resolved – That the minutes of the meeting held on 13th April 2022 be approved as a correct record.

4. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

5. Planning Applications

The Committee noted there was no Amendment Sheet for the meeting, and no objectors, agent/applicant or Ward Councillors requested to speak.

Resolved – That the decision taken in respect of the planning application as set out in the minutes below was agreed by the Committee.

6. P/01223/045 Langley Grammar School House, Reddington Drive, Slough, SL3 7QR

Application	Decision
Construction of 13no flats with associated landscaping and parking following the demolition of former caretakers dwelling and garage.	Delegated to the Planning Manager for refusal.

Planning Committee - 25.05.22

7. Planning Appeal Decisions

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

Resolved – That details of planning appeals be noted.

8. Date of Next Meeting - 29th June 2022

The date of the next meeting was confirmed as 29th June 2022.

Chair

(Note: The Meeting opened at 6.31 pm and closed at 6.52 pm)

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

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

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

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

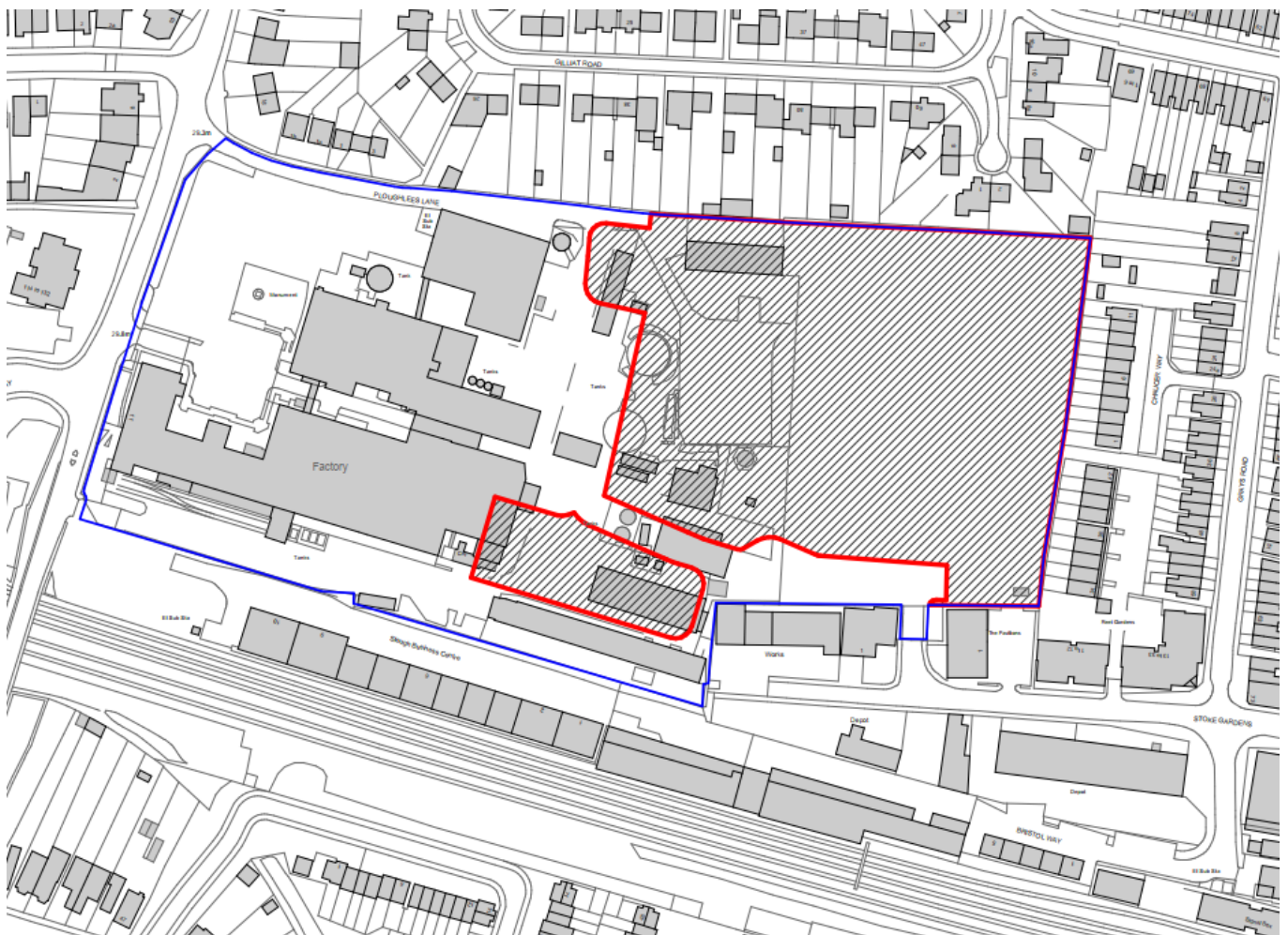
	OLD USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest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

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

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Registration Date:	31-Mar-2022	Application No:	P/00094/068
Officer:	Shivesh Seedhar	Ward:	Elliman
Applicant:	Berkeley Homes (Oxford & Chiltern) Ltd	Application Type:	Major
		13 Week Date:	30-Jun-2022
Agent:	Nathaniel Lichfields & Partners The Minster Building, 21 Mincing Lane, London, EC3R 7AG		
Location:	The Horlicks Factory, Stoke Poges Lane, Slough, Slough, SL1 3NW		
Proposal:	Submission of Reserved Matters Application (Access, Layout, Scale, Design and Landscaping) for Blocks C, F, H J and N of the Horlicks Factory site, comprising 701 residential units, commercial floorspace, associated landscaping and amenity spaces, parking, access routes and associated works		

Recommendation: Delegate to Planning Manager for Approval.



P/00094/068 The Horlicks Factory

1.0 SUMMARY OF RECOMENDATION

1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.

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

A) For approval subject to:

1. Receipt of satisfactory revised floorplans (and elevations) detailing the additional necessary fire safety measures incorporated to address the comments of the Health and Safety Executive (Gateway One), which shall be addressed to the satisfaction of the Health and Safety Executive and the Local Planning Authority.
2. Finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

PART A: BACKGROUND

2.0 Proposal

2.1 This application seeks reserved matters approval for Access, Layout, Scale, Design and Landscaping for Blocks C, F, H J and N of the Horlicks Factory site, comprising 701 residential units, commercial floorspace, associated landscaping and amenity spaces, parking, access routes and associated works.

2.2 The reserved matters site relates to Phase 2 of the site, forming a part of the wider Horlicks Factory site approximately 4.95 hectares in size, located within the eastern areas of the outline application site. In reference to the outline application, the reserved matters application relates to Blocks C (Horlicks Terrace), F (Barley Mews), H (William Horlick House), J (James Horlick House) and N (The Maltings) of the Horlicks Factory site as shown below:



2.3 The detailed proposal for Phase 2 (The Reserved Matters application) comprises of the following:

- The erection of 701 dwellings across Blocks N (The Maltings), J (James Horlicks House), Block H (William Horlick House), Block F (Barley Mews) and Block C (Horlicks Terrace).

The breakdown of the dwelling provision is as follows:

Private:

- | | | |
|-----------------------|-----|-----|
| • 1 bedroom apartment | 197 | 37% |
| • 2 bedroom apartment | 312 | 58% |
| • 3 bedroom apartment | 5 | 1% |
| • 3 bedroom house | 20 | 4% |

Total	534	
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Shared Ownership

- | | | |
|-----------------------|----|-----|
| • 1 bedroom apartment | 46 | 42% |
| • 2 bedroom apartment | 64 | 58% |
| • 3 bedroom apartment | 0 | 0% |
| • 3 bedroom house1 | 0 | 0% |

Total	110	
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Social Rented

• 1 bedroom apartment	12	20%
• 2 bedroom apartment	22	40%
• 3 bedroom duplex	24	40%
Total	58	

Of this provision 167 affordable homes are to be provided. The buildings on site will range from 3-14 storeys in height) up to 77m AOD). Together with the affordable housing being delivered in phase 1 (to be managed by Sovereign), the whole development will comprise 25% of the 1277 homes permitted in both the reserved matters submission and phase 1 detailed component.

135sqm of non-residential floor space is also provided within the ground floor within the Maltings Block.

Parking comprising of 251 parking spaces and cycle parking provisions for all residents is also proposed.

Landscaped amenity and public realm space is also proposed through the Phase 2 areas of the site including through the Green Streets Character Area and Clocktower Place.

Green Streets character area will provide pedestrian friendly residential streets with neighbourhood gardens offering green space. Clocktower Place will provide a new public square and focus for community activity around the Clocktower and chimney.

- 2.4 The proposed development is within the tolerances of the approved parameters of the approved outline planning permission which formed a part of the Hybrid Planning application granted permission on 17th June 2019 (P/00094/039) and subsequently superseded by application P/00094/052 granted permission on 13th January 2021, and the S73 application granted permission on 13/06/2022 by way of application P/00094/070.

3.0 **Application Site**

- 3.1 The Reserved Matters application site is located on the eastern half of the Horlicks Factory site which forms a part of the wider site (totaling in 4.95 hectares in size), formerly used as part of the Horlicks Factory. The first phase of the site which formed a part of the detailed planning application of the Hybrid Planning application granted permission on 17th June 2019 (P/00094/039) and subsequently superseded by application P/00094/052 granted permission on 13th January 2021 and recently application P/00094/070 (13th June 2022), which comprises of the former Horlicks Factory which is currently being undergoing works, to be converted to residential use. First occupation on the land began on 23rd March 2022.
- 3.2 Adjoining the site to the west is Stoke Poges Lane which is comprised of a mix of commercial and residential uses.
- 3.3 To the east of the site is Grays Road, of which comprises of residential dwellings. The east of the site faces the rear of these dwellings. Further east of this is Stoke Road, which contains a mix of commercial and residential units.

- 3.4 Adjoining the site to the south east is Stoke Gardens, which primarily comprises of residential units. Further south is Bristol Way, which provides access to industrial buildings and overlooks the Great Western Railway Line to the south. Further towards the south east is Slough Station which provides access towards London Paddington to the east through GWR and TFL services and Reading and Windsor to the west through GWR and TFL services.
- 3.5 To the north of the site is Gilliat Way and Ploughlees Lane, which is comprised of residential dwellings.

4.0 **Site History**

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

P/00094/039 A hybrid planning application for part outline/ part detailed planning permission for a residential-led mixed-use development of up to 1,300 new homes comprising:

1. Outline planning permission for the provision of up to 746 new homes (Use Class C3), commercial (Use Class A1-A3) and ancillary facilities within new buildings extending up to 77m AOD in height; car and cycle parking; public realm, landscaping and amenity space; and all associated works (with all matters reserved); and
2. Full planning permission for the part demolition of the existing Horlicks Factory, and demolition of factory outbuildings and structures, to facilitate the erection of five new buildings ranging from one storey to 10 storeys including change of use, two storey rooftop extension, ground floor extensions and alterations to the remaining parts of the Factory, to provide 554 new homes (Use Class C3), up to 239sqm commercial floorspace (Use Classes A1-A3) and a nursery (Use Class D1), and ancillary facilities; relocation of the war memorial; car and cycle parking; public realm, landscaping and amenity space; access from Ploughless Lane, Stoke Poges Lane and Stoke Gardens; and all associated works.

Approved with conditions

23-Mar-2020

A listed building consent application was also made as outlined below.

P/00094/040 Relocation of the Grade II listed Horlicks War Memorial, as part of comprehensive redevelopment of the former Horlicks Factory Site.

Approved with conditions

24-Mar-2020

P/00094/052 An application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary Condition 4 (Approved Drawing Numbers of planning permission P/00094/039 for the comprehensive redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes (granted 23rd March 2020), namely for various minor material amendments to the detailed component of the planning permission including the internal alterations to Block A and external and internal alterations to Block Q including the erection of an additional storey to create 22 additional new homes within

Development Area 1 (note: total provision across the whole site to remain as 1,300 homes).

Approved with conditions

04-Mar-2021

It is noted that the detailed elements of this permission has now been implemented and the site remains under construction. First occupation on the land commenced on 23rd March 2022.

P/00094/070 Application under Section 73 of the Town & Country Planning Act 1990 seeking variation of Condition 4 of planning permission P/00094/052 for the comprehensive phased redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes (granted 13th January 2021), seeking material amendments to the approved parameter plans (seeking an increase in height of the maximum vertical levels of deviation and amendment to the plot dimensions of the outline component).

Approved with conditions

10-Jun-2022

The P/00094/070 consent supersedes the P/00094/039 and P/00094/052 permissions and comprises the extant permission.

A number of discharge of conditions applications have also been submitted relating to the detailed element of the planning permission, as well as applications for advertising consent and the development of a marketing suite.

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on 27/04/2022. The application was advertised as a major application in the 27/04/2022 edition of The Slough Express.

5.2 No neighbour representations have been received at the time of writing this report.

6.0 **Consultations**

6.1 **BEAMS:**

Response received on 13/05/2022:

No objections raised. BEAMS supports the proposals put forward within the Reserved Matters application for Phase 2 of the Horlicks Factory site.

6.2 **Arboriculture and Landscaping:**

Trees:

The Arboricultural report indicates the removal of four boundary trees subject to side crown reduction creating an unstable structure to the tree. (Not By the developer). Removal approved.

Landscaping:

There is a difference between Phase one and Phase two in that Phase two's drawing key lacks any reference to the provision of play facilities in the form of soil undulations,

small items of equipment or seating. The landscaping scheme indicates the planting of a mixer of trees totalling 126. The trees are a good mixture of species and planted with a number of landscaping concepts, Avenues, Podium, Walk ways and Car parking dividers with projected growth also shown on the plans. The scheme makes good use of hedge planting to act as boundaries, property protection and screening to storage areas. There is a rain garden as part of the SuDs concept for the development this is a reflection from the Phase one SuDs management plans. The development also benefits from extensive shrub planting a mixture of soft and hard plant species.

Because the shrub planting and rain garden makes use of relatively short lived plants Slough Borough Council should require a 25 year management plan. Therefore the below condition is requested: 25 year Landscape and Ecological Management Plan to ensure the proposed landscape scheme is maintained and continues to provide the habitats that are part of the Biodiversity net gains.

With reference to the provision of play facilities, the applicant has provided a play strategy study for Phase 2 on 14/06/2022.

The following comments were provided by the Arboriculture and Landscaping Team: While the play equipment is of a natural nature stepping logs etc. adults and children make good use of this style of play equipment (Kennedy park as a log stepping play area).

Berkeley's have also indicated area's they expect to be developed into a small parks which will encourage people to be out of doors. Yes they're small but good information on the draw meets with my approval.

They have also identified the refuse bin storage areas which are accessible by the refuse freighter.

The officer was satisfied with the information provided and happy with the proposal from the applicant to submit further details under a landscaping condition (Condition 8).

6.3 Environmental Quality:

The air quality impact assessment and mitigation package was completed and agreed at outline stage therefore I will have no further comments to make regarding AQ impact. We will need to replicate Condition 31 (Construction Management Scheme) & 32 (Construction Plan) of P/00094/039 for this scheme, as these have already been discharged for phase 1.

Environmental noise has also already been assessed as part of the outline application. The mitigation scheme is included as Appendix 5 of the original Ramboll noise assessment. We will need a condition to request submission of glazing and ventilation data sheets which demonstrates compliance with these glazing/ventilation requirements (excluding the buildings which required mechanical ventilation). Condition 49 (Ventilation Performance of Windows) of P/00094/039 will need to be replicated for this app but amended to refer to the relevant buildings associated with phase 2. The information is a little unclear in the noise assessment as to which units were affected but I believe it is the southern facades of The Maltings, James Horlick House, William Horlick House and Barley Mews.

In the event that plant is to be installed as part of the scheme, a condition will be required to ensure the plant rating level shall not exceed the representative background noise level of 35 dB LA90 as specified in the original noise assessment.

6.4 HSE Planning Gateway One:

Initial comments received on 19/05/2022, requesting further information and amendments, with further consultation comments provided on 30/06/2022 and 13/07/2022. HSE considers that (as of the 14th July 2022) the applicant has not been able to resolve the above concerns. Therefore, an impasse has been reached. HSE advice is that the application in its current form should be refused because the design proposed does not protect the health, safety and wellbeing of the future intended occupants.

HSE's outstanding concerns

- Means of escape, including single staircases being made vulnerable due to the connection with covered car parks and ancillary accommodation.
- Fire service access provision in the covered car parks – excessive travel distances fire fighters would have to travel through the building.

Officer Comment: Revised plans have been tabled by the applicant which have addressed some of the HSE's concerns in connection with ensuring the travel distances are reduced. Further design work is necessary to ensure lift cores and stair cores can be accessed by fire fighters without having to leave the building to gain access between both cores.

6.5 Crime and Prevention Design Advisor (Thames Valley Police) (CPDA):

Initial comments were received by the CPDA officer on 12/05/2022 raising significant concerns that the resultant development would not reach the requirements as set within the NPPF, and as such objected to the application on the following basis:

- lack of compartmentation within the communal dwellings due to the design and layout
- lack of physical security provided to the development due to the design and layout
- Concern also raised in connection with access to excessively sized bike stores, fire escape doors, access to podiums via upper floor communal corridors, fob access provisions, location of post boxes in lobbies, security of bin and cycle stores for commercial use sharing residential lobbies and the access door control system to gain entry into the buildings.

Officer Comment: Following receipt of these comments, the Applicant provided further information to address these comments. Following the receipt of this, the CPDA officer has reviewed the amended proposal and provided the following comments on 30/06/2022 and 14/06/2022. The Applicant has broadly addressed the majority of issues. However, outstanding detailed points are raised in connection with:

- Access control system required for lift lobbies/stairs (to blocks H, J and N)
- Concern about access to podium not being via lift core (blocks H and J)

These comments are addressed within the planning assessment below.

6.6 Transport and Highways:

Initial comments provided on P/00094/068. Follow up advice has been received confirming no objections subject to conditions. The following comments have been made on the proposals:

Vehicle Access Junctions

The vehicular access junctions were designed and agreed with SBC Highways and Transport as part of the previous hybrid planning application (Planning Ref: P/00094/039). Therefore, vehicular access to the site does not require approval/consideration as part of this Reserved Matters application.

Trip Generation and Transport Mitigation

The Trip Generation of the Horlicks redevelopment was assessed within the hybrid planning application which granted outline planning permission for Phase 2 on 14th June 2019 (Planning Ref: P/00094/039).

SBC assessed the redevelopment's impact on capacity and vehicle queues on the surrounding highway network. The Section 106 agreement secured two contributions towards Sustainable Transport and Highways improvements (£460,000 and £640,000), EV Car Club Contributions (£250,000), a Rapid EV Charger Contribution (£50,000) and a Travel Plan Monitoring Contribution (£3,000). In addition, a pedestrian/cycle route between Stoke Poges Lane and Stoke Gardens was provided through the previous highway works.

Therefore, SBC Highways and Transport seek no further contributions towards the improvement of sustainable transport or towards the mitigation of the development's impact on the transport network.

Site Layout

It has been demonstrated that a large car (5.079m long) can circulate the proposed site layout and can access the end parking spaces, using swept path analysis using the AUTOTrack programme. This tests the manoeuvres of a scaled vehicle on a scaled site layout. The swept path analysis is provided on Glanville Drawing No. 4210530-SK003-Rev-I2, received 31.03.2022.

SBC requested confirmation that passing places were provided on the access road for the parking behind Horlicks Terrace. Whilst this internal access route only measures 3.6m in width, the applicant has confirmed that passing points are provided, as demonstrated on Berkeley Drawing No. 433.P2.PL.100, titled '*Landscape General Arrangement*', dated 07/03/2022. Turning heads are provided at the western and eastern ends of this access road which allow vehicles to turn within the site before egressing onto Ploughlees Lane.

SBC requested the removal of one parking space to allow ingress/egress without so many turning manoeuvres. The swept path analysis indicated that a large car will need to make multiple back and forth manoeuvres to access the space and can't access the space without hitting the walls adjacent to/behind the proposed car parking space. Glanville Drawing No. 4210530-SK-004-Rev-I2, titled '*Swept Path Assessment – Large Car (2 of 2)*', received 31.03.2022.

Car Parking

SBC Highway and Transport are satisfied with the proposed number of parking spaces and have no objection due to the number of parking spaces.

The applicant has provided amended plans which demonstrate a total of 243 parking spaces are proposed, which provides a ratio of 0.34 parking spaces for the 701 dwellings. A ratio of 0.34 parking spaces per dwelling was agreed within the Outline Planning Application permitted by SBC.

The 243 spaces comprise 52 parking spaces under Block J, 61 parking spaces under Block H and 130 parking spaces distributed along the internal roads outside Blocks C, F and N.

Disabled Car Parking Spaces

The submitted plans display accessible 13 parking spaces marked for exclusive use of disabled users, which have an additional 1200mm access strip around each space. Therefore 5% of all spaces on site are marked for disabled use in accordance with industry best practice.

The disabled spaces are spread across the site, with 4 disabled spaces are proposed outside Block C, 3 outside Block F, 3 underneath Block H and 3 underneath Block J.

Allocation of spaces for Visitors and Car Club Use

SBC Highways and Transport require the submission of a new Car Parking Management Plan under the Section 106 agreement. The Car Parking Management Plan should detail the allocation of parking spaces to visitors, the car club and which parking spaces will be fitted with Electric Vehicle Charging Points. No car club spaces are demarcated on Berkeley Drawing No. 433.P2.PL.100, titled: 'Landscape General Arrangement', dated 07/03/2022.

It was agreed with Berkeley that the Car Parking Management Plan would be updated and resubmitted for the later phases of the development, as per schedule 5, paragraph 7 of the Section 106 dated 23rd March 2020.

Deliveries, Servicing and Refuse Collection

SBC are satisfied with the proposed arrangements for deliveries and refuse collection. Swept paths have demonstrated that a refuse vehicle can stop within 10m – 15m of each bin store and can circulate the internal access road and that there is sufficient room to pass a large car along the majority of the road and that there is suitable inter-visibility with cars on the bends where the refuse vehicle would need to cross onto the opposite side of the road.

Swept paths and carry distances to the bin stores are displayed on Glanville Drawing No. 4210530-SK007-Rev-I2, titled '*Swept Path Assessment – 11.4m Refuse Vehicle*', received 31.03.2022.

A Delivery and Servicing Plan (DSP) was secured via planning condition for the Hybrid Planning Application for the first phase of the Horlicks redevelopment. It is recommended that the update of the DSP is secured for Phase 2 by planning condition.

Travel Plan

SBC are satisfied with the Travel Plan submitted in support of the reserved matters application. The Travel Plan aims to implement measures to support low levels of car use (target 34%) from the occupation of the development which is consistent with the low levels of car parking proposed on site.

The Section 106 agreement for the previously approved hybrid application secured a contribution of £3,000 towards Travel Plan Monitoring.

Summary and Conclusions

I can confirm that SBC Highways and Transport would have no objection to the Reserved Matters Planning application on Highways or Transport issues. I would recommend inclusion of planning conditions

6.7 Sustainability and Energy

The Phase 2 Energy Statement can be treated as in compliance with OPP condition 26. It appears Berkeley are building all of Phase 2 to 2013 Building Regulations rather than the latest – the latest regulations require better energy performance than the now out of date planning requirements and better ventilation. (No objections raised).

PART B: PLANNING APPRAISAL

7.0 The following policies are considered most relevant to the assessment of this application:

Slough Local Development Plan and the NPPF

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

The revised version of the National Planning Policy Framework was published on 20 July 2021.

The relevant Local Development Plan Policies in relation to determining this application are largely considered to be in compliance with the National Planning Policy Framework 2021. Any non-compliance parts are addressed in the planning assessment.

7.1 The National Planning Policy Framework (NPPF) 2021

The National Planning Policy Framework (NPPF) was published in March 2012 and most recently in July 2021. The relevant chapters within the NPPF are:

Chapter 2. Achieving sustainable development
Chapter 4. Decision-making
Chapter 5. Delivering a sufficient supply of homes
Chapter 6: Building a strong, competitive economy
Chapter 8. Promoting healthy and safe communities
Chapter 9. Promoting sustainable transport
Chapter 11. Making effective use of land
Chapter 12. Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15: Conserving and enhancing the natural environment
Chapter 16: Conserving and enhancing the historic environment

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

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i.) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 7); or
 - ii.) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 134 confirms that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings

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

Core Policy 1 – Spatial Strategy
Core Policy 2 – Green Belt and Open Spaces
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
EN17 - Protection of Sites with Nature Conservation Interest
EN24 - Protection of Watercourses
EN34 - Utility Infrastructure
EMP12 - Remaining Existing Business Areas
OSC5 – Public Open Space
OSC15 – New Facilities
T2 – Parking Restraint
T8 – Cycle Network and Facilities
T9 - Bus Network and Facilities

Other relevant documents

- Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
- Slough Local Development Framework Proposals Map 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Emerging Local Plan for Slough 2016-2036:
 - Review of the Local Plan for Slough Issues and Options Consultation Document 16 January-27 February 2017(Dated 16/01/2017)
 - Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 01/11/2017)
 - Update on Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 21/02/2018)
 - Local Plan Spatial Strategy Overall Approach (Dated 29th July 2020)
- The National Design Guide (January 2021)
- DEFRA Technical Guidance TG (16). (Air quality).
- DLUHC Guidance - Fire safety and high-rise residential buildings (from 1 August 2021)

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

- Principle of Development;
- Design, Appearance and Landscaping;
- Housing Provision and Mix;
- Residential Amenity;
- Environmental Quality;
- Fire Safety;
- Crime Prevention and Design Assessment;
- Transport, Access, Parking and Servicing;
- Sustainability and Energy; and
- Heritage and Townscape/Visual Impact

8.0 **Principle of Development**

- 8.1 This Reserved Matters Application is submitted pursuant to the latest outline planning permission Ref: P/00094/070 dated 13th June 2022 which comprises the second variation subsequent to the original planning permission (ref: P/00094/039), dated 17/06/2019. The scenario for Phase 2 of the scheme made provision for up to 746 new homes (Use Class C3), commercial (Use Class A1-A3) and ancillary facilities within new buildings extending up to 77m AOD in height; car and cycle parking; public realm, landscaping and amenity space; and all associated works (with all matters reserved) was approved under the outline application permission.
- 8.2 This reserved matters application site is located to the eastern section of the site, within character areas Clocktower Plane and Green Streets, containing Blocks N (The Maltings), H (William Horlick House), J (James Horlick House), C (Horlicks Terrace) and F (Barley Mews) to provide 701 new build homes (including 167 affordable homes) consisting of one bedroom to three bedroom units as apartments and mews housing. Approximately 135sqm of commercial unit space is also proposed at ground flood level of The Maltings. Parking comprising of 251 parking spaces and cycle parking provisions for all residents is also proposed. Landscaping is also proposed in the Clocktower Place and Green Streets character areas.
- 8.3 The principle of residential-led development of the application site has already been established through the extant hybrid planning permission for the Horlicks Factory development (P/00094/039). As a part of this application, an illustrative masterplan and parameter plans were submitted, accompanied by a design code. Furthermore, a Section 73 application was granted on 23rd March 2020 (P/00094/052) to vary drawing numbers from the granted planning permission, some of which are pertinent to Phase 2, and minor amendments to elements of Phase 1. Additionally, a Section 73 application was granted on 13th June 2022 (P/00094/070), which provided material amendments to the approved parameter plans, seeking an increase in height of the maximum vertical levels of deviation and amendment to the plot dimensions of the outline component. These alterations also provided amendments to enable the maximum AOD heights from 60m to 65m, to reflect the increase in heights for Blocks H1 and J4, and the alterations to the depth-to-width ratios of Block N.
- 8.4 The proposed development aligns with the land uses and design typology set out in the design code and illustrative masterplan, providing a residential-led development on Phase 2 of the site with one commercial unit at The Maltings and accompanying landscaping and car parking across the Phase 2 area of the site.
- 8.5 Based on the above, the proposal would fall within the uses and parameters set out within the outline planning permission (ref: P/00094/039) which is extant and the Section 73 permission (P/00094/070). The proposal is therefore acceptable in principle.

9.0 **Design, Appearance and Landscaping**

- 9.1 Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require development to be of a high standard of design which respects, is compatible with and/or improves the character and appearance of the surrounding area. Policy EN3 of the Local Plan states that comprehensive landscaping schemes are required for all new schemes, and landscaping should be carried out within the first planting season following the completion of the proposed development and a scheme for the subsequent maintenance and retention of existing and proposed

planting should be established. In addition, landscaping schemes must have regard to all of the following:

- A) impact upon the street scene;
- B) screening effect of the proposed landscaping;
- C) use of both hard and soft landscaping to soften the built form;
- D) variety of plant and tree species and their appropriateness for the location;
- E) the extent to which landscaping can act as a means of enclosure;
- F) improvements to visual amenity; and
- G) opportunities for creating new wildlife habitats.

In some cases, it will be more appropriate for landscaping schemes to be initiated prior to construction.

Policy OSC5 of the Local Plan states that within new housing developments of two hectares and over, public open space with equipped play area(s) will be required at a level appropriate to the type of development. For housing developments of under two hectares, public open space will be sought at a level appropriate to the type of development and the availability of public open space in the vicinity of the development. Equipped play space may be required as well, depending on the type of development and the availability of play space in the vicinity of the proposed development. The design, layout, and equipment specification of playspaces are to be in accordance with the requirements of the Borough Council.

Core Policy 1 of the Core Strategy 2008 states that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.

Paragraph 126 of the National Planning Policy Framework states "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve".

Paragraph 134 of the National Planning Policy Framework states that Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes. Conversely, significant weight should be given to:

- (a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes; and/or
- (b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

9.2 The Maltings (Block N)

Summary:

The Maltings building is located to the south of the site, facing Engineering Mews to the south and the Horlicks Factory to the west, and Aquifer House and James and William Horlicks House to the North. The building will comprise of a rectangular shape and measure approximately 11.23 metres in height, 37.57 metres in width and 8.70 metres in depth. The building is approximately seven storeys in height. The building

width has been reduced, decreasing the depth-width ratios of the building as established by the amended parameter plans submitted as part of the consented Section 73 application (LPA ref: P/00094/070). This has widened the distance between Engineering Mews and The Maltings. Internally, the building will provide 103 apartments over 6 levels, with a commercial space at ground floor level. The residential lobby is located centrally.

The first five storeys are constructed from brickwork designed to replicate the materiality of the original factory building. The upper two storeys are recessed and set back from the main building line. The design of the two-storey pavilion is designed to replicate the Horlicks Factory roof extension granted under the hybrid application. The pavilion is proposed to be constructed from a lighter red oxide metal.

With respect to the façade design, within the ground floor and middle four storeys, the window bays are regular in their size and proportion across the elevations both vertically and horizontally, matching the proportions to the Factory adjacent to the Maltings to the west. The windows have an arched window heads throughout the façade and punched windows with white frames within the middle storeys, with a defined top cornice at the top of the middle section of the building, providing a separation from the pavilion.

The pavilion façade design consists of a symmetrical red metal vertical flat panels broken up by window panels and inset balconies and “T” elements to match the bay rhythm along the main façade along the middle four-storey section, to provide a contemporary design. The flank elevations of the building have been amended to provide more window panel openings within the façade of the two-storey pavilion to provide a more active frontage.

With respect to landscaping, various typologies have been used in order to ensure that the transition point between architectural and landscape characters are adaptive. The strategy outlines the following mechanisms:

1. East West cycle route crossing point aligns with the entrances to James Horlick House and The Maltings. A continuation of the cycle route material clearly notes a transition across the road providing a wide crossing point for cyclists and pedestrians;
2. Private patios for ground floor apartments;
3. Prominent, distinctive tree planting along Engineer Mews;
4. Defensible planting that grounds the building;
5. Interface with Clocktower Place;
6. On Street parking integrated with planting;
7. Main entrance well connected to key pedestrian routes;
8. Secondary communal entrance activates southern facade; and
9. Pocket of open space between varying architectural styles allows each building to breathe.



4 North Elevation
1:200

Detailed assessment:

With respect to the design codes approved under outline hybrid application, it was set out that the Maltings would consist of a single block with stepped facades and recessed balconies in sensitive locations towards the factory along the west and south elevations. The materials used would complement the restored factory, with the principle material being brock and where the façade steps inwards, predominantly glazed. The above is referred to within BS4.0-BS4.5 in the Design Code document approved under the P/00094/070 application.

Officers consider that the appropriate level of articulation and detailing to the brick facades (the first five storeys) has been applied to the north and south elevations. Balconies and windows have been designed to be recessed or Juliet in locations that are sensitive (adjacent to the factory, west and south), and projected on the remaining frontages. This has created a street scene which successfully integrates with the materiality and composition of the adjacent Horlicks Factory.

The design of the two-storey rooftop pavilion has been designed to be subservient to the main five-storey block, with a setback provided from the edge of each elevation. In addition to this, the inseting of the balconies has improved the appearance of the pavilion, remaining subordinate in size and scale to the five-storey element of the building, and avoiding the potential for an over-dominant upper level structure. This approach is reflective of the design approach taken for the Horlicks Factory under the approved hybrid application. Therefore, the proposed set back achieves subservience with the main building and would be in keeping with the character established within the area.

The proposed façade design and colour of the pavilion is similar to the approach taken with the Horlicks Factory roof extension granted under the hybrid scheme, with the façade structure and materiality in keeping with the character of the area, established by the Horlicks Factory. The flank elevations of the rooftop pavilion have been amended and adapted through the application process, to provide more window openings to the façade to break up the red oxide metal panelling. It is considered that this has provided a more active façade and improves the appearance of the pavilion when viewed from the west (Horlicks Factory) and east (Barley Mews) of the site.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2 Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

It is noted that a DAS addendum has been provided by the applicant on 14/07/2022 to confirm the above alterations to the building designs and to clarify that the designs and CGI's within the DAS are indicative only. As such any drawings approved under this planning application will supersede the DAS and be those that the development is built in accordance with.

The design, appearance and surrounding landscaping of The Maltings building on is acceptable and demonstrates a high standard of design quality, with the building considered to positively contribute to the character and appearance of the area, complimenting the Horlicks Factory approved through the hybrid application and respecting the traditional proportions of the factory façade. The design, appearance and surrounding landscaping of The Maltings building is therefore considered to be in line with the design codes and parameter plans and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

9.3 James and William Horlick House (Blocks J and H)

Summary:

James and William Horlick House (Blocks J and H) are located to the centre of the Phase 2 site within the centre of the Green Streets character area, adjacent to Barley Mews to the east, Aquifer Gardens to the west, Horlicks Terrace to the north and The Maltings to the south. Blocks J and H each comprise of four rectangular and asymmetrical rectangular blocks, reaching up to 14 storeys in height. Blocks J and H provide 280 and 240 units respectively. All apartments have access to a private balcony and access to the communal courtyard gardens. Each block has been designed to provide four distinct forms to provide individual characters to each block. The building heights have been amended to have a maximum height of up to 77m AOD in no more than one location, 71m AOD in no more than two locations and remaining parts of the block not exceeding 65m AOD. Through the parameter plans as established through the amended parameter plans submitted as part of the consented Section 73 application (LPA ref: P/00094/070). This has enabled Blocks J4 and H1 to increase by 3.25m and 0.35m respectively.

With respect to the façade design and appearance, the use of varied brick tones and façade detailing has been provided in order to make each building individually distinguishable. The brick tones to the blocks within James Horlick House (Block J) are paler, in order to align with the materials used for Aquifer House, which sits adjacent west. The brick tones to the blocks within William Horlick House (Block H) comprise of darker, browner tones, in order to align with the appearance of the Horlicks Factory (sited south west to Block H). Each block also has a unique brick pattern, making each block within the clusters individually identifiable. In addition to this, further façade treatments have been provided, where the taller blocks have thin, aligned windows and balconies providing a more formal approach, and the lower blocks has alternating windows and balconies providing a more informal approach.

A summary of each specific block is provided below:

Block J1:

- Sandy textured façade to match appearance of Aquifer House with contemporary brick detailing,
- Contrasting dark grey balconies and windows which shift alternatively up the façade to break up vertical rhythm,
- Ground floor base is defined through a corbelled brick texture, with the residential entrances recessed in white brick,
- Elongated recessed panels used at the top storey.

Block J2:

- Made from pink brick tones to reflect industrial tones across the site,
- contains a two-storey vertical structure on top, defined with a lighter brick tone and form with inset balconies open to the air, and a white banding at the base of the two-storey top,
- vertical, formal approach to balcony and window alignment,
- Ground floor and lower half of the first floor is defined through a corbelled brick texture, with glazed corners and metal work used to allow views to residential lobby entrances.

Block J3:

- Has a symmetrical three-storey vertical façade expressed through varied brick tones and detailed brock banding to express the tiers
- Sandy textured façade to match appearance of Aquifer House and Block J1 with contemporary brick detailing, sand corbelled brick detailing to the lower floors (similar to J1)
- contains a two-storey vertical structure on top, defined with a lighter brick tone and form with inset balconies open to the air, and a white banding at the base of the two-storey top,
- vertical, formal approach to balcony and window alignment,
- glazed corners and metal work used to allow views through the residential lobby entrances.

Block J4:

- This block makes up a key corner of the composition, defining the junction between the main public route across the site, and the green route between the blocks.
- vertical, formal approach to balcony and window alignment, however the key corner has an alternating arrangement similar to Block J1
- A thick datum line of pale brick is provided for the one storey top tier which has inset balconies and elongated recessed panels above the windows,
- the residential entrance is framed as a two-storey piece with thin white banding and intricate brick detailing, with open corners and set back openings.



1 West Elevation - J1 and J3
1:200

Block H1:

- Warm brick tones and red metal balconies used to reference to the colour of the Horlicks Factory original sign,
- Similarly to block J1, balcony and window locations shift alternately up the façade,
- Elongated recessed panels are used within the top storey,
- The base is formed in a pale contrasting brick with a thin dark banding expressing a secondary datum line to the top of the glazing,
- Glazed corners and metal work used to allow views through the residential lobby entrances.

Block H2:

- The principal brick tone mediates between the industrial red brick and the paler sandy bricks present across the site. The ground floor base is formed in a pale contrasting brick with an inverted quoining pattern surrounding the openings and a thick soldier course band to the top.
- The windows and balconies have a vertical and formal alignment,
- The block steps down in height facing Barley Mews,
- Elongated recessed panels are used within the top storey, with an extension to the quoining detail.

Block H3:

- The ground floor base is also expressed in a contrasting brick, expanding to a double storey expression on the residential entrance corner and defined with an abstracted brick pattern. Alongside the J4 entrance opposite, these open corners act as way finders, using glazed red bricks in the set-back openings to signpost the route to the central green space between the blocks.

- Similarly to J3 the H3 block has a three-storey vertical façade,
- The principal brick tone mediates between the industrial red brick and the paler sandy bricks present across the site.
- The two-storey top is expressed as a lighter form, inverting the brick patterns expressing the paler brick as the primary colour. Inset balconies open to the air are provided.

Block H4:

- This block is the shortest within this cluster, sitting adjacent to Barley Mews,
- The windows and balconies have a vertical and formal alignment,
- The warm red brick tones and the red metal balconies reference the colour of the Horlicks Factory,
- A pale band is provided between each storey with elongated recessed panels used,
- The ground floor base uses pale contrasting brick with thin dark banding to the top of the glazing, and the use of a glazed corner and metalwork to allow view through the residential lobby.



1 West Elevation - H1 and H3
1:200

With respect to the landscaping, the following elements are proposed:

1. Pocket of open space where two key shared cycle routes intersect. Space created to allow clear views of the feature architecture and communal entrances, whilst allowing large canopy trees to flourish and provide soft landscaping that can complement with the scale of the architecture,
2. North south shared cycle route providing safe, sustainable routes for the northern part of Phase 2
3. Central spine of tree planting maximising the opportunity for large canopies and taller species to thrive, creating an pocket of urban woodland between James and William Horlicks House
4. Doorstep play features integrated with the swathes of shrub planting provides an informal, imaginative play experience.

5. Private amenity space for ground floor apartments, bounded by formal hedge and defensible shrub planting.
6. Semiprivate Podium gardens, frames by private patios for first floor apartments. This landscape will use raised planters to allow trees and shrubs to thrive, whilst providing amenity space for block residents
7. Integrated rain gardens provide sustainable forms of drainage, with an opportunity to not only capture surface water runoff, but also connect to rainwater pipes from the buildings
8. Wide 2m verge included to not only separate the shared cycle route from the roadway to improve the user journey, but it allows for formal tree planting to frame vistas as you enter the scheme; both with and without a vehicle.
9. Strategic shared cycle route provided to the south of the blocks with generous area of landscape either side
10. Potential to integrate public art within the space or along the strategic cycle route

During the application process, amendments have been provided with respect to the top two storeys of Blocks H3, J2 and J3. The top two storeys have had the horizontal and vertical bands decreased in thickness, with bandings provided at the base of the two-storey block. The terraces and balconies have been recessed, creating openings above the balconies, and the brick banding details and brick panels above the windows have been replaced by spandrel and aluminium panels.

Detailed Assessment:

With respect to the Design Codes approved under the outline hybrid application, it was set out that James and William Horlick House would comply with the following (found in Sections BS5.0-BS5.8 of the Design Code Document provided under the approved P/00094/070 application):

- Where Feature Buildings are used these shall comprise of a plinth, a middle and a cornice.
- The plinth and cornice shall have a either a different principle material or detailing than the middle section.
- The principle material will be brick with brick detailing. However, a variety of brick types and colour will be used across these buildings to ensure a richness of elevations.
- Principle entrances will either be stepped back from the face of the building or covered by an appropriate canopy.
- All ground floor dwellings will have a minimum of 1.5m of defensible space to the front of their properties.
- The principle elevation will have a coherent facade composition with large window proportions, where 75% of all windows will be a height of at least two thirds of the storey height of the floor that they occupy.
- Where balconies are used these will project from the face of the building by a maximum of 2m and provide appropriate head clearance where these project over footpaths.

Officers consider that each block within Blocks J and H have each been constructed from different brick tones, with the colour of the material being subordinate to its context and relation with neighbouring building blocks. Principle entrances have been recessed or opened-up along the corners to provide some form of a setback and visibility through the entrances towards the surrounding landscaping. The use of materials to the building and façade helps the blocks to integrate well with the

surrounding area, complimenting the materials used for Aquifer House and the Horlicks Factory. The taller buildings within the cluster of blocks have a plinth, middle and cornice section which have been differently detailed with respect to its brick colour and detailing to provide distinctions of hierarchy within the elevations. The amendments to the two-storey tops of these blocks have ensured that the top of these blocks remained subordinate to the rest of the blocks and do not over dominate the host building or surrounding area. This has been achieved through the use of recessed windows and panels, and the balconies located to the corners of the blocks and centrally. The reduction of the thickness of the columns of these corners and the top banding has also helped in producing a subordinate design.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2. Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

The design and appearance of James and William Horlick House and surrounding landscaping on balance is considered to be acceptable, with the building considered to positively contribute to the character and appearance of the area, complimenting the Horlicks Factory and Aquifer House approved through the hybrid application and respecting the traditional proportions of the factory façade. The design and appearance of James and William Horlick House and surrounding landscaping is therefore considered to be in line with the design codes and parameter plans, and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework

9.4 Barley Mews (Block N):

Summary

Barley Mews is formed of a row of 20 three-storey terraced houses located to the east boundary of the site. Each terraced house contains a private front garden and amenity space to the rear. The houses are designed as individual family homes. Individual bin and cycle stores have been provided for residents use to the front of each house and integrated into the landscaping design.

With respect to the landscaping strategy, the following approaches have been taken:

1. Dedicated off street parking for each house
2. Large areas of soft landscaping allowing for large street tree species to grow.
3. Small parking courtyard to the south
4. Private rear gardens for each home
5. Verges provided on the opposite side of the road allows for further street tree planting creating a boulevard feel to the road, enclosed by trees with glimpsed views of the façades when the canopies break
6. Parking courtyard to the north
7. Space provided to create integrated refuse and cycle stores for each house, at the front of the property

With respect to the façade design, dormer windows are provided to the front of the property, with each dwelling having an asymmetrical pitched, mansard-style black slated roof. The black quoining detail has been applied to the windows providing a

three-storey vertical bay. Breaks have been provided between each terraced house through a wide shadow gap and dark metal rainwater pipes. Various brick tones have been used along the terrace to provide each dwelling with its own identity.

With respect to the design of the houses, the design has been adapted during the application process following discussions with officers. The pitched roof has an asymmetrical design, with the roof pitch being reduced as far as possible without compromising the internal space. The proposed dormers to the front roof slopes have been reduced by 400mm in height, below the ridgeline. Additionally, windows have been added to the flank elevations.



Assessment:

With respect to the Design Codes approved under the outline hybrid application (as outlined within BS3.0-BS3.7 of the Design Code Document approved under permission P/00094/070), it was set out that Barley Mews would comply with the following criteria:

- Barley Mews will consist of a series of three storey traditional terraced houses.
- All ground floor dwellings will be provided with private gardens.
- All dwellings will have a minimum of 5m of defensible space to the front of their properties.
- The roof type will vary from Horlicks Terrace to create a varied street scene and to reflect the different type of housing.
- The principal elevation will have a variation of window proportions. Dormer windows may be used where the roof is pitch.
- For facades the principal material will be brick.
- Where balconies are used on the principal elevation these will be in the form of Juliet balconies

Officers consider that the criteria set out within the design codes have been successfully implemented into the design of Barley Mews. The amendments to the front dormers ensure that the dormer does not have an over-dominating appearance within the roof slope, maintains visibility of the roof ridge, and remains subordinate in size to the dwelling. The varying brick tones are in keeping with the character of the area, and the different brick types used on site. This also helps to provide each dwelling with its own unique appearance, providing a positive contribution to the appearance of the street. The fenestration design is consistent across the terrace and uniform in its design, through its vertical alignment. The proposed roof is of a modern and contemporary design, however the design is considered to help create a varied street scene, varying from Horlicks Terrace, in keeping with the design code criteria. The inclusion of windows to the flank elevations helps to provide more animation to the street scene and natural surveillance to the surrounding areas.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2. Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

The design and appearance of Barley Mews and surrounding landscaping is considered to be acceptable, with the terrace considered to positively contribute to the character and appearance of the area. The design and appearance of Barley Mews and surrounding landscaping is therefore considered to be in line with the design codes and parameter plans, and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

9.5 Horlicks Terrace (Block C)

Summary:

Horlicks Terrace is located to the northern boundary of the site, consisting of a low-rise apartment block split into three cores, and consisting of 24 two-storey maisonettes at ground and first floor and a mixture of 36 apartments at second and third floors. Three central recessed core entrances for residents on the upper floors are located every 4 and then every 8 bays, as indicated in the floor plan below. The building lines to the front and rear of the bays are staggered throughout, as well as the parapet heights across the bays.

With respect to the façade design, varied brick patterns and tones have been applied, similarly to Barley Mews, to each individual bay block. The core entrances are recessed and designed in pale brick with ground floor canopies to differentiate between individual front door entrances and the communal residential entrances. The fenestration is vertically aligned. Light brick is used to border the ground and first floor windows across the duplex. Vertical channels have been used to help break up the façade into bays. Each bay steps out horizontally and vertically. The two flank walls of the end bays have additional brick detailing emphasising the vertical edges of the bays

With respect to the landscaping strategy, 1.5m of defensive space is provided to the front (south) of the dwellings. The following approaches have also been taken:

1. Private rear gardens for duplex apartments with 1 parking space provided for each
2. Central pocket park providing informal amenity space and space for large canopy trees to mature
3. Gated access to northern parking courtyard
4. Direct access to offline shared cycle routes providing good sustainable transport links
5. Communal cycle storage facilities accessible to the whole block
6. Turning area allowing easy vehicular circulation
7. Single track road with passings points providing natural traffic calming
8. Communal refuse stores to the south, reducing street clutter and creating efficient collection points as part of a wider refuse strategy
9. Integrated on street parking to the south within planting
10. No through connection to the northeast car park, controlling the volume of traffic from different access points to the site.

The design has been adapted during the application process following discussions with officers. Amendments have included the submission of an updated landscape GA plan, which has increased the provision of amenity grass space and the reduction of patio areas within the rear gardens. Small patios have been added to the front, with defensive hedging included around the patios. The patios are to be accessed via a glazed door from the kitchen, replacing the originally proposed large window.



Assessment:

With respect to the Design Codes approved under the outlined hybrid application, it was set out that Horlicks Terrace would comply with the following criteria (as outlined in BS2.0-BS2.8 of the Design Code Document approved under P/00094/070):

Horlicks Terrace will consist of:

- Maisonettes that extend from ground to first floors;
- Stacked apartments on the second and third floors;
- Rear gardens;
- A series of communal cores to serve apartments;
- Private and communal entrances.

- All ground floor dwellings will be provided with private gardens;
- All ground floor dwellings will have a minimum of 1.5m of defensible space to the front of their properties;
- Frontages shall have consistent heights and consist of a flat roof;
- Frontages shall have frequent ground floor front doors to create active and animated facades to enhance the green streets.
- The principle elevation will have a coherent facade composition with large window proportions, where all windows to habitable rooms will be a height of at least two thirds of the storey height of the floor that they occupy.
- For facades the principle material will be brick.
- Where balconies are used these will project from the face of the building by a maximum of 2m and provide appropriate head clearance where these project over footpaths

Officers consider that the design of the dwellings within Horlicks Terrace has complied with the design code criteria and implemented through the proposed design. The materials used along the façade largely consist of brick, matching the materiality and tones used across the site, and therefore in keeping with the character and appearance of the area. The design of the frontages and roof comply with the design codes. Through amendments, front patio space has been provided to the front of the dwelling, without compromising the design and appearance of the front elevation. This has meant that large window proportions have been provided and the use of the front patio adds animation and natural surveillance to the front of the dwellings, enhancing the character of the street scene. This is also protected by defensible space, therefore meeting design code requirements. Amenity space is also provided to the rear, with the amount of green space increased through amendments. This has helped to provide more usable amenity space to the rear for occupiers. The proposed fenestration is consistent across the terrace and uniform in its design through its vertical alignment. Some variation is provided through the staggering of building lines and height, which is considered to enhance the character and appearance of street scene, whilst also providing a unique character to each dwelling within terrace.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2. Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

The design and appearance of Horlicks Terrace and surrounding landscaping on balance is considered to be acceptable, with the terrace considered to positively contribute to the character and appearance of the area. The design and appearance of Horlicks Terrace and surrounding landscaping is therefore considered to be in line with the design codes and parameter plans and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

9.6 **Conclusion:**

9.7 The proposal is considered to successfully provide new residential accommodation through The Maltings, James and William Horlick House, Barley Mews, Horlicks Terrace and new areas of public realm approved by the outline hybrid planning permission, and as such is considered to provide a high standard of design that would respect and improve and the character and appearance of the surrounding area, with the proposed buildings integrating well in terms of scale, design and appearance with the buildings approved under the Phase One development. Therefore, the proposal is considered to comply with the relevant requirements of Core Policies 1 and 8 of the Core Strategy, Policies EN1, EN3 and OSC5 of the Slough Local Plan and the requirements of the National Planning Policy Framework.

10.0 **Housing Provision and Mix**

10.1 The scheme proposed a total of 701 homes, in comparison to a maximum unit number of 724 homes as outlined within outline hybrid consent.

10.2 With respect to the residential mix, the scheme comprises of the following:

1 Bedroom Apartment	2 Bedroom Apartment	3 Bedroom Apartment	3 Bedroom House
254	398	5	44

In terms of tenure, the proposals provide 534 homes for private sale and 167 affordable homes.

With respect to private tenure mix for Phase 2, the following is provided:

1 Bedroom Apartment	2 Bedroom Apartment	3 Bedroom Apartment	3 Bedroom House
197	312	5	20

With respect to affordable tenure mix for Phase 2, the following is provided:

1 Bedroom Apartment	2 Bedroom Apartment	3 Bedroom Apartment	3 Bedroom House
57	86	0	24

With regard to affordable housing, 25% of the overall provision (incorporating both the detailed and outline elements) is proposed (319 homes total). Through Phase 2, 167 affordable homes (58 Slough Living Rent and 109 Shared Ownership) are provided. As referred to within Paragraph 5.3 of the Design and Access Statement, 16 homes (or 5%) will be wheelchair accessible dwellings as per Condition 39 of the outline scheme.

10.3 Based on the above, the proposal would fall within the uses and parameters set out within the outline planning permission (ref: P/00094/039) which is extant and the Section 73 permission (P/00094/070). The proposed housing provision and mix is therefore acceptable.

11.0 **Residential Amenity**

12.0 Paragraph 130f of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

12.1 *Neighbouring Amenity*

12.2 There are residential properties within close proximity of the application site. To the north, there are a number of houses along Gilliat Road and Shackleton Road, with south facing rear gardens (Gilliat Road) and east facing front elevations (Shackleton Road). To the east of the site, there are a number of houses along Grays Road and Chaucer Way with east facing rear gardens. To the south east, there is a housing development within Reet Gardens.

12.3 The application has been submitted with a daylight and sunlight report which assesses any potential loss of daylight and sunlight to relevant neighbouring properties. The impact on these properties is assessed below.

12.4 The British Research Establishment (BRE) provides written guidance in relation to daylight and sunlight. With respect to the Vertical Sky Component (VSC), the BRE advise that a VSC of 27 degrees should provide reasonable daylight falling on the plane of the window. The submitted sunlight and daylight report finds that with the proposed development in place, the majority of the impacts to the neighbouring VSC would remain 1.00% VSC points of the former consented value as part of the hybrid outline scheme which tested maximum building parameters. The comparison against the consented development is a broadly acceptable approach to consider the reserved matters against. Officers have therefore considered whether the reserved matters materially worsen impacts beyond the outline form of development. A small number of properties, Nos. 30-38 Gilliat Road and 34-42 Reet Gardens, some isolated windows have experienced a negligible increase of impact of up to 2% (up to 0.98 times the former value) from the extant consented scheme. Conversely, to Nos. 1-6 Shackleton Road, Nos. 1-11 Chaucer Way and Nos. 34-42 Reet Gardens contain some windows which have a negligible decrease of impact of up to 6% when compared with the extant scheme (or 1.06 times the former consented value). Therefore, in respect of the resulting VSC levels, the extent of differences between the consented maximum parameters outline scheme and the reserved matters are considered negligible and not significant.

12.5 With respect to daylight distribution, the submitted sunlight and daylight report finds that with the proposed development in place, the majority of the impacts to the neighbouring daylight distribution would remain consistent with the former consented value as part of the hybrid outline scheme. A small number of properties at Nos. 30-34 Gilliat Road, Nos. 50-56 Gilliat Road, Nos. 4-6 Shackleton Road, Nos. 1-11 Chaucer Way and 34-42 Reet Gardens have some isolated rooms which have a negligible increase in impact of up to 3% when compared with the extant consented scheme (or up to 0.97 times the former consented value). There are also some improvements to a small number of neighbouring properties at Nos. 42-44 Gilliat Road, Nos. 1-2 Shackleton Road, Nos 1-11 Chaucer Way and Nos. 34-42 Reet Gardens, with decreases of impact of up to 18% when compared with the extant consented (i.e. proposed is up to 1.18 times former consented value).

- 12.6 With respect to neighbouring sunlight to rooms, this is measured by Annual Probable Sunlight Hours (APSH). The BRE recommendation is that windows facing within 90° of South should have 25% of annual probable sunlight hours with 5% in the winter months (from the autumn equinox to the spring equinox). Where reductions below the recommended levels are contemplated, these should be targeted so that the proposed value is 0.8 times former value or above (unless a reduction of sunlight received over the whole year is not greater than 4% of annual probable sunlight hours). The BRE Guide recognises that sunlight to living room windows is considered more important than to kitchens or bedrooms.
- 12.7 The majority of impacts to neighbouring sunlight have remained the same given the proposed proportion remains as per the former consented value i.e. no change.
- 12.8 For a small number of neighbouring properties there are isolated rooms with a negligible increase of impact ranging up to 6% (in either APSH or winter) when compared with the extant consented (i.e. proposed is then 0.94 times former consented value) with the isolated exception of a 10% and 12% reduction for winter hours to two rooms within Nos 58-60 Gilliat Road and a 17% reduction in winter for No. 40 Gilliat Road. Despite this, the retained winter hours are still 5 or above thus the retained level is still meeting BRE Guide target before reductions are needing to be considered. Given this, it is not considered that there has been a material impact to the neighbouring properties when compared to the impact from the extant consented scheme.
- 12.9 The submitted daylight and sunlight report has assessed by officers who have agreed the proposed development would not result in any unacceptable impacts on the existing neighbouring occupiers, and there would be no material worsening of the impacts to neighbouring daylight and sunlight when compared to the extant consented scheme
- 12.10 *Phase 2- Daylight Review*
- 12.11 Within the Sunlight and Daylight Report as part of the Daylight analysis, the review process has been undertaken based on the Average Daylight Factor (ADF). The ADF is defined as the ratio of total daylight flux incident on the working plane to the area of the working plane, expressed as a percentage of the outdoor illuminance on a horizontal plane due to an unobstructed CIE standard overcast sky. For example, a 1% ADF would mean that the average indoor illuminance would be one hundredth the outdoor unobstructed illuminance.

12.12 *Analysis results:*

With respect to the analysis results, a total of 1,912 habitable rooms have been analysed relating to the residential units within Blocks C, F, H, J & N (Phase 2). A table summarizing these results is shown below:

Table A – Summary of Self-test ADF analysis for Detailed Scheme - Phase 2

Block	Total No. of rooms analysed	Rooms meeting ADF target criteria		Rooms below ADF target criteria
		No.	%	
NEW BUILD Phase 2				
C	193	177	92%	16
F	80	79	99%	1
H	637	569	89%	68
J	727	626	86%	101
N	275	223	81%	52
Total to Summary	1,912	1,674	88%	238
NEW BUILD Phase 1 (Blocks A, B, K, L, Q)*	1,042	993	95%	49
Block M (converted Factory)*	437	350	80%	87
Total to Summary	1,479	1,343	91%	136
SUMMARY				
Phase 2 (Blocks C, F, H, J & N)	1,912	1,674	88%	238
Phase 1 (Blocks A, B, K, L, Q & M / converted factory)	1,479	1,343	91%	136
GRAND TOTAL	3,391	3,017	89%	374

**denotes data extracted from Schroeders Begg Daylight & Sunlight report dated June 2019 rev02*

To Note – Table 1 & Table A above excludes 24 No. ground floor kitchens to Block C – these are small kitchens (circa 9m²) and not designed for dining within / effectively a small galley kitchen (see paragraph 3.2.4).

- The results show that for Phase 2 (Blocks C, F, H, J & N), 88% or 1674 rooms out of a total of 1912 meet the ADF target criteria. Officers noted that some rooms within the development, particularly within Blocks H and J did not meet the minimum requirements for a living room rating (1.50 or above). It is noted that a majority of these rooms face towards the podiums within James and William Horlick House, and

therefore accepted that there would be some unavoidable impacts with respect to ADF. Following assessment of these results, Officers have agreed with the applicant that ratings should aim to be a minimum of 1.00 (1%) as an alternative target. A total of 66 living rooms (open plan living/kitchen/dining rooms) were below the 1% ADF target. The revised ADF review for these 66 No. living rooms (typically open-plan living /kitchen/dining rooms) within Blocks H & J is presented within Appendix A - Table 1A which concludes;

- 3 No. out of 66 No. would meet the ADF target criteria.
- 38 No. out of 66 No. would equal or be above a 1st ADF value.
- 7 No. out of 66 No. would be within 10% of a 1% value

It is considered that 48 out of 66 living/kitchen/dining rooms within Blocks H & J (thus 73%) would meet this 'Alternative Target'. This results in only 18 living/kitchen/dining rooms not meeting this 'Alternative Target' which represents just 0.5% of the 3,391 rooms habitable rooms assessed for the entire development proposal representing a very small proportion overall. It is therefore considered by officers that a small percentage of the total units would not meet the alternative target by officers, and given the mitigating circumstances behind this, this provision would be acceptable and provide good ADF provision to the majority of the habitable rooms assessed as part of the Phase 2 proposal.

12.13 *Sunlight Review to Amenity Areas*

12.14 In terms of sunlight to development amenity spaces, the BRE Guide target criteria is for such areas to have the ability to receive 2 hours or more of sunlight at the Equinox (21st March) to 50% or more of the amenity area.

From the analysis results provided, the public amenity space available between Blocks H and J (identified as Rain Gardens within the Daylight and Sunlight Report) will meet the BRE target criteria. With respect to the private amenity space within the podium gardens in Blocks H and K, the gardens have respective sunlight percentages of 40% and 44%. However, it is noted that this is impacted by the provision of the amenity space within the podium, which is expected to compromise this provision. It is considered that these are still meaningful provisions and residents will also have access and benefit from the public amenity areas which meet BRE Guide target criteria in terms of availability of sunlight.

12.15 *Conclusion*

12.16 The submitted daylight and sunlight report has assessed by officers who have agreed the proposed development would not result in any unacceptable impacts on the existing neighbouring occupiers, and there would be no material worsening of the impacts to neighbouring daylight and sunlight when compared to the extant consented scheme. The proposal would also broadly comply with BRE criteria set out for access to daylight within the habitable rooms provided through the Phase 2 scheme.

12.17 Based on the above, and subject to conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policy EN1 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework.

13.0 **Environmental Quality**

- 13.1 With respect to Environmental Quality, comments have been provided by the Environmental Quality Officer.
- 13.2 With respect to the air quality impact assessments and mitigation measures, these matters were agreed through the outline application. With respect to environmental noise, this element has also been assessed as part of the outline application. Officers have not raised any objections to the proposal, subject to the inclusion of conditions which are secured in the outline application. A full consultation response to this can be found in Paragraph 6.3 of this report.
- 13.3 The conditions requested for a construction management plan and construction plan are already included and covered by the outline scheme and therefore not required for this Reserved Matters application.

14.0 **Transport, Access, Parking and Servicing**

- 14.1 The National Planning Policy Framework requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. This is reflected in Core Policy 7. Paragraph 111 of the National Planning Policy Framework 2021 states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.
- 14.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The Parking Standards have been updated within Part 3 of the Slough Developer’s Guide.
- 14.3 A Transport Assessment (‘TA’) Addendum, prepared by Glanville, has been provided in support of this reserved matters application which sets out the highway matters already agreed (vehicular access from Stoke Gardens for Phase 2 and highway impact), and the road layout and proposed parking provision for Phase 2.
- 14.4 A total of 243 spaces are provided as part of Phase 2 for the 701 dwellings. This is a ratio of 0.34, which complies with the agreed ratio as part of the outline application. The split of these spaces throughout the development is as follows: 52 parking spaces under Block J, 61 parking spaces under Block H and 130 parking spaces distributed along the internal roads outside Blocks C, F and N.
- 14.5 The submitted plans display accessible 13 parking spaces marked for exclusive use of disabled users, which have an additional 1200mm access strip around each space.

Therefore 5% of all spaces on site are marked for disabled use in accordance with industry best practice. The disabled spaces are spread across the site, with 4 disabled spaces are proposed outside Block C, 3 outside Block F, 3 underneath Block H and 3 underneath Block J.

- 15.0 The vehicular access junctions were designed and agreed with SBC Highways and Transport as part of the previous hybrid planning application (Planning Ref: P/00094/039). Therefore, vehicular access to the site does not require approval/consideration as part of this Reserved Matters application.
- 15.1 Swept paths have demonstrated that a refuse vehicle can stop within 10m – 15m of each bin store and can circulate the internal access road and that there is sufficient room to pass a large car along the majority of the road and that there is suitable inter-visibility with cars on the bends where the refuse vehicle would need to cross onto the opposite side of the road.
- 15.2 With respect to EV provisions, it is noted in the Transport Assessment Addendum submitted as part of the application that 6 car club spaces with fast EV chargers are to be provided. However, these spaces have not been demarcated within the Landscaping General Arrangement Plans. Therefore, as per schedule 5, paragraph 7 of the Section 106 dated 23rd March 2020, the details of this shall be provided as part of a Car Parking Management Plan as outlined within Condition 12 of this report.
- 15.3 Transport and Highways have been consulted as part of this application to assess the matters discussed within the addendum document. A number of amendments further details were requested by officers throughout the application process, including requests for swept path analysis for car parking within Horlicks Terrace and Blocks J and H (with the car park columns displayed on the plans), removal of the end car parking space within the south east car park, and further details in relation to the podium parking within Blocks J and H. Final comments were provided on 12/07/2022. A full consultation response to this can be found in Paragraph 6.6 of the report.
- 15.4 Following the provision of the final comments from Transport and Highways, no further objections were raised, subject to the provision of the attached conditions and informatives. The conditions requested for a construction management plan, construction plan and cycle parking provision are already included and covered by the outline scheme and therefore not required for this Reserved Matters application.
- 15.5 Therefore, the proposal is considered to broadly accord with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of the Core Strategy, and the National Planning Policy Framework.

16.0 **Crime Prevention and Design**

- 16.1 Policy EN5 of the adopted Local Plan and Core Policy 12 require all development schemes to be designed to reduce the potential for criminal activity and anti-social behaviour. The National Planning Policy Framework seeks development to be inclusive and safe places which are safe and accessible, so that crime and disorder,

and the fear of crime, do not undermine the quality of life or community cohesion (as referred to in Paragraphs 92b, 112c and 130f of the NPPF).

16.2 Design and Crime Prevention Officers from Thames Valley Police have consulted by the Council to provide comments in relation to the detailed design of the development. Comments have been provided by the CPDA raising concerns with the lack of compartmentation within the communal dwellings due to the design and layout of the development, and the lack of physical security provided within the development. The applicant has provided a detailed response to the latest set of comments received at the time of writing this report, and is assessed below.

16.3 With respect to the points raised by the CPDA officer, the applicant provided the following commentary:

The stair and lift core arrangement have been designed in line with current fire regulations to prevent any smoke/ fire contaminating to the main point of escape, being the stair core, in the case of a fire. To sub divide the lift and stair arrangements further at upper levels could compromise the fire strategy. This arrangement is consistent with the approved strategy from Phase 1 and also in line with the approved security strategy under planning condition reference P/00094/057 and aligns with the principles of secured by design.

In response to this, SBC officers consider that the stair and lift core arrangements could be acceptable, given they would be consistent with the approved strategy under Phase 1 of the scheme and in line with the approved security strategy under planning condition 23 reference P/00094/057 and aligns with the principles of Secured by Design. Given this, SBC officers accept that that the above matter could be resolved through the discharge of the condition 23 for phase 2, as it was previously for Phase 1.

16.4 With respect to the other points raised by the CPDA officer in connection with the Door Entry System, the applicant provides the following commentary:

There would not be unlawful movement. All users of the building will only be able to gain access through an 'access control system' at the main entrance through the use of the fob access/ video door entry system all of which is all covered by CCTV.

A door entrance system is located at the main entrance controlling access to any persons who wish to enter the building. This is consistent with the approved security strategy from Phase 1 under planning condition reference P/00094/057 and aligns with the principles of secured by design.

In response to this, it is considered by SBC officers that the proposed access control systems and door entrance systems would be broadly acceptable, subject to discharge of the planning condition for phase 2 given that they would be in line with the approved security strategy from Phase 1 under planning condition 23 reference P/00094/057 and aligns with the principles of Secured by Design. Given this, SBC officers accept that that the above matter is capable of being resolved through the discharge of planning condition 23 for phase 2 as it was for phase 1.

- 16.5 With respect to the points raised by the CPDA officer in connection with the size of the bike stores, the applicant provided the following commentary:

We understand the perspective on this point and have amended the oversized bike store highlighted above to have internal separation and a separate door – see revised drawings 11434-EPR-J-00-D RA-03-0060 and 11434-EPR-J-EL-DR-A-04-0060. This will look to limit the 'pay-off' as noted above however it is worth noting all cycle stores shall have CCTV covering them and the doors be reinforced doors to ensure they are not easily broken into

In response to this, it is considered by SBC officers that the cycle stores within Block J have been amended sufficiently through the provision of a door as requested within the CPDA officer comments as shown in the referenced drawings and security risks are sufficiently reduced with the provision of reinforced doors and CCTV. Given this, SBC officers accept that that the above matter is resolved.

- 16.6 With respect to the points raised by the CPDA officer in connection with the fire escape doors, the applicant provided the following commentary:

We can confirm these are fire exit escape doors only and shall have no external furniture or access and shall be alarmed accordingly as noted above and in line with the emergency alarm drop out controls. All day to day shall go through the main entrance lobbies with the access control/ CCTV etc.

In response to this, it is considered by SBC officers that the provision of these doors as fire exit doors helps to mitigate against the potential bypassing of visitor entry and access controls and reduce the permeability of the relevant blocks and reduce the risk of unauthorised access. Given this, SBC officers accept that that the above matter is resolved.

- 16.7 With respect to the points raised by the CPDA officer in connection with the podium access from the lift core, the applicant has provided the following commentary:

We cannot see any concerns being raised regarding crime here. We have delivered schemes in a similar way many times before and have never had any issues. The possible concerns regarding noise are all mitigated by the solid construction of the walls and doors that prevent noise ingress internally, this is combined with screens and robust soft landscaping to ensure external spaces are not affected either.

With respect to the issues of potential noise, it is noted by SBC officers, as pointed out by the applicant comments that the construction of the walls in line with Building Regulations should mitigate against any potential noise impacts, and noted that the use of the podiums would be for residents only. Given this, SBC officers accept that that the above matter is satisfactorily resolved.

- 16.8 With respect to the points raised by the CPDA officer in connection with post boxes and the entrance lobby, the applicant provided the following commentary:

This is a level of detail we did not intend to include within our planning drawings as they are at a small scale. However all of the post boxes are within the communal main entrance lobby 'air lock' so not within the cores/ communals. This can be discussed and displayed further within the follow up security strategy statement that will be needed to be submitted under condition 23 of the outline consent in due course.

Given the confirmation of this, and that details will be provided as part of a conditions discharge of details application as per Condition 23 of the outline consent, SBC officers are content that the above matter is resolved.

- 16.9 With respect to the points raised by the CPDA officer in connection with the access for Block N the applicant provided the following commentary:

All residents and visitors shall access via the main entrance lobby, the stair lobby door is for means of escape only and shall not be accessible externally.

Given the above commentary, SBC officers consider that the compartmentation within Block N would be acceptable, given the use of the stair lobby door will be for means of escape only and not externally accessible.

- 16.10 With respect to the points raised by the CPDA officer in connection with bin stores and cycle stores for the commercial unit, the applicant provided the following commentary:

This shall be contained within the unit as part of its future detailed design – no commercial use shall have access to the residential or vice versa, they are not interlinked in anyway

With respect to the above comments in relation to bin and cycle stores, it is accepted that by SBC officers that details of this can be provided at a future stage, as per the conditions of the outline consent.

- 16.11 With respect to the points raised by the CPDA officer in connection with Block C fob access, the applicant provided the following commentary:

The lift to block C shall be fob access only so does not compromise the secure lobby and is all covered by CCTV. Access controls are external to the main lobby entrance with the post boxes within the lobby.

As the aforementioned area within Block C is to be secured by fob and access controls, it is considered by SBC officers that the above matter can be sufficiently resolved by way of details to come forward within condition 23.

- 16.12 Therefore, the proposal is considered to broadly accord with Policy EN1 and EN5 of The Adopted Local Plan for Slough 2004, Core Policy 8 and 12 of the Core Strategy, and the National Planning Policy Framework. Officers consider that the detailed concerns of the CPDA could be sufficiently resolved as part of the phase 2 condition

23 discharge, given similar issues were resolved within the phase 1 condition discharge.

17.0 **Fire Safety**

17.1 With regard to Fire Safety, Planning Gateway One of the Health and Safety Executive (HSE) have been consulted as part of this application. Officers have provided comments with respect to means of escape and fire service access.

17.2 A summary consultation response of final comments to this can be found in Paragraph 6.4 of the report.

17.3 With respect to the consultation comments, two outstanding concerns remain as raised by HSE:

- Means of escape, including single staircases being made vulnerable due to the connection with covered car parks and ancillary accommodation;
- Fire service access provision in the covered car parks (Travel distances for fire fighters).

17.4 With respect to the above two matters, the applicant initially proposed a performance based deviation from the standard guidance which was supported by the applicant's fire consultant. The Fire Strategy proposed to include a range of measures to justify how a deviation from the code is appropriate in fire safety terms. The Council's Building Control Officers have advised that the implementation of suitable engineered solutions could be appropriate in order to satisfy the Building Regulation Standard subject to detailed modelling of the solutions at this stage. It is noted that although the means of escape and travel distances would not be considered to be code compliant, this is covered through Building Regulations processes, and therefore not covered by adopted planning policy within the Council's Local Plan. Therefore officers consider there is limited planning policy basis from which to refuse the application on this ground. However, given the objections from HSE, acknowledging that fire safety provisions are becoming an increasingly important element of new building designs at the planning stage, officers have advised the Applicant to amend the plans. The Applicant has confirmed in writing to the Local Planning Authority that the changes suggested by the HSE (Gateway One) will be fully incorporated into the scheme for Blocks J and H and revised plans will be submitted, and approved in writing by the HSE (Gateway One) and the Local Planning Authority in advance of planning permission being issued, subject to the resolution of the planning committee.

17.5 In summary, objections have been raised in relation to the above comments with regards to the Fire Safety Strategy as outlined within the HSE comments provided within Paragraph 6.4. It is noted that these comments are considered primarily in relation to detailed fire safety provisions which are covered by building regulations and which are considered/determined at the Building Regulation stage in the construction process. Nonetheless, The Department for Levelling Up, Homes and Communities (DLUHC) has brought in changes to the planning system whereby HSE Gateway One are a statutory consultee on specified planning applications. The DLUHC Guidance

states that the changes are intended to help ensure that applicants and decision-makers consider planning issues relevant to fire safety, bringing forward thinking on fire safety matters as they relate to land use planning to the earliest possible stage in the development process and result in better schemes which fully integrate thinking on fire safety. It is therefore been agreed with the Applicant, that they will need to address the fire safety issues raised by the HSE at this early stage. From discussions with the applicant, details are to be provided to HSE Planning Gateway One outlining how the outstanding concerns are to be addressed. Subject to these matters being resolved to the satisfaction of the HSE and Local Planning Authority, the proposals are capable of demonstrating compliance with the emerging guidance on fire safety provisions.

18.0 **Sustainability and Energy**

18.1 Planning Condition 26 of the outline application (LPA Ref P/00094/070) states that:

The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Energy Statement which calculates the reduction in annual CO₂ emissions across the site of at least 26% over Building Regulations 2013 Part L (utilising SAP10.0 carbon factors) and associated Approved Documents. No part of the Development shall be used or first occupied (other than for construction purposes) until it has been carried out in accordance with the approved details and shall be retained for the lifetime of the development. REASON: In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

18.2 The applicant has submitted an Energy Statement as a part of the application, which states that the consented strategy is to be built in accordance with Part L of the Building Regulations 2013 and SAP 10.0 as stated above. The proposals consist of high performance fabric with electric heating for flats and houses. It also includes maximising roof space for PV panels to deliver a low carbon development. Carbon emission reductions are summarized within the table below.

	Dwelling Emission Rate (DER) kg/CO ₂ /year	Target Emission Rate (TER) kg/CO ₂ /year
SAP 10.0 compliance figures	685,590	506,569
SAP 10.0 - CO ₂ reduction	26%	

The above table demonstrates that the annual carbon emissions across the site would fall in line with the 26% threshold as set out within Building Regulation L 2013.

18.3 Comments provided by the Sustainability Officer (outlined in Paragraph 6.7 of the committee report) stated that the energy statement can be treated as compliance to Condition 26 of the outline application and therefore acceptable for the purposes of the application. Though the building out of Phase 2 in this respect would be built out in accordance with the 2013 version of the Building Regulations rather than the latest version, it is noted that the condition states compliance with the 2013 version of Part L of the Building Regulations (specifically 26%), and therefore would be acceptable for this application.

18.4 Therefore, the proposal would broadly accord Core Policy 8 of the Core Strategy and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework.

19.0 **Heritage and Townscape/Visual Impact**

19.1 A TVIA addendum has been provided as a part of the application to assess the impacts and effects as a result of the detailed proposals for Phase 2 where compared to the Parameters of the approved scheme

19.2 Core Policy 9 of the Core Strategy states that development will not be permitted unless it:

- Enhances and protects the historic environment;
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
- Protects and enhances the water environment and its margins;
- Enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features

19.3 Policy EN17 of the Local Plan states in regard to locally listed buildings that special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.

19.4 It is noted that the proposed heights of the development is similar to that of the approved outline scheme, with the heights of Blocks J and H proposed to increase, where the highest point will reach 14 storeys. This amendment of the height of these blocks is acceptable, given that permission to amend this has already been sought and approved through the Section 73 application granted on 23rd March 2022 (LPA ref: P/00094/070). The taller elements are comparable to the scale of existing and emerging development surrounding Slough railway line and ensure that, where visible, the scheme would be an appropriate addition to the setting of surrounding heritage assets including views from the North Terrace of Windsor Castle (Grade I Listed and SM) which includes various tall modern development such as Slough Trading Estate and office buildings on Hartfield Road.

19.5 Heritage assets such as the Former Horlicks factory (locally listed), Horlicks War Memorial (Grade II), Group: Slough Station Booking Hall (Grade II), Offices (Grade II) and Island Platform Building (Grade II), Group: Church of Our Lady Immaculate and St Ethelbert (Grade II) and St Ethelbert's Presbytery (Grade II), Group: Baylis House (Grade I) and Walls and Gatepiers (Grade II), Group: 19 Stoke Road, 21 Stoke Road, Littledown Primary School and Gilliat Hall, Stoke Road (St Paul's Church) (all locally listed), have also been considered when assessing the impact of the proposal

19.6 BEAMS were consulted as part of the application in order to assess the documentation provided. No objections were raised by officers, with the proposal considered to be in line with the outline scheme. It was also considered that the proposal would meet the heritage policy tests set out within the NPPF. Full detailed comments from BEAMS can be found in Paragraph 6.1 of the report.

19.7 The proposal is considered to be acceptable and in accordance with the Heritage policy tests in Core Policy 9 of the Core Strategy and Policy EN17 of the Local Plan, the NPPF and S.66(1) of the 1990 Act.

20.0 **Presumption in Favour of Sustainable Development**

20.1 The application has been evaluated against the Development Plan and the National Planning Policy Framework. The report identifies that on balance, the submitted details of the Access, Layout, Scale, Design and Landscaping in connection with the development of Phase 2 of the wider site, are acceptable and would comply with Core Policy 8 of The Core Strategy, and Policy EN1 of the Local Plan for Slough. Subject to conditions, the proposed reserved matters fully comply with all of the other relevant saved policies in the Development Plan and the National Planning Policy Framework. On balance the proposal would comply with the Development Plan as a whole. It is therefore recommended that the application be delegated to the Planning Manager for approval subject to finalising conditions

21.0 **PART C: RECOMMENDATION**

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

A. For approval subject to:

1. Receipt of satisfactory revised floorplans detailing the additional necessary fire safety measures incorporated to address the comments of the Health and Safety Executive (Gateway One), which shall be addressed to the satisfaction of the Health and Safety Executive and the Local Planning Authority.
2. Finalising conditions; and any other minor changes.

B. Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

22.0 **PART D: CONDITIONS**

1. Approved Plans

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

- a) Drawing No. 11434-EPR-C-ZZ-DR-A-03-0020 Revision P03, dated 10/06/2022, Recd On 20/06/2022,
- b) Drawing No. 11434-EPR-C-EL-DR-A-04-0021 Revision P01, dated 10/03/2022, Recd On 13/06/2022,
- c) Drawing No. 11434-EPR-H-00-DR-A-03-0040 Revision P04, dated 30/06/2022, Recd On 01/07/2022,
- d) Drawing No. 11434-EPR-H-01-DR-A-03-0041 Revision P02, dated 15/06/2022, Recd On 20/06/2022,

- e) Drawing No. 11434-EPR-H-02-DR-A-03-0042 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- f) Drawing No. 11434-EPR-H-03-DR-A-03-0043 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- g) Drawing No. 11434-EPR-H-04-DR-A-03-0044 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- h) Drawing No. 11434-EPR-H-05-DR-A-03-0045 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- i) Drawing No. 11434-EPR-H-06-DR-A-03-0046 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- j) Drawing No. 11434-EPR-H-07-DR-A-03-0047 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- k) Drawing No. 11434-EPR-H-08-DR-A-03-0048 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- l) Drawing No. 11434-EPR-H-09-DR-A-03-0049 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- m) Drawing No. 11434-EPR-H-10-DR-A-03-0050 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- n) Drawing No. 11434-EPR-H-11-DR-A-03-0051 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- o) Drawing No. 11434-EPR-H-12-DR-A-03-0052 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- p) Drawing No. 11434-EPR-H-EL-DR-A-04-0040 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- q) Drawing No. 11434-EPR-H-EL-DR-A-04-0041 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- r) Drawing No. 11434-EPR-H-EL-DR-A-04-0043 Revision P03, dated 123/06/2022, Recd On 27/06/2022,
- s) Drawing No. 11434-EPR-H-EL-DR-A-04-0044 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- t) Drawing No. 11434-EPR-H-GS-DR-A-04-0042 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- u) Drawing No. 11434-EPR-J-00-DR-A-03-0060 Revision P05, dated 07/07/2022, Recd On 08/07/2022,
- v) Drawing No. 11434-EPR-J-01-DR-A-03-0061 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- w) Drawing No. 11434-EPR-J-02-DR-A-03-0062 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- x) Drawing No. 11434-EPR-J-03-DR-A-03-0063 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- y) Drawing No. 11434-EPR-J-04-DR-A-03-0064 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- z) Drawing No. 11434-EPR-J-05-DR-A-03-0065 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- aa) Drawing No. 11434-EPR-J-06-DR-A-03-0066 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- bb) Drawing No. 11434-EPR-J-07-DR-A-03-0067 Revision P02, dated 15/06/2022, Recd On 20/06/2022,

- cc) Drawing No. 11434-EPR-J-08-DR-A-03-0068 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- dd) Drawing No. 11434-EPR-J-09-DR-A-03-0069 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- ee) Drawing No. 11434-EPR-J-10-DR-A-03-0070 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- ff) Drawing No. 11434-EPR-J-11-DR-A-03-0071 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- gg) Drawing No. 11434-EPR-J-12-DR-A-03-0072 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- hh) Drawing No. 11434-EPR-J-13-DR-A-03-0073 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- ii) Drawing No. 11434-EPR-J-14-DR-A-03-0074 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- jj) Drawing No. 11434-EPR-J-EL-DR-A-04-0060 Revision P04, dated 07/07/2022, Recd On 08/07/2022,
- kk) Drawing No. 11434-EPR-J-EL-DR-A-04-0061 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- ll) Drawing No. 11434-EPR-J-EL-DR-A-04-0063 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- mm) Drawing No. 11434-EPR-J-EL-DR-A-04-0064 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- nn) Drawing No. 11434-EPR-J-GS-DR-A-04-0062 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- oo) Drawing No. 11434-EPR-N-ZZ-DR-A-03-0080 Revision P02, dated 07/06/2022, Recd On 20/06/2022,
- pp) Drawing No. 11434-EPR-N-ZZ-DR-A-03-0081 Revision P02, dated 07/06/2022, Recd On 20/06/2022,
- qq) Drawing No. 11434-EPR-N-EL-DR-A-04-0080 Revision P02, dated 07/06/2022, Recd On 20/06/2022,
- rr) Drawing No. 11434-EPR-F-ZZ-DR-A-03-0030 Revision P01, dated 10/03/2022, Recd On 20/06/2022,
- ss) Drawing No. 11434-EPR-F-EL-DR-A-04-0030 Revision P01, dated 10/06/2022, Recd On 20/06/2022,
- tt) Drawing No. 433.P2.PL.100C Revision C ,Dated 29/06/2022, Recd On 01/07/2022,
- uu) Drawing No. 433.P2.PL.101 ,Dated 29/06/2022, Recd On 01/07/2022,
- vv) Drawing No. 433.P2.PL.DR.101A, Dated 03/2022, Recd On 01/07/2022,
- ww) Drawing No. Active Frontage Plan, dated n/a, Recd On 20/06/2022,
- xx) Drawing No. 433.AHS.001 (Affordable Housing Statement) (revised), dated n/a, Recd On 20/06/2022,
- yy) Drawing No. 0322-10015 Rev 2, dated 07/06/2022, Recd On 03/2022,
- zz) Drawing No. 2028/K rev02 (Daylight and Sunlight Report) (revised), dated 03/2022, Recd On 20/06/2022,
- aaa) Drawing No. 003_4210530_DK (Travel Plan) (revised), dated 16/03/2022, Recd On 20/06/2022,
- bbb) Drawing No. 005_4210530_DK (Transport Assessment Addendum) (revised), dated 30/06/2022, Recd On 01/07/2022,

- ccc) Drawing No. 210525/01/01 (Outline Fire Safety Strategy) (revised), dated 03/2022, Recd On 20/06/2022,
- ddd) Drawing No. BMD.18.025.RP.P.001 (TVIA Addendum) (revised), dated 03/2022, Recd On 20/06/2022,
- eee) Drawing No. 433.DA.JK.001 (DAS Addendum), dated n/a, Recd on 14/07/2022.

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.

2. Samples of Materials

Prior to the installation of any external finishing materials being applied to the two-storey top structure of the Maltings Building (Block N) hereby approved, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) details of the external finishing materials to be used to be used in the construction of external envelope of the data centres pursuant to the approved plans and submitted design and access statement
- b) a glint and glare study demonstrating external materials on the data centres and the above ground storage tanks do not result in glint or glare on highway safety or residential amenity. This shall include existing and approved highways / residential buildings via the outline planning permission (ref. P/00072/096)
- c) details of the depths of the returns within elevations of the data centres which are not clear on the approved plans

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to ensure any reflective material would have acceptable impacts on highway safety and neighbour amenity in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021.

3. Ventilation Performance of Windows in Blocks C, F, H, J and N

Prior to the first occupation on the relevant part of Development Blocks C, F, H, J and N, whereby exceedances of the 45 dB LAFmax threshold are recorded within the Noise Assessment, details of the mitigation measures (e.g. mechanical ventilation or NOx filters) to be installed within the residential component of the relevant block or phase shall be submitted to the local planning authority in writing, for approval. The details shall increase the ventilation acoustic performance specification to 44 dB Dnew and include the method by which clean air will be supplied to residential areas which at least meets national air quality objectives. Ventilation extracts must be positioned a suitable distance away from ventilation intakes, balconies, roof gardens, terraces and receptors to reduce exposure of occupants to acceptable levels. The measures will be implemented in accordance

with the approved plans prior to first occupation of the relevant development blocks and retained until no longer required to supply clean air. The maintenance of the system implemented shall be undertaken regularly in accordance with the manufacturer specifications and shall be the responsibility of the primary owner of the relevant building.

REASON: To ensure that the residential buildings have access to satisfactory air quality levels and are not unduly affected by odour and disturbance in accordance with policy EN1 of the Local Plan and the NPPF (2019).

4. The plant rating level shall not exceed the representative background noise level of 35 dB LA90 as specified in the original noise assessment.

REASON: In the interests of the amenities of the occupiers and area in accordance with Policy EN1 of the Local Plan and Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

5. Prior to the first occupation of the development a 25 year Landscape and Ecological Management Plan must be submitted and approved by the planning authority to ensure the proposed landscape scheme is maintained and continues to provide the habitats that are part of the Biodiversity net gains. The development shall be carried out in full accordance with the approved Ecological Management Plan for the duration of the lifetime of the development.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits to enhance its setting within the immediate locality in accordance with Policy EN3 of the Slough Local Plan (adopted March 2004) and Core Policies 2 and 8 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document (DPD) (adopted December 2008).

6. The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

7. Prior to the first occupation of the consented dwellings, the proposed electric charging points shall be provided, comprising 1 electric vehicle charge point for 10% of the 243 car parking spaces proposed – a total of 24 electric vehicle charging points and passive provision for 90% of all spaces (219 spaces). 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.

8. Prior to first occupation of any residential or commercial use within each Development block, phase or relevant part thereof, a Car Parking Management Plan shall be provided detailing detail the allocation of parking spaces to visitors, the car club and which parking spaces will be fitted with Electric Vehicle Charging Points, in accordance with Schedule 5, paragraph 7 of the Section 106 dated 23rd March 2020 from the outline permission.

REASON: To ensure that there is adequate parking available at the site, 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.

9. No part of the development shall be occupied until bin storage has been provided in accordance with the approval plans and with the standards set out in the Slough Developers Guide.

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

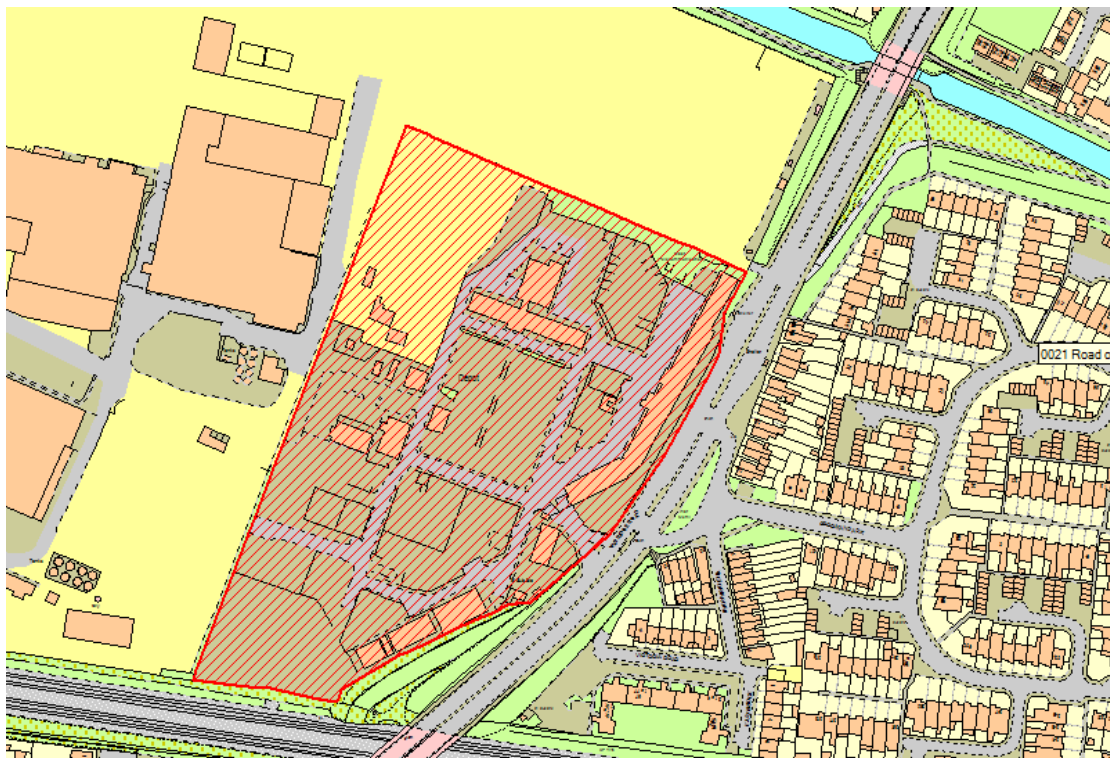
PART E: INFORMATIVES

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. 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.
3. 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.
4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
7. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. 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.

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Registration Date:	07-Mar-2022	Application No:	P/00463/018
Officer:	Christian Morrone	Ward:	Central
Applicant:	Mr. Leo Conway,Cadent	Application Type:	Major
		13 Week Date:	6 June 2022
Agent:	Mr. Robert Griffiths, AWW Architects 48-52, AWW Architects, Baldwin Street, 2nd Floor, Bridge House, Bristol, BS1 1QB		
Location:	Cadent,Uxbridge Road Gas Works,Slough,SL2 5NA		
Proposal:	Demolition of existing offices,workshop and store buildings. Construction of two storey office building and a single storey workshop /store building with mezzanine. Associated service yards,car parking,access,external storage,storage containers,boundary treatment and landscaping works.		

Recommendation: Delegate to Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

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

A) For approval subject to:-

1. An acceptable drainage strategy in consultation with the Lead Local Flood Authority.
2. An acceptable design for the access junction with Uxbridge Road.
3. Addressing any further consultation responses to the satisfaction of planning officers.
4. Finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 This application is to be determined at Planning Committee as it is an application for major development. This is due the provision of buildings where the floor space to be created by the development is more than 1,000 square metres. The site also has an area of 1 hectare or more and qualifies as major development on this basis also.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for:

- Demolition of the existing buildings
- Construction of a two storey office building fronting Uxbridge Road measuring circa 2,323 square metres (GIA)
- Construction of a detached workshop / store towards the rear of the site measuring circa 868 square metres (GIA) with an additional mezzanine measuring 229 square metres.
- External pipe store to the northwest corner measuring 3,435 square metres
- External storage to the southwest corner measuring 1,404 square metres
- New access road into the site
- 146 car parking spaces
- 30 commercial vehicle parking spaces
- 6 large vehicle parking bays
- External loading yard

- Soft landscaping, hard landscaping, perimeter fencing, access gates

3.0 **Application Site**

- 3.1 The site is located on the western side of Uxbridge Road and to the north of the Great Western Railway line and comprises part of a defined 'Existing Business Area'. The site outlined in red relates to the northern part of the Cadent depot and measures approximately 2.2 Hectares. The remaining Cadent depot site to the south measures approximately 1.3 Hectares. The combined sites are currently occupied by the gas supplier Cadent and include a depot accommodating a mixed range of office, storage and workshop buildings, open storage, and parking areas. Adjoining the site to the west is the National Grid site where there are high pressure gas mains and above ground installations to treat the gas before it is circulated through the wider network.
- 3.2 The application site accommodates an elongated, part two, part three storey office building fronting Uxbridge Road. To the rear is external storage, car parking, a number of temporary container buildings, and a part single storey, part two storey office building. To the west / southwest of the site are three single storey workshop and store buildings.
- 3.3 The site is accessed via Uxbridge Road to the southeast corner of the red line site. The land to the south of the site (outside of the red line) accommodates a part single storey, part two storey building fronting Uxbridge Road. To the rear are a number of temporary container buildings, open storage, and parking areas
- 3.4 Neighbouring the site to the north and west is the former AkzoNobel paint factory site which has mostly been demolished and benefits an outline planning permission for redevelopment to residential in the south and data centres/storage and distribution uses to the north (ref. P/00072/096). Further north is the Grand Union Canal. The site to the west benefits from a recent reserved matters approval pursuant to the outline permission for 2 x Data Centres (ref. P/00072/108). Adjoining the site boundaries to the west and north would be the public cycleway / footway which forms part of the Data Centre development. The Cadent site to the south (outside of the red line) would neighbour the residential development approved by the outline planning permission in the AkzoNobel site.
- 3.5 To the south of the southern Cadent site, lies the Great Western Railway line. To the east is the Uxbridge Road which is a north-to-south two-lane carriage way (40mph limit), with residential housing on the eastern side of Uxbridge Road.

4.0 **Relevant Site History**

4.1 No planning history available for the application site.

- P/00463/017 APPLICATION FOR A PRIOR NOTIFICATION OF PROPOSED DEMOLITION OF GASHOLDER AND ASSOCIATED PIPEWORKS
Prior Approval; Granted/Informative; 13-Mar-2020
- P/00463/016 ERECTION OF A 2.4M HIGH CHAINLINK FENCE AT ENTRANCE AND 2.4M HIGH STEEL PALLISADE FENCE ON SOUTH-EASTERN BOUNDARY
Approved with Conditions; Informatives; 25-Aug-2006
- P/00463/015 ERECTION OF A STEEL PORTAL FRAME WAREHOUSE AND PROVISION OF REPLACEMENT CAR PARKING

Approved with Conditions; Informatives; 07-Sep-1998
- P/00463/014 ERECTION OF FIRST FLOOR OFFICE EXTENSION AND GROUND FLOOR EXTENSIONS.
Approved with Conditions; 29-Mar-1995
- P/00463/013 ERECTION OF A TEMPORARY BUILDING

Approved (Limited Period Permission); 26-Apr-1993
- P/00463/012 ERECTION OF SINGLE STOREY EXTENSION TO POST ROOM.
Approved with Conditions; 21-Feb-1992
- P/00463/011 ERECTION OF A NEW OFFICE BUILDING. (OUTLINE).

Approved with Conditions; 19-Jul-1988
- P/00463/010 CHANGE OF USE OF WORKSHOP TO BASE STATION AND ERECTION OF A 30FT AERIAL MAST AND TWO 3.7M DISHES AT GROUND LEVEL.
Approved with Conditions; 30-Sep-1985

Neighbour former AkzoNobel Site:

- P/00072/108 Approval of reserved matters following the outline approval reference P/00072/096 dated 19th November 2020 for the mixed use development of land at the former Akzonobel Decorative Paints facility, Wexham Road, Slough SL2 5DB. Reserved matters application for full details of access (internal site arrangements), appearance, layout, scale, and landscaping for the first phase of the approved commercial

floorspace, comprising data centre use (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access.

Approved with Conditions; Informatives ; 21-Oct-2021

P/00072/096 Outline planning application (to include matter of principal points of access), to be implemented in phases, for mixed use development comprising:

- a) Demolition of existing buildings and structures and preparatory works (including remediation) and access from Wexham Road;
- b) up to 1,000 residential dwellings (Use Class C3); along with flexible commercial uses including all or some of the following use classes A1 (Shops), A2 (Financial and Professional Services), A3 (Food and Drink), D1 (Non-residential Institutions) and D2 (Assembly and Leisure); car parking; new public spaces, landscaping; vehicular and pedestrian access; and
- c) the provision of commercial floorspace including all or some of the following use classes B2 (General Industry), B8 (Storage or Distribution) and sui generis data centre (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access.

(Matters of Scale, Layout, Appearance, and Landscaping to be dealt with by reserved matters).

Approved with Conditions; Informatives ; 19-Nov-2020

5.0 **Neighbour Notification**

5.1 Due to the development being a major application, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), site notices were displayed outside the site on 12/04/2022. The application was advertised in the 15/03/2022 edition of The Slough Express.

No letters of representation have been received and the consultation period has expired.

6.0 **Consultations**

6.1 **Local Highway Authority:**

Latest Comments:

Following the issues originally raised by SBC Highways and Transport, the applicant has submitted revised plans which have now been assessed.

There are still several issues which need to be resolved. The main issue is a proposed a stop line for the toucan crossing within the junction mouth which could present a safety hazard and create uncertainty as to whether emerging drivers should give way, connected to this is the odd give-way line which should be a dashed give-way.

Also, there are several issues arising from the amended corner radii. The BT Cover and CCTV column need relocating further back and the traffic signal column needs to be relocated and not left in the carriageway. The track for a 10m rigid shows the rigid would come very close to clipping the signal column left in the carriageway.

In addition, we require an independent Stage 1 Safety Audit to be completed once the above issues are addressed.

Note: Officers have requested the junction design is revised to address the above issues. A Stage 1 Safety Audit has also been requested. An update will be provided to the Planning Committee.

Original Comments:

Note: SBC Highways and Transport have raised a number of issues contained within the submitted Transport Assessment which are explained further below. However, when considered all the relevant matters and site specific (which are detailed in the Planning Officer assessment), SBC Highways and Transport have concluded that if the following amendments are made to the proposed access, the proposal would not lead to an unacceptable impact on highway safety or sever harm on the highway network:

1. Upgrading the site access junction where possible, including amended kerb radii to ensure vehicles can smoothly turn into the site without mounting the kerbs and improved visibility if possible. The existing access junction predates modern design standards and SBC have observed large vehicles struggle to ingress/egress the site safely using the existing access junction. The updated drawing displays new dropped kerbs and tactile paving across the site access junction, however no suitable improvements have been displayed or proposed.
2. SBC Highways and Transport do not accept the amended splitter island. This amended drawing reduces the waiting area for pedestrians and increases the crossing distance over the junction bellmouth. The existing splitter island also deflects vehicles in the direction of travel and the proposed island no longer does this. The swept paths appear to show that the existing splitter island does not

allow a 16.5m articulated vehicle to exit the site without mounting the kerb, which is why the splitter island has been amended.

3. SBC Highways and Transport do not accept the location of the proposed dropped kerb and tactile paving on the western side of the access junction. The dropped kerb is sited with poor pedestrian visibility of vehicles ingressing the site from the south on Uxbridge Road. Vehicles entering the site would also have poor visibility of pedestrians waiting to cross at this point due to vegetation behind the footway.
4. The submitted swept paths demonstrate that a 16.5m articulated lorry can ingress/egress the site, but that the articulated vehicle would be extremely close to the kerblines (possibly only 5cm clearance) and there remains the possibility that large vehicles will mount the kerb upon turning into the site to the detriment of pedestrian safety. SBC require vehicles to have a minimum clearance of 300mm from the kerblines.
5. SBC Highways and Transport request additional swept path analysis of 32 tonne 8-wheel tipper truck (large rigid) in addition to the articulated lorry.
6. SBC Highways and Transport request confirmation of the vehicle tracking speed used to complete the swept paths.
7. SBC Highways and Transport requested the construction of an access road to an adoptable standard which can in future be connected to the previously constructed road for the Panatoni development to the west of the Cadent site. This should include a wider footway which is 3.5m wide to eventually tie into SBC's cycleway to the west of the site. SBC would also require the dedication of land adjacent to the access/A412 Uxbridge Road junction to allow future junction improvements. This is included within Slough's Transport Vision and is of strategic importance to allow the completion of a new east-west road between Wexham Road and Uxbridge Road.

Planning Officer Note: the applicant has largely agreed to address the above issues and has submitted revised plans in this respect which the Local Highway Authority are currently assessing. The Applicant has declined to fully agree to point 7, and this along with all other highway matters is assessed in detail within the 'Impact on Highways and Parking' section of the planning assessment.

Trip Generation Forecast:

Calculation of Existing Trip Generation:

SBC Highways and Transport request that trip surveys are completed for the

existing office and industrial uses on the northern half of the site and for the storage activities south of the access road. The surveys should be completed by an independent traffic survey company outside of the school holidays and on a 'neutral' weekday (Tuesday, Wednesday or Thursday).

The survey scope and survey company should be agreed with SBC Highways and Transport in advance of the surveys completion.

SBC do not consider TRICS survey data an accurate estimation of the existing vehicular trip generation on site, given the existing offices on site are only partially occupied and the TRICS survey sites would have been fully occupied at the time trip surveys were completed. It is understood Cadent's operations do not involve a typical trip generation profile which will be reflected by sites in TRICS.

Forecast for Proposed Trip Generation

SBC Highways and Transport request the forecast trip generation is amended to include the existing storage activities south of the access road, which are expected to continue.

SBC Highways and Transport request confirmation of the number of parking spaces allocated to office use on site. The TS states within paragraph 4.8 that: 'The spaces will not be allocated to a particular land use, giving greater parking flexibility throughout the day'. Otherwise it is not possible to establish if the survey sites utilized by the applicant have a similar parking ratio per 100sqm compared to the proposed site.

SBC Highways and Transport request that trip generation for the proposed use is forecast using TRICS survey data, given this will be representative of a fully occupied site (unlike the existing office use on site).

SBC Highways and Transport request the recalculation of the trip rates for the proposed office use and request the use of the trip rates agreed for the assessment of the consented 183 – 187 Liverpool Road (Application ref: P/19650/000) and presented below.

The following TRICS survey sites selected within the Transport Statement are not considered in comparable locations to the proposed office use and/or do not have parking levels comparable to the proposed development:

- BD-02-A-03 Offices – Bedford, Bromham Road, located approx. 550m from Bedford Railway Station. Cadent site is 1.5k from Slough Station. 3.744 parking spaces per 100m².
- HF-02-A-04 – St Albans – located 290m from St Albans City Station. 205 spaces, which is 4.1 spaces per 100m².
- GM-02-A-09 – New Mount Street, Manchester - located 550m from Manchester Victoria. No Parking spaces.

- WO-02-A-02 – Moor Street, Worcester is located only 500m walk from Worcester Foregate Street Station. 15 parking spaces. 0.75 spaces per 100m².
- ES-02-A-12 – Hailsham Council Offices - 78 parking spaces or 2.1 spaces per 100m².
- LE-02-A-04 – Melton Mowbray Council Offices – 84 parking spaces or 2.110 parking spaces per 100m².
- The Cadent application site is located approximately 1400m from Slough Railway Station and there is less likelihood that employees will travel by rail than employees at the sites listed above.
- The only selected office survey site considered comparable with the proposed development is: SW-02-A-02 – Kings Road, Swansea – 131 Parking spaces or 5.8 parking spaces per 100m², located 1500m from Swansea Railway Station.

In relation to the location of survey sites, the TRICS Good Practice Guide states the following: 'In the first instance, it is recommended that users include sites across location types that are possibly compatible, and then examine the individual site locations in more detail using facilities such as Google Maps, before refining the dataset further if necessary using their professional judgement'.

Council offices in Hailsham and Melton Mowbray are considered incomparable with the proposed use given Council Offices tend to have a different arrivals/departures profile to other offices, with staff sometimes arriving after the a.m peak or before the afternoon peak to conduct meetings in the community, health visits or site visits etc.

Therefore, SBC Highways and Transport request use of the previously consented trip rates for 183 – 187 Liverpool Road (Application ref: P/19650/00) which is a similar distance from Burnham Railway Station.

As requested on 12th May 2022, SBC Highways and Transport require the applicant to confirm the parking ratio per 100m² for the proposed industrial use to establish if the survey sites selected have a similar parking ratio to the proposed development.

The following sites selected to forecast trip generation associated with the proposed industrial use are considered incompatible:

- Site CF-02-C-02 - Kingsmill Bakery in Cardiff is incomparable. This site has 147 parking spaces for 14125sq.m which is only 1 space per 100sqm. This is a much lower number of spaces per sqm than the industrial use at Cadent and will therefore produce an incomparable vehicular trip rate per 100sqm of industrial use.
- Site NF-02-C-04 Exhibition Design & Manufacturing – This site only provides 7 car parking spaces for 690sq.m of industrial use, providing only 1 car parking space per 100sqm.

- SBC Highways and Transport request that the TRICS forecast is amended to exclude survey sites LC-02-C-03 – Timber Supplies appears to have an atypical arrivals/departures profile where the vehicles arrived prior to the morning peak hour of 0800 – 0900 and depart prior to the evening peak hour of 1700 – 1800. The unusual arrival/departure profile is unlikely to be replicated at the proposed industrial units.
- TV-02-C-02 Fluid Engineering, Hartlepool which only has 40 parking spaces for 4324sq.m or 0.9 spaces per 100sqm.

Car Parking:

SBC Highways and Transport request the applicant submit a proposed site plan with numbered parking spaces to confirm the number proposed.

SBC also request the submission of an existing site layout which identifies how many parking spaces are allocated to the existing office and existing industrial use. The parking spaces should be numbered.

SBC Highways and Transport request confirmation of the use of the area labelled 'additional storage area' on the proposed site plan. This would appear to be an area of hardstanding within the application red line which could be used for car parking.

182 parking spaces are displayed on the Proposed Site Plan (AWW Drawing No. 02002-Rev-P01, dated 24.02.22, titled '*Site Plan*', received by SBC 07.03.2022) The TS states that 172 parking spaces are proposed on site, comprising 136 car parking spaces, 20 short wheel base van parking spaces, 10 long wheel base van parking spaces and 6 large vehicle spaces for operational needs.

Meanwhile the application forms submitted state that 136 parking spaces are proposed and that this is a reduction of 69 from the current provision.

The Slough Borough Council Parking Standards allow for no increase in parking spaces in an existing business area.

SBC Highways and Transport require further information regarding parking provision before it is possible to assess provision and provide a recommendation.

Electric Vehicle Parking

The proposed site plan displays 14 electric vehicle chargers adjacent to the proposed office building and 15 electric vehicle chargers adjacent to the proposed industrial building.

SBC Highways and Transport have no objection to the proposed number of EV Charging Points, however EV Charging in Slough should also be agreed with Slough's Environmental Quality Team who manage the Slough Low Emissions Strategy (2018 – 2025).

Cycle Parking:

As previously requested on 12th May, SBC Highways and Transport request that the cycle parking is relocated to a position south of the proposed office building, in order to be located closer to the proposed cycle way, access road and proposed buildings. The location shown may result in cyclists coming into conflict with vehicles circulating the proposed car park.

The Transport Statement outlines that 28 covered and secured cycle parking spaces will be provided on site.

SBC have no objection to the number of cycle parking spaces proposed, which is considered in accordance with the adopted Slough Borough Council Parking Standards.

Deliveries, Servicing and Refuse Collection:

The applicant has provided swept path analysis which demonstrates that an articulated vehicle can turn within the car park for the industrial site, however SBC are still awaiting the following information for the office car park:

- SBC Highways and Transport request swept path analysis of refuse vehicles, delivery and servicing vehicles which may need to access the site as requested at preapplication stage.

6.2 Thames Water:

No objections subject to informatives.

6.3 Neighbourhood Protection:

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

6.4 Lead Local Flood Authority:

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

6.5 Environment Agency

The advice below constitutes our substantive response to the consultation under the terms of the Development Management Procedure Order 2015 (as amended).

We have checked the environmental constraints for the location and have the following guidance: The proposal is for a new office building and workshop/store and the environmental risks in this area relate to :

- Groundwater Protection – the site lies in SPZ 2/3, and/or secondary aquifer
- Pollution prevention – include for business uses

Groundwater Protection:

If infiltration drainage is proposed then it must be demonstrated that it will not pose a risk to groundwater quality. We consider any infiltration SuDS greater than 3m below ground level to be a deep system and generally not acceptable. All infiltration SuDS require a minimum of 1m clearance between the base of the infiltration point and the peak seasonal groundwater levels. All need to meet the criteria set out in our Groundwater Protection publication. In addition, they must not be constructed in ground affected by contamination.

Potential Polluting Activities:

Businesses have a duty to ensure they do not cause or allow pollution. We have a number of publications available to help you do this. Pollution is when any substance not naturally found in the environment gets into the air, water or ground. Informatives recommended.

6.6 Environmental Quality (Noise)

Verbal Comment: I have read the submitted noise report and satisfied the proposal would not result in an unacceptable noise impact on existing sensitive receptors. The proposal would take operations further away from the potential future residential development set out in the outline planning permission P/00072/096. In addition, a noise assessment is secured by condition to P/00072/096.

6.7 Health and Safety Executive:

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

6.8 Cadent:

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

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework 2021:

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 5: Delivering a sufficient supply of homes

Chapter 6: Building a strong, competitive economy

Chapter 8: Promoting healthy and safe communities

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15: Conserving and enhancing the natural environment

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

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EMP2 – Criteria for Business Developments
EMP12 - Remaining Existing Business Areas
EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H9 – Comprehensive Planning
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- National Planning Practice Guidance
- Slough Borough Council Developer's Guide
- Slough Borough Council's Draft Low Emission Strategy
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017
- Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems (March 2015)

Slough Local Development Plan and the NPPF

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

Planning Officers have considered the revised National Planning Policy Framework 2021 which has been used together with other material planning considerations to assess this proposal.

7.2 Centre of Slough Interim Planning Framework 2019:

The Council is promoting “major comprehensive redevelopment within the Centre of Slough” as part of its wider growth agenda. This Interim Planning Framework is produced by the Local Planning Authority’s Policy Team and is the first step in producing a Centre of Slough Framework Master Plan. The Interim Planning Framework draws from the Issues and Options consultation on the Local Plan and takes account of the Council’s 5 Year Plan and also the Manifesto pledges that have been adopted as Council policy.

The Framework does not replace any of the existing policies in the Local Plan, Core Strategy or Site Allocations DPD. It does, however, provide a land use framework that future work can be hung upon. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31st July 2019 and members endorsed the approach taken in the strategy

The Framework promotes major housing and employment development in and around the centre. In addition, the Framework includes a new public transport vision for Slough including a public transport corridor for the town centre.

The application site is identified as an Area of Change could contribute towards 9,000 new homes in the centre of Slough. In addition, the site is affected by the proposed optional Mass Rapid Transport route is proposed through the site to connect with the Uxbridge Road the neighbouring AlzoNobel site.

7.3 The Proposed Spatial Strategy November 2020.

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. One of the principles of the Emerging Preferred Spatial Strategy is to enable major comprehensive redevelopment within the ‘Square Mile’ in the ‘Centre of Slough’ to deliver around 9,000 new dwellings on a range of sites. One of these sites is the National Grid/Cadent site which is the site subject to this pre application advice. It is proposed that in combination with the neighbouring AkzoNobel Site, there should be some family

accommodation and new employment. A new bus link through the site to Uxbridge Road should be secured when the National Grid/Cadent site is redeveloped. This is an important piece of infrastructure that would go towards making public transport the most dominant mode of travel which is a key objective of the emerging Spatial Strategy.

The Draft Centre of Slough Regeneration Framework:

In March 2020 Slough Borough Council commissioned Urban Initiatives Studio to prepare a Regeneration Framework for Slough's Square Mile. This sets the Council's vision and spatial framework for development in the town over the next 15 years. The Regeneration Framework is aligned with a number of other Council strategies. These include the Transport Vision adopted in 2019; the Inclusive Growth Strategy; the Climate Change Strategy and the Council's Five Year Plan.

The Draft Centre of Slough Regeneration Framework (Aug 2020) was presented to Members at the Planning Committee meeting of 9 September 2020 and was subsequently determined to be adopted as an evidence document for the forthcoming Slough Local Plan.

Section 20 details the development opportunities and principles for the entire National Grid/Cadent site. This includes the northern part of the site falling within industrial uses with potential capacity of 11,430sqm of industrial buildings. The southern part is planned for around 217 residential dwellings.

The Regeneration Framework promotes an important west to east connection and walking route through the Cadent site. This will link to the connection and walking route currently being built out as part of the neighbouring AlzoNobel redevelopment to ultimately connect with the planned improvements to Petersfield Avenue. The outcome is to provide a more direct connection to Slough Station. It is important to note that the Regeneration Framework identifies this connection could form part the Mass Rapid Transit (MRT) network. The MRT is the heart of an improved public transport offer in making public transport the most dominant mode of travel.

7.4 The planning considerations for this proposal are:

- Land use
- Impact on the character and appearance of the area
- Impact on neighbouring properties / land
- Crime prevention
- Impact on highways
- Surface water drainage
- Sustainable design and construction
- Impact on biodiversity and ecology
- Contaminated Land
- Health & Safety

- Equalities Considerations
- Presumption in favour of sustainable development

8.0 **Land Use**

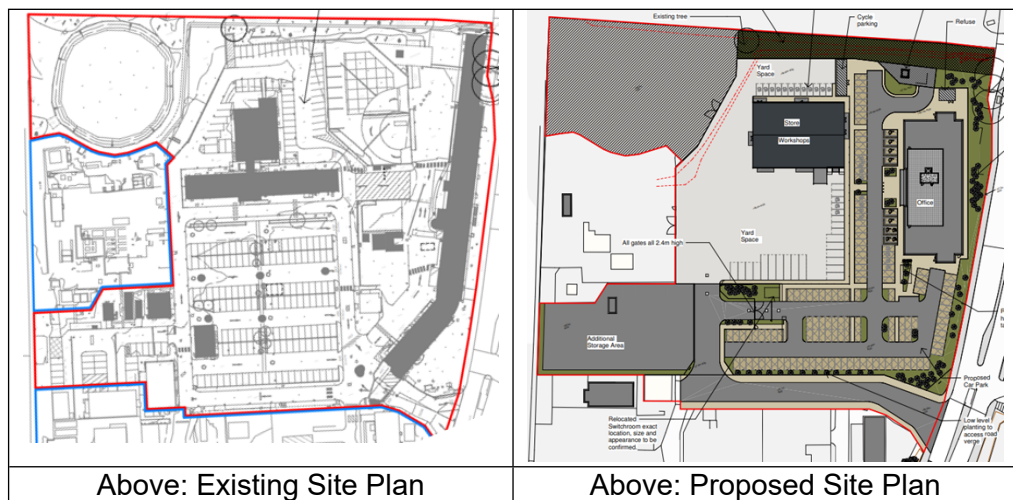
8.1 The site comprises part of a defined ‘Existing Business Area’. Local Plan Policy EMP1 & EMP12, along with Core Policies1 & 5 of the Core Strategy require independent offices to be located in the Town Centre. If there are no suitable sites available, a sequential test will be applied, requiring these uses to be located on the edge of the town centre or, failing that, in business areas well served by public transport.

8.2 Local Plan Policy EMP12 seeks a range of business developments within this Business Area to encourage its regeneration. The supporting text at paragraph 3.86 states that storage and workshops are acceptable uses.

8.3 The application site is currently in a sui generis use comprising offices, workshops, and storage which is the same as the proposed use. There are some changes to the floors area which are illustrated in the table below:

Land use	Existing floor areas (GIA)	Proposed floor areas
Office:	2597sqm (across two buildings)	2358sqm (in one building)
Workshop /stores:	1252sqm (914sqm as part of ground floor office building. Remaining in outbuildings).	1230sqm (in detached building. 425sqm workshop at part ground floor 805sqm in rest of detached building)
External storage	2833sqm. Not specified but measured on mapping to circa	4315sqm

Above: table highlighting existing and proposed floor areas



8.4 The submitted planning statement explains the offices are currently used in association with Cadent’s field operations and on-site depot operations. The proposed office space will continue its use in the same way. It is acknowledged there would be marked increase in external storage on the

application site within the red line, however, this would not result in a change of use the given there is already external storage present on this site.

- 8.5 While the above local plan policies require offices to be located in the Town Centre subject to a sequential test, it is accepted that in this instance the proposed development would not result in a change of use of the site. As such, offices in this location without a sequential test is acceptable.
- 8.6 Based on the above, the proposals result in a continuation of the existing operations within the application site, albeit with a more intensified and efficient use. In land use terms, the proposals are considered to be acceptable in principle, although the impacts of the potential intensification of the wider site and its combined uses are addressed further in this report..
- 8.7 The southern part of the Cadent site is not included within this planning application. It is noted the intention of Cadent is to dispose of the site for redevelopment for other land uses, at which point a planning application may be forthcoming. However, if planning permission were to be granted for this development, both the application site and southern parcel could be used by Cadent for the 'current' purpose as a Gas depot accommodating a mixed range of office, storage and workshop buildings, open storage, and parking areas without requiring planning permission.

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

- 9.1 Policies EN1, EN3, EMP2 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require development to be of a high standard of design which respects, is compatible with and/or improves and the character and appearance of the surrounding area. Chapter 12 of the National Planning Policy Framework states "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve".
- 9.2 The existing site comprises an elongated, part two storey, part three storey building mostly clad in brick which is in close proximity to the Uxbridge Road. The building has been poorly altered, adapted, and extended over the years, and as a result the building does little to complement the character and appearance of the surrounding area. To the rear the external storage, temporary buildings, and office building also do little to complement the character and appearance of the surrounding area. It should be noted that a public footway / cycleway footway will be created along the eastern and northern boundaries of the site as part of the recently approved Data Centres on the neighbouring AkzoNobel site, thereby providing more public views of the site.
- 9.3 The application proposes to demolish the existing buildings and structures on the site. A new roadway would be created east-to-west from the Uxbridge Road junction to the southeast would be created to provide access to the

entrance near the southwest corner of the site.

- 9.4 The proposed office building would be sited close to Uxbridge Road (east) in a similar position to the existing building, but would not be as wide thereby increasing space at each side. Surface level parking is proposed to the southern side of the building and would extend to the west up to the entrance which faces into the site. A strip of soft landscaping is proposed along the street frontage that would return into the site at the northern and southern ends of the site.
- 9.5 Within the northern part of the site and to the western side of the proposed office building is a proposed two storey, detached, pitched roof, workshop / store. A yard and vehicle parking is proposed centrally within site and to the northern side of the proposed workshop / store. External storage areas comprising a pipe store is proposed to the northwest corner of the site, where the gas holder was formally located. Additional external storage is proposed to the southwest corner of the site.
- 9.6 The scale of the buildings are appropriate for the site in terms of height and massing. The proposed office building is oriented so that the main entrance / principal elevation is west facing west into the site. The eastern street facing elevation which fronts Uxbridge Road includes buff coloured brick elevations with sections of dark and light grey metal cladding, and long sections of fenestration at each floor across the elevation. The detailing includes stacked soldier bond brick panels positioned centrally between the ground and first floor windows, a soldier capping course to the top of the brick elevations, and metal cladding sections. Some concerns are raised over what effectively is the rear elevation of the building fronting the street, however a similar scenario occurs with the existing building. This street facing elevation is well detailed with good quality materials and the provision of windows means there would be an element of an active frontage. In addition there is potential for some meaningful and good quality landscaping proposed between the building and Uxbridge Road which is illustrated on the plans. Subject to a planning condition requiring good quality landscaping and the proposed elevation being constructed using good quality materials in accordance with the submitted plans, the eastern elevation if building is considered to suitably address Uxbridge Road.
- 9.7 The western front elevation of the office would be finished in dark grey metal cladding and setback sections of light grey cladding at each end of the building. The entrance provides important visual interest by using a large area of curtain wall glazing with brise soleil, and an orange surround. This is considered to provide an acceptable appearance for the building.
- 9.8 The two storey workshop / store is orientated so that the front of the building is south facing into the site. The rear elevation would face towards the northern boundary some 25 metres away. The elevations would be finished in dark grey metal cladding and a dark grey metal profiled pitched roof. The

southern elevation comprises two large roller shutter door and three smaller pedestrian entrance doors. The northern elevation comprises two pedestrian entrance doors and small windows with shutters (one at first floor and one at second floor). Parking spaces, yard space, and a grass verge are proposed between the north elevation and northern boundary. The proposed workshop / store would be appropriately scaled and proportioned, however it would not contain any meaningful architectural merit. As it would be located well within the site, views from the public realm would be limited. Its appearance would reflect and be visually compatible with the use of the site.

- 9.9 The proposal also includes large amounts of hardstanding to accommodate the access, car parking, HGV parking, yard space, and external storage. Buff or grey coloured block paving is proposed to the car parking spaces and pedestrian walkways within the site. Grey tarmac is proposed to the car park circulation roads and external storage area to the south west of the site. Finished concrete is proposed to the yard areas and external pipe store to the northwest of the site. While the provision of a tarmac and concrete based surface treatment would have a functional and simple appearance, the proposals are considered acceptable noting the proposals are a betterment above the current appearance of the site and present buildings and structures. The introduction of block paving to the parking bays and walkways provides an overall acceptable palette of hard-surfacing materials when considering the use of the site and its existing appearance.
- 9.10 The strip of soft landscaping proposed along the street frontage would comprise grass, low level planting and potentially small trees. This strip of landscaping would return into the site towards the northern and southern ends of the site. Further pockets of landscaping are proposed within the parking area, and a strip of grass along just over half the length of the northern boundary. These areas of landscaping provide important softening and visual interest to the site subject to appropriate planting. A detailed landscaping scheme should be secured by condition.
- 9.11 There are some existing trees along just outside the boundary of the site to the north east by the Uxbridge Road. It is recommended that an arboricultural method statement to protect these trees during construction is secured by condition.
- 9.12 Along southern the strip of landscaping would be positioned between the parking area and the new east to west roadway leading to the entrance into the site. This is a relatively small strip measuring approximately 2 metres wide and would comprise low level planting and would fail to successfully visually relate with the much wider and tree lined verge which adjoin the recently approved east-to-west estate road in the neighbouring formal AkzoNobel site to the west. This is not considered to be of a high standard of design which respects, is compatible with, or improves and the character and appearance of the surrounding area. Furthermore the emerging Planning Framework for the Centre of Slough and the Centre of Slough Interim

Planning Framework propose an east to west transport road link that would connect Uxbridge Road to the approved east-to-west estate road in the neighbouring formal AkzoNobel site, which is currently under construction and nearly completed. Should this be achieved, the disparity in the landscaping along the transport link would become more obvious.

9.13 The perimeter of the site would be bounded by 2.4 metre high weldmesh fencing coloured green. Given the existing fencing along the Uxbridge Road frontage, together with the proposed soft landscaping beyond the fencing, this is acceptable. A condition should be secured to ensure details such as the shade of green and the topping of the fence are visually appropriate. The northern and western boundaries would adjoin the approved public footway / cycleway in the former AkzoNobel site and would be similar to the boundary treatment approved along boundaries in this location for this neighbouring site. To the south, the fencing would accentuate the poor landscaped relationship with the well treed and deep grass verge in the neighbouring AkzoNobel site.

9.14 However, in all other respects, the proposal would improve the character and appearance of the area, and therefore on the whole, the proposal would broadly comply with the intent of Core Policy 8 of the Core Strategy, and criteria set out in Local Plan Policies EN1, EN3, EMP2, and the requirements of the National Planning Policy Framework.

10.0 **Impact on neighbouring properties / land**

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 Policy EN1.

10.2 There would be a large enough separation distance from existing neighbouring properties to prevent any unacceptable impacts in terms of overbearing, loss of privacy, or loss of natural light.

10.2 The approved outline residential scheme (up to 1,000 residential dwellings) to the southwest in the neighbouring former AkzNobel site (ref. P/00072/096) and the emerging local plan's potential site allocation to the south for around 217 residential dwellings are noted. There would be a significant separation distance from these sites to degree whereby the proposal would not prejudice their development in terms of overbearing impacts, loss of privacy, or loss of natural light.

10.4 The application has been submitted with a noise report. This has been reviewed by the Council's Environmental Quality Officer who is satisfied the proposal would not result in an unacceptable noise impact on existing sensitive receptors. The proposal would take operations further away from the potential future residential development set out in the outline planning permission P/00072/096. In addition, a noise assessment is secured by

condition to P/00072/096 which will require the residential development to assess and mitigate from external noise.

- 10.5 A lighting layout plan has been submitted which plots the location of various lighting columns and lighting bollards. These are set away from the existing neighbouring properties and the potential future residential development set out in the outline planning permission P/00072/096 by a distance ample enough to prevent any unacceptable amenity impacts.
- 10.6 There are two 8 metre high lighting columns proposed to the southern side of the access road which are close to the potential residential site allocation in the emerging local plan. Details of shielding to prevent significant light spilling / glaring into the potential site allocation should be secured by condition to ensure the site is not partially prejudiced.
- 11.0 **Crime Prevention**
- 11.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Core Policy 12 of the Core Strategy requires development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.
- 11.2 The National Planning Policy Framework requires developments to be safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 11.3 The site would be secured by 2.4 metre high weld mesh perimeter fencing and 2.4 metre high gated access.
- 11.4 A public footway / cycleway within the neighbouring former AkzoNobel site will be built along the neighbouring western and northern boundaries as part of approved data centre development (ref. P/00072/108). The existing site would provide a limited amount of natural surveillance to part of the footway / cycleway along the northern boundary through the rear windows of Brunel House. The proposal includes two windows in the rear elevation of the proposed workshop / store and some northern side facing windows within the proposed office. This is considered to provide a similar amount of natural surveillance as the existing site. While it is disappointing that further natural surveillance has not been provided, the proposal would not significantly worsen the existing scenario and is therefore acceptable on this basis.
- 11.5 The proposed access to the site would be well lit and sufficiently open to natural surveillance.
- 11.6 Based on the above, the proposal would be accordance with Local Plan Policy EN5; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied in the

planning balance.

12.0 **Highways and Parking**

- 12.1 The National Planning Policy Framework 2021 requires development to give priority first to pedestrian and cycle movements. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Paragraph 111 states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. Core Policy 7 requires development proposals to improve road safety.
- 12.2 Local Plan Policy T2 and Core Policy 7 seek no increase in the total number of car parking spaces on-site within commercial redevelopment schemes. Additional on-site car parking provision will only be required where this is needed to overcome road safety problems, protect the amenities and operational requirements of adjoining users, and ensure that access can be obtained for deliveries and emergency vehicles.
- 12.3 *Trip Generation*
- 12.4 The Local Highway Authority have not accepted the method for calculating the trip rates from the existing site or the trip generation as a result of the proposed development. The applicant asserts that as no change of use would take place and given the proposed floor areas would not be too dissimilar from the existing situation, the resulting highway Impacts would be minimal.
- 12.5 Officers acknowledge there would be a net reduction of 239sqm in office space and net reduction of 22sqm in workshop space. There would also be a reduction of 23 onsite parking spaces. There would, however, be a net increase of 1482sqm in external storage. Based on these figures, Officers accept there is likely to be a negligible impact on trip generation based on these factors.
- 12.6 Notwithstanding the above, it is important to note that the existing site, including the southern parcel is not being used at its full capacity. Officers consider that were the southern site put to a more efficient and economic use with a fuller capacity involving redevelopment, or change of use, it is considered highly probable that the proposals would facilitate a net increase in trips. Notwithstanding this, if the southern site were continued to be used in connection with the Cadent depot at a fuller capacity (and not require planning permission), a net increase in trips is also probable. The Local Highway Authority has noted that the junction used to access with Uxbridge Road is currently substandard and any increase in trips would lead to an intensification of use at the junction which could increase adverse highway safety issues.

- 12.7 The applicant asserts the whole site (including the southern parcel) could be brought into full use without planning permission and as the resulting floor areas would be similar to the existing situation, there would be a negligible net impact on the highway network. Planning Officers accept Cadent require this particular location next to the gasworks site. Should planning permission not be granted, Planning Officers also accept the existing offices and workshops could be renovated to occupy a similar level of employees without planning permission. The fall-back position could result in a net increase in trips to the site and some intensification on the Uxbridge Road junction, but there are no planning interventions available to limit or mitigate this potential scenario.
- 12.8 Thus, notwithstanding the potential for an intensification of use and increased vehicle movements at the Uxbridge Road junction, Planning Officers consider the above fall-back is reasonable in planning terms as it comprises a likely theoretical scenario should planning permission not be forthcoming., Accordingly, it is reasonable for the applicant to consider the fall-back scenario as an appropriate base line to measure the proposed redevelopment of the application site for the purposes intended in this planning application. However, it would be proportionate and necessary for the applicant to provide cost-effective mitigation for the likely real term impacts from bringing the site back into fuller use and ensuring that future redevelopment of the southern land is not significantly prejudiced, by improving road safety conditions in the vicinity of the site.
- 12.9 Given the access junction with Uxbridge Road is currently substandard, the Local Highway Authority has requested this to be designed and constructed by the applicant up to a suitable standard. The applicant has agreed to this, and following a review of an initial design, the highway authority has required further changes which are currently being addressed by the applicant.

East-West Connection between Uxbridge Road and Wexham Road.

- 12.10 The Proposed Spatial Strategy includes an east to west public transport and walking route through the Cadent site to connect with the route currently being built out as part of the neighbouring former AkzoNobel site and to ultimately connect with planned improvements to Petersfield Avenue. The outcome is to provide a more direct connection to Slough Station and potentially could form part the Mass Rapid Transit (MRT) link to the northern expansion within the Proposed Spatial Strategy. The MRT is the heart of an improved public transport offer in making public transport the most dominant mode of travel.
12. 11 The Applicant has drawn the application red line so that the access road (from Uxbridge Road) does not extend to the Akzo Nobel site to the west. Officers have requested that the Applicant makes appropriate provision within the application site to allow the constructions of the proposed east-to-west access road (in its entirety) to an adoptable standard and be dedicated a

public highway which can in future be connected to the previously constructed road for the AkzoNobel redevelopment to the west of the Cadent site (pursuant to The Proposed Spatial Strategy). In addition, Officers have also requested the remaining piece of land between the proposed east-to-west access road and the road currently being built within former AkzoNobel site be included in the application red line plan so it could be dedicated for future adoption and secured in the planning application. The applicant has declined these requests, asserting these areas will remain operational to facilitate the relocation to the north and therefore they would not want a public highway intervening.

- 12.12 While the timing of the adoption could be phased to deal with this scenario, Cadent have made it clear a number of times they would not be willing to dedicate this land for adoption. Cadent have stated that once the southern part of the site is released, a third party will be required to submit a planning application for redevelopment making provision for this route within the southern site (potentially) and it is at this time the road will not be required to be part of Cadent's depot facility. As such there may be an opportunity to secure the land when the application for the southern part is submitted.
- 12.13 Given the resulting highway impacts are capable of being mitigated through redesigning the access junction with Uxbridge Road, to improve highway safety at the junction, seeking the dedication of land for adoption on top of this would not be necessary in planning terms to make the proposed development acceptable. While the proposal does not physically prejudice the connection with the former AkzoNobel site, failure to make proportionate contribution towards it by way of dedication would conflict with the Proposed Spatial Strategy and failure to contribute towards sustainable transport provisions and improve accessibility does not fulfil one of the key requirements of the NPPF which seeks to ensure development promotes sustainable travel. Therefore, officers consider that some negative weight is to be applied in the planning balance, although this would only be limited given the Council's Transport proposals are at an early stage and there are no adopted policies of a full weight which can be applied to require the link to be constructed as part of this development.
- 12.14 Officers note that although Cadent are not offering any land up for adoption at this time, as part of their own proposals, they will be constructing an east-to-west access road into their site (which does not extend up to the road on the Akzo Nobel site). This could form part of the public link to the former AkzoNobel link in the future. As such, it is reasonable that this should form part of the Section 278 agreement for the junction works. The applicant and Local Highway Authority have agreed this will be covered in the Section 278 Agreement.
- 12.15 *Car parking:*
- 12.16 The existing site contains 205 car parking spaces. The proposal includes 146

car parking spaces, 30 van parking spaces and 6 large vehicle parking bays which amounts to 182 parking spaces. As such there would be no overall increase in the number of parking spaces which is compliant with Core Policy 7.

12.17 Eight wheelchair accessible spaces are positioned adjacent to the office building which is an appropriate provision and location. 29 electric vehicle charging points are proposed which exceeds the quantum required by the Low Emission Strategy. These could be secured by condition.

12.18 The Local Highway Authority has agreed the parking layout and quantum is acceptable.

12.19 *Cycle parking:*

12.20 28 cycle parking spaces within a covered and secure store are proposed which is in line with the quantum set out in Part 3 of the Developers Guide. The Local Highway Authority has agreed the cycle store.

12.21 *Refuse and recycling Collection:*

Refuse storage would comprise an external store to the northwest corner of the site, just beyond the northern side elevation of the office building. The Local Highway Authority has agreed the location and swept path analysis of refuse vehicles, delivery and servicing vehicles which may need to access the site.

12.22 *Summary:*

Based on the above, an acceptable design for the access junction with Uxbridge Road needs to be provided before the highway impacts can be considered to be policy compliant. Should this be satisfactorily addressed, then the proposal would comply with Local Plan Policy T2 and T8; Core Policy 7 of the Core Strategy; and some of the requirements of the National Planning Policy Framework in terms of not resulting in severe transport impact.

12.23 As the proposal fails to make a proportionate contribution towards public link with the AkzoNobel public link by way of dedication of land, this would conflict with the Proposed Spatial Strategy and would not meet one of the NPPF's core principles to promote sustainable travel. Therefore limited negative weight is applied in the planning balance.

13.0 **Surface water drainage**

13.1 The site is located within Flood Zone 1. Paragraph 167 of the National Planning Policy Framework requires local planning authorities when determining any planning applications to ensure that flood risk is not

increased elsewhere. Paragraph 169 of the National Planning Policy Framework requires Major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Advice from the lead local flood authority should be taken into account. In addition Footnote 55 clarifies that in a site-specific flood-risk assessment should be submitted on sites of 1 hectare or more with a Flood Zone 1.

13.2 Core Policy 8 of the Core Strategy and the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016 requires development to manage surface water arising from the site in a sustainable manner. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development, (Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015).

13.3 *Flood risk:*

The application has been submitted with a flood risk assessment which concludes that as the site is located within a Flood Zone 1, there is no significant risk of flooding from coastal or fluvial sourced (including the Grand Union Canal approximately 104 metres to the north). Flooding from Surface water (medium/high risk); groundwater (moderate risk); sewers (negligible risk) can all be mitigated through the submitted drainage strategy.

13.4 *Drainage:*

A Sustainable Drainage System has been designed for all 1 in 100-year storm event plus climate change. Infiltration is not considered suitable for this site and therefore a system chiefly comprising an underground attenuation tank and tanked porous paving to provide a restricted flow rate of 5 litre per second into the wider sewer system. Foul water is proposed to discharge direct into the existing wider foul water sewer system.

13.5 The Lead Local Flood Authority have been consulted with regard to the submitted flood risk assessment and drainage strategy. No comments have been received and any update will be provided to the planning committee. This matter could potentially be dealt with by being delegated back to planning officers

14.0 **Sustainable design and construction**

14.1 Core Policy 8 of the Core Strategy seeks to minimise the consumption and unnecessary use of energy; generate energy from renewable resources; and incorporate sustainable design and construction techniques. Paragraph 7.159 states proposals for non-residential development should achieve a BREEAM rating of "very good" or "excellent".

- 14.2 The Developers Guide Part 2 expects commercial development of 10,000 sqm or more to achieve a BREEAM rating of excellent along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions. Given the floor area of the proposed buildings would be less than 10,000 sqm, a BREEAM rating of “very good” would be required.
- 14.3 In addition, The Developers Guide Part 2 requires energy generation from low or zero carbon. This should equate to 10 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).
- 14.4 The application has been submitted with an energy statement which proposes a solar array on the roof along with heat pumps which are predicted to save 65.86% carbon emissions compared to complaint Building Regs Part L scheme. This should be secured by condition.
- 14.5 The submitted Design and Access Statement states the proposed office building is committed to achieve a BREEAM Excellent. No BREEAM rating is proposed for the workshop / store. As this is relatively small and given the proposal for an ‘excellent’ rating for the larger office building, this is considered acceptable. Appropriate conditions should be included to secure the BREEAM excellent rating.
- 14.6 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy.
- 15.0 **Impact on biodiversity and ecology**
- 15.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 15.2 Paragraph 174 of the National Planning Policy Framework requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 15.3 The application has been submitted with an extended phase 1 habitat & protected species scoping survey and a Further Bat Activity Survey Report. This has found that much of the habitats on the site were considered to be of limited ecological value by being common, widespread, and easily replaceable. The phase 1 report notes that nesting feral pigeons are located within the Polygon House and that the flat roofs on seven of the building onsite host suitability for nesting birds. In addition, the scrub, trees and leafy plants on the site are likely to support a small amount of common and priority invertebrate species.

- 15.4 Mitigation for the feral pigeon impacts include any works to the trees and buildings should be done outside of nesting bird season unless checked by an ecologist prior to works commencing. For the invertebrate species the proposed landscaping scheme includes areas new areas of planting and the retention of much of the existing soft landscaped area and all trees. It is considered possible to enhance local invertebrates and birds through an appropriate landscaping scheme new bird boxes which can be secured by condition.
- 15.5 The Further Bat Activity Report concludes a likely absence of roosting bats within the buildings. The surveys noted a single noctule and a population of common pipistrelle bats utilising the site and habitats directly adjacent to the site for traversing and for foraging grounds. The report therefore recommends precautionary measures for the works given the nomadic nature of crevice roosting bats. In addition. Lighting, which is direct, hooded design, low level, low light spill, and low lux is also recommended.
- 15.6 In addition to the above, there is a low potential for the presence of roosting bats within the three of the existing buildings (Polygon House; Brunel House; Windsor House), and therefore further surveys are recommended. In accordance with current Government guidance (Protected species and development: advice for local planning authorities), planning conditions that ask for surveys should not normally be attached to decisions. This is because consideration of the full impact of the proposal on protected species is required before granting planning permission. The applicant has agreed to carry out the additional surveys. Once these are completed the final avoidance, mitigation measures, and net gains in biodiversity can be established. Any update will be provided to the planning committee however, this matter can be dealt with by being delegated back to planning officers
- 15.7 The applicant has agreed to provide net gains in biodiversity, and a report pursuant to this is currently being provided. Notwithstanding this a condition is included to secure the details which will achieve net gains in biodiversity.
- 15.8 Based on the above, the proposal would comply with Core Policy 9 of the Core Strategy, and the requirements of the National Planning Policy Framework.
- 16.0 **Contaminated Land**
- 16.1 Paragraphs 183 of the National Planning Policy Framework require a site to be decontaminated so that it is suitable for its proposed use. This is reflected in Core Policy 8 of the Core Strategy.
- 16.2 The site is at high risk of being contaminated due to the use of the neighbouring gas works and the previous use of the neighbouring AkzoNobel site. The application has been submitted with desktop study which recommends further intrusive investigations which are currently being carried.

- 16.3 No comments have been received from the Council's contaminated land advisor. The environment agency has commented that site is located within a ground water source protection zone and advised certain precautions if using infiltration drainage. No infiltration drainage is proposed and a condition can be imposed to ensure no such drainage is used in the future.
- 16.4 Any comments from the land contamination officer update will be provided to the planning committee however, this matter can be dealt with by being delegated back to planning officers
- 17.0 **Health and Safety**
- 17.1 The proposed development would be located close to high pressure gas pipes. The Health and Safety Executive and Cadent have been consulted. No comments have been received and any update will be provided to committee.
- 18.0 **Equalities Considerations**
- 18.1 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).
- 18.2 The proposal would provide new workplace accommodation. Access from the public footway up to the buildings is through designated footpaths up to the site and then shared surfacing through the car park area. Lifts are proposed to the upper floors in both buildings.
- 18.3 In relation to the car parking provisions, these are in compliance with development plan policies. Eight wheelchair accessible spaces are positioned adjacent to the office building.
- 18.4 It is considered that there will be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is

under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.

- 18.5 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.
- 19.0 **Presumption in favour of sustainable development:**
- 19.1 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 report identifies that the proposal, subject to addressing the issues set out in the delegation to Planning Manager would comply with the relevant policies in the current Development Plan.
- 19.2 The proposals are attributed moderate positive weight (in terms of supporting the economy) due to the retention, consolidation and modernisation of the existing business within Slough and from the employment created through construction of the development. Moderate positive weight is also attributed to the enhanced appearance of the site by virtue of replacing the out-dated office and storage structures, improving the boundary treatment, renewal of the areas of hardstanding and provision of additional landscaping. All other matters are considered to be of neutral weight, given the broad Local Plan policy compliance. The report identifies the proposal fails to make a proportionate contribution towards the public link with the AkzoNobel by way of dedication of land, and this would conflict with the Proposed Spatial Strategy and would not promote sustainable travel in full accord with the NPPF. Accordingly limited negative weight is applied in the planning balance to the transport and highways matters.
- 19.3 However, given there is full compliance with the current Development Plan, and the proposed development would not result in severe harm to local highways conditions, the limited negative weighting applied to the transport matters would therefore not provide sufficient justification to refuse the application. The benefits to arise from the development would not significantly or demonstrably be outweighed by the limited adverse impacts in this case and the proposals are therefore considered to constitute sustainable development in accordance with para 11 of the NPPF.
- 19.4 The application is therefore recommended for to be delated to the Planning

Manager for approval in accordance with the recommendation set out below.

20.0 **PART C: RECOMMENDATION**

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

A) For approval subject to:-

1. An acceptable drainage strategy in consultation with the Lead Local Flood Authority.
2. An acceptable design for the access junction with Uxbridge Road.
3. Addressing any further consultation responses to the satisfaction of planning officers.
4. Finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

21.0 **CONDITIONS:**

1. Commence within three years

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

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

2. Approved plans

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

- a) Drawing No. 02001 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- b) Drawing No. 02230 Rev P07; Dated 0303/2022; Rec'd 07/03/2022
- c) Drawing No. 02200 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- d) Drawing No. 02201 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- e) Drawing No. 02203 Rev P05; Dated 0303/2022; Rec'd 07/03/2022
- f) Drawing No. 02300 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- g) Drawing No. 02301 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- h) Drawing No. 02720 Rev P01; Dated 0303/2022; Rec'd 07/03/2022

- i) Drawing No. 02721 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- j) Drawing No. 02320 Rev P02; Dated 0303/2022; Rec'd 07/03/2022
- k) Drawing No. 02321 Rev P02; Dated 0303/2022; Rec'd 07/03/2022
- l) Drawing No. 02350 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- m) Drawing No. 02351 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- n) Drawing No. 02230 Rev P07; Dated 0303/2022; Rec'd 07/03/2022
- o) Drawing No. 02231 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- p) Drawing No. 02232 Rev P04; Dated 0303/2022; Rec'd 07/03/2022
- q) Drawing No. 02310 Rev P05; Dated 0303/2022; Rec'd 07/03/2022
- r) Drawing No. 02311 Rev P05; Dated 0303/2022; Rec'd 07/03/2022
- s) Drawing No. 02355 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- t) Drawing No. 02720 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- u) Drawing No. 02721 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- v) Drawing No. 02120 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- w) Drawing No. 02160 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
(landscape)
- x) Drawing No. 18002 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- y) Drawing No. 18002 Rev P02; Dated 0303/2022; Rec'd 07/03/2022
- z) Drawing No. 4465-HDR-XX-SP-DR-E-63001 Rev T1; Dated
0802/2022; Rec'd 07/03/2022

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. Approved plans for the access of development

Access to the development shall be completed pursuant to, **TBC** and as may subsequently be agreed through highways agreements with the local highway authority.

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

4. Ecology mitigation

The development hereby approved shall be carried out in accordance with the Avoidance and Mitigation measures set out in Table 5 of the Preliminary Ecological Assessment Report V2 by Syntegra Consulting; Ref. 21-8595; Dated January 2022.

REASON: In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework

5. Phase 2 Additional Intrusive Investigation Method Statement

Following the findings of the Desk Study Report for Cadent Gas, Uxbridge Road, Slough (Northern Site) prepared by Applied Geology (AG3317-21-AN07-Issue 3); Dated February 2022 prior to commencement of any development, an Intrusive Investigation Method Statement (IIMS) has to be submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

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

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

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

7. Remediation Validation

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

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

8. Construction Traffic Management Plan

Prior to any demolition or construction works taking place a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- a) Construction access
- b) Vehicle parking for site operatives and visitors
- c) Loading/off-loading and turning areas
- d) Site compound
- e) Storage of materials
- f) A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles
- g) Precautions to prevent the deposit of mud and debris on the adjacent highway
- h) Construction vehicle to be a minimum Euro 6
- i) The route of construction traffic to the development avoiding residential areas and air quality management areas

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

REASON: To minimise danger and inconvenience to highway users and in the interest of air quality in accordance with Core Policy 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

9. Working Method Statement

Prior to any construction works taking place a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a) Control of noise
- b) Control of dust, smell and other effluvia
- c) Control of surface water run off
- d) Proposed method of piling for foundations
- e) Construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- f) NRMM to meet Stage IV of the Directive as a minimum and in accordance with Table 10 of the Slough Low Emission Strategy (LES) 2018 – 2025 Technical Report

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework.

10. Net gains in biodiversity

Prior to any construction works taking place a scheme for setting out net gains in biodiversity shall be submitted to and approved by the Local Planning Authority.

The net gains in biodiversity shall be fully installed in accordance with the approved details and not retained at all times in the future

REASON: In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework

11. Surface Water Drainage – **TBC**

The development hereby approved shall be carried out in accordance with the following surface water drainage details which shall be fully installed before the development hereby approved is substantially completed and be retained in good working order for the lifetime of the development hereby approved.

TBC

The surface water drainage shall then be managed and maintained in accordance with the approved details for the lifetime of the development hereby approved.

REASON to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework

12. Energy Statement

None of the buildings hereby approved shall be occupied until, details of the solar and roof heat pumps pursuant to the submitted Energy Statement; Issue 1; ref. 10315281; Dated 28th February 2022 shall be submitted to and approved by the Local Planning Authority. The details shall include the location, quantity and performance of PV Panels and location, capacity and performance of the Air Source Heat Pumps to achieve at least 10 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).

The approved details shall be fully installed in full order prior to first occupation and retained in good working order at all times in the future.

REASON In the interest of sustainable development, appearance, neighbour amenity, aircraft glare in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

13. Material and detailing

None of the buildings hereby approved shall commence above ground floor slab until samples of the external materials to be used on the buildings hereby approved (pursuant to the approved plans) shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the details materials approved and the detailing on the elevations of the buildings hereby approved shall be carried out in accordance with the approved plans prior to first occupation.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004.

14. Landscaping

None of the buildings hereby approved shall be brought into first use until a detailed landscaping and tree planting scheme pursuant to the approved plans and biodiversity net gains has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004

15. Landscape management plan

None of the buildings hereby approved shall be brought into first use until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

16. Boundary treatment

None of the buildings hereby approved shall be brought into first use until details of the boundary treatment (and any topping) in accordance with the approved plans shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the details approved prior to first occupation. No boundary treatment shall be provided at the site other than in accordance with the approved scheme

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework.

17. External Site Lighting

None of the buildings hereby approved shall be brought into first use until shielding for the two 8 metre high lighting columns proposed to the southern side of the access road is provided to minimise spillage into the southern part of the site, and details of lighting levels pursuant to the approved ecology report have been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in full accordance with the approved details prior to first occupation and shall be retained as such at all times in the future. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the future development on the southern part of the site amenities and to conserve the natural environment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy H9 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

18. Sustainable Development Design Stage Certificate

None of the buildings hereby approved shall be brought into first use until a Design Stage Certificate shall be submitted to and approved by the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM excellent (or equivalent standard).

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework .

19. EV Charging

None of the buildings hereby approved shall be brought into first use until at least 17 electric vehicle charging bays with electric vehicle charging points shall be implemented in full working order. The EV charging points

must have at least a 'Type 2' sockets, be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The electric vehicle charging bays and points shall be installed and maintained in accordance manufacturer's requirements, and be made available at all times in the future in association with the development hereby permitted

REASON: In the interest of ensuring satisfactory parking provision and the provision of sustainable modes of transport for occupiers of the development and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

20. Sustainable Development Post-Construction Review Certificate

Within 6 months of any the buildings hereby approved shall be brought into first being brought into first use a Post-Construction Review Certificate confirming the development hereby approved has been constructed so as to achieve a standard of BREEAM excellent (or equivalent standard) shall be submitted to and approved the Local Planning Authority.

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

21. Noise mitigation

Prior to the installation of any plant, a noise report and any required mitigation in accordance with BS4142:2014 shall be submitted and approved in writing by the Local Planning Authority. The plant shall be installed in full accordance with the approved details and be retained as such and maintained in accordance with the manufacturers requirements at all times.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

22. Storage areas

The external storage areas shall not be used for the parking of vehicles.

REASON To ensure that adequate on-site parking provision to control

the traffic flows as a result of the development in the interests of highway safety, congestion, and air quality, and to encourage sustainable modes of transport, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough

23. Cycle Parking

The cycle store and internal cycle parking spaces as shown on the approved plans shall be provided on site in accordance with the approved plans prior to occupation of any building hereby and retained at all times in the future for cycle parking.

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

24. Vehicle access gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers other than those hereby approved shall be installed without first obtaining permission in writing from the Local Planning Authority.

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

25. External site lighting

No lighting shall be provided at the site other than in accordance with the approved plans and documents.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

26. Drainage no infiltration / soakaways

No drainage infrastructure shall be installed at the site at anytime that would result in the infiltration of water into the ground.

REASON: to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line

with paragraph 170 of the National Planning Policy Framework

27. Ancillary offices

The offices and storage / workshop building hereby permitted shall only be used ancillary to the main sui generis use of the site and shall at no time be used as independent offices or independent storage / workshop falling within and E(g)(i); E(g)(ii) E(g)(iii); B2; B8 of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In order to ensure an appropriate use within this defined business and to have an acceptable impact on the highway network area comply with Core Policies 1, 5, 7 and 8 of The Core Strategy 2008, Local Plan Policy EMP12, and the requirements of the National Planning Policy Framework.

28. No change of use to residential

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), the land uses hereby permitted falling shall not be used for any residential purposes falling with the C3 Use Class as defined by Town and Country Planning (Use Classes) Order 1987 (as amended)) (or any Order revoking or re-enacting that Order with or without modification).

REASON: to prevent the loss of employment uses and to prevent poor living conditions by virtue of using of buildings which are not design coded for residential purposes in accordance with Core Policies 1, 4, 5, and 11 of the Slough Local Development Framework Core Strategy 2006-2026, Local Plan Policy EMP12, and the National Planning Policy Framework.

29. Facilities

No part of the development shall be occupied until the W.C and shower facilities as shown on the approved plans have been provided for the future occupiers. The W.C and shower shall be made available for all employees of each unit retained in good working order at all times in the future.

REASON: To facilitate sustainable modes of travel to the development hereby permitted such as walking, cycling, jogging and thereby reducing travel by car in accordance with Core Policies 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

30. Parking

The car parking spaces, roadways, and manoeuvring areas as shown on the approved plans shall be provided prior to first occupation of the development hereby approved and be retained at all times in the future for such purposes.

REASON: To ensure that adequate on-site parking provision, access, and manoeuvring space is available to serve the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the National Planning Policy Framework.

Informatives:

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 requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant / developer / landowner are advised that the detailed design and construction of the proposed access junction with Uxbridge Road and the adjoining access road within the site will be subject to a Section 278 highways agreement with the local highway authority. Please contact highways@slough.gov.uk.
3. Thames Water

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

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.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

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

4. Potential Polluting Activities:

Businesses have a duty to ensure they do not cause or allow pollution. We have a number of publications available to help you do this. Pollution is when any substance not naturally found in the environment gets into the air, water or ground.

The following publications are available online:

- Pollution prevention for businesses
- Report and environmental incident
- Discharges to surface water or groundwater
- Managing waste
- Oil storage regulations
- Storing oil
- Discharge sewage with no mains drainage
- Managing water on land
- Other Consents

As you are aware we also have a regulatory role in issuing legally required consents, permits or licences for various activities. We have not assessed whether consent will be required under our regulatory role and therefore this letter does not indicate that permission will be given by the Environment Agency as a regulatory body.

The applicant should contact 03708 506 506 or consult our website to establish if consent will be required for the works they are proposing.

Please see <http://www.environment-agency.gov.uk/business/topics/permitting/default.aspx>

This includes any proposal to undertake work in, over, under, or within 8 metres of the top of the bank of a designated Main River, called a Flood Risk Activity permit.

Registration Date:	14-Nov-2019	Application No:	P/00106/013
Officer:	Alex Harrison	Ward:	Central
Applicant:	Malhi, Goldbridge Construction Limited	Application Type:	Major
		13 Week Date:	13 February 2020
Agent:	GA&A Design Suite 1, First Floor, Aquasulis, 10-14 Bath Road, Slough, SL1 3SA		
Location:	Lady Haig Club, 70, Stoke Road, Slough, SL2 5AP		
Proposal:	Demolition of existing building and change use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 (residential) to provide for 57 dwellings distributed over 2 blocks (part 4, part 5, part 6 storey building).		

Recommendation: Delegate to the Planning Manager for approval.



1.0 SUMMARY OF RECOMMENDATION

1.1 Under the current constitution this application is being brought to Committee for decision as the application is for major development.

1.2 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

1. The satisfactory completion of a Section 106 Agreement to secure affordable housing, Burnham Beeches SAC Mitigation and infrastructure contributions along with a viability review mechanism; and
2. Finalising conditions and any other minor changes;

OR

B. Refuse the application if the completion of the above has not been satisfactorily completed by 31st January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

PART A: BACKGROUND

2.0 Proposal

2.1 Planning permission is sought for the demolition of existing building and change use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 (residential) to provide for 57 dwellings distributed over 2 blocks.

The scheme has been amended since its original submission to remove two units that were proposed at basement level in favour of providing increased parking numbers as a result of the comments received from Highways and Transport Department at para 6.1.

2.2 The scheme is split into two distinct blocks with a larger, principal block fronting onto Stoke Road that reaches 5 storeys in height with a 6 storey rear façade internal to the site and a more secondary block to the rear of the site that also reaches 5 storeys in height with a 4 storey internal façade. The building will be constructed with a combination of facing brickwork that is broken up with timber cladding and render. The Stoke Road elevation will provide a number of integrated balconies and terraces for private amenity space. Between the two blocks will be a communal garden area that is accessible for all providing a mix of hard and soft landscaping.

2.3 The housing mix for the scheme proposed is as follows:

12no - Studio Flats
11no - 1 bed flats
34no – 2 bed flats

This is a slightly amended mix from the initial submission with the proposal seeing 4no studio units changed to 1 bed flats.

The application was accompanied with a viability appraisal and has proposed an affordable housing contribution of 8 units (on-site provision), amounting to 14% of the units.

2.4 Access to the site will be gained from connecting to an existing access road (Lyons Way) to the south that serves The Foyer/Beacon House and The Lady Haig site. This new access will run north to south and link the adjacent sites forming a single access road that would accommodate residential traffic associated with this site and others. Due to the land levels sloping to the east, a 'basement level' is proposed that would provide 37 parking spaces for the new development. Along with cycle parking, bin storage and circulations space to the flats.

2.5 The application was submitted with the following technical content:

- Air Quality Statement
- Daylight/Sunlight Report
- Heritage Statement
- Noise Assessment
- Design and Access Statement
- Energy Strategy
- Drainage Strategy
- Geo Environmental Desk Study
- Landscaping Management Plan
- Planting Layout
- Transport Statement
- Travel Plan
- Viability Appraisal
- Habitat Regulations Assessment

3.0 Application Site

3.1 The existing site which measures approximately 0.22 hectare, contains the former Lady Haigh Royal British Legion Hall (Class D2) and includes a small element of residential (Class C3). The area to the side of the hall is being used for car parking and to the rear of the site is a single storey 'porta cabin', currently occupied to Corals Bookmakers. The building dates from 1928-9 and was constructed as Slough's British Legion Headquarters. The building

is neither listed nor locally listed and is not located within, or adjacent to, a conservation area. There are no listed buildings in the vicinity of Lady Haig Hall, however, the structure is situated within the setting of two buildings included on Slough's Local List; Gilliat Hall and Littledown Primary School. Lady Haig Hall remained in use as Slough's British Legion Headquarters until the first half of 2011, when the Slough branch of the Royal British Legion closed. The 'Lady Haig Royal British Legion (Slough) Club Limited', was subsequently being put into liquidation in May 2014.

- 3.2 The site is located outside of the selected key location for comprehensive regeneration, to the north of the defined existing business area and just south of the defined shopping area. Nonetheless, the site is located within an area where redevelopment and regeneration is envisaged and actively encouraged. To the north of the site, planning permission has been granted for a 5 storey residential development with retail on the ground floor Stoke Road frontage on the cleared site at 94 – 102 Stoke Road that provides a development of 55 no. flats. Immediately to the south of that site at 76 – 78 Stoke Road, there is currently an outline planning application under consideration for an extension to that development to provide a further 24 no. flats and 320sqm of retail space in a similar 5 storey block.
- 3.3 The Environment Agency's Flood Zone map shows:
- The south of the site lies mainly in Flood Zone 1 'Low Probability' (less than a 1 in 1000 (0.1%) annual probability of river flooding).

4.0 Site History

- 4.1 There is a lengthy recent planning history to this site. Planning permission was originally granted for a redevelopment proposal on this site in 2017 under reference:

P/00106/012

Demolition of existing building and redevelopment of site to provide 39no. flats in a part 4 / part 5 / part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.

Approved 30/05 2017

- 4.2 Following the decision the applicant did not seek to implement the approval until early 2020 and was unable to lawfully implement the consent in time before the permission lapsed. As a result there is currently no extant permission on site.
- 4.3 In the wider area a number of schemes adjacent to or close to the site have gained consent in recent years.

72-74 Stoke Road

P/00943/008

Demolition of existing buildings and construction of Part 4/Part 5 storey building comprising 287sqm ground floor retail space and 24 no flats (18 no x 1bed and 6 no x 2 bed flats) together with parking provision for 15 no. cars and 20 no. cycles with access from an extended rear service road. Awaiting completion of a S106 agreement.

76-78 Stoke Road

P/03678/019

Demolition of existing buildings and construction of a part 5 storey building with undercroft car parking, ground floor retail unit (278sqm), 24 flats (12no. x 1 bed and 12no. x 2 bed) and cycle parking.

Approved 03/03/2017

94-102 Stoke Road

P/01295/010

Application for variation of conditions 02 (approved drawings) and 11 (scooter & bicycle parking) to allow a minor material amendment to planning permission reference p/01295/009 dated 04/06/2014 for:

- Setting back of south-eastern corner of building from rear service road (ground & upper ground levels)
- Changes to layout of undercroft parking
- Units 2, 3 & 4 moved westwards
- Units 2 and 3 marginally reduced in size
- East facing living room window to plot 2 widened
- Balconies to plots 10 & 11 widened (first floor level)
- Deeper overhang at upper levels above ground and lower ground floors on eastern side.

Approved 21/01/2015

The Foyer/ Beacon House, Stoke Road

P/06964/016

Demolition of existing building and redevelopment of the site to provide 116 residential dwellings with associated amenity space, access and parking.

Awaiting completion of S106 Agreement

5.0 Neighbour Notification

- 5.1 A press notice was published on 29 April 2022 and site notices published at the site on 4 May 2022.

The following properties were consulted on this application:

2, Fleetwood Road, Slough, SL2 5ET, 15, Queens Court, Queens Road, Slough, SL1 3QR, 16, Queens Court, Queens Road, Slough, SL1 3QR, 17, Queens Court, Queens Road, Slough, SL1 3QR, 18, Queens Court,

Queens Road, Slough, SL1 3QR, 11, Queens Court, Queens Road, Slough, SL1 3QR, 12, Queens Court, Queens Road, Slough, SL1 3QR, 14, Queens Court, Queens Road, Slough, SL1 3QR, 19, Queens Court, Queens Road, Slough, SL1 3QR, 20, Queens Court, Queens Road, Slough, SL1 3QR, 21, Queens Court, Queens Road, Slough, SL1 3QR, 13, Queens Court, Queens Road, Slough, SL1 3QR, 77a, Stoke Road, Slough, SL2 5BJ, 77, Stoke Road, Slough, SL2 5BJ, 70a, Stoke Road, Slough, SL2 5AP, 12, Fleetwood Road, Slough, SL2 5ET, 79a, Stoke Road, Slough, SL2 5BJ, 79, Stoke Road, Slough, SL2 5BJ, 67a, Stoke Road, Slough, SL2 5BJ, 67b, Stoke Road, Slough, SL2 5BJ, 10a, Fleetwood Road, Slough, SL2 5ET, 10b, Fleetwood Road, Slough, SL2 5ET, 10, Fleetwood Road, Slough, SL2 5ET, 81a, Stoke Road, Slough, SL2 5BJ, 81, Stoke Road, Slough, SL2 5BJ, 74, Stoke Road, Slough, SL2 5AP, 74a, Stoke Road, Slough, SL2 5AP, 69b, Stoke Road, Slough, SL2 5BJ, 8, Fleetwood Road, Slough, SL2 5ET, 20, Fleetwood Road, Slough, SL2 5ET, 71, Stoke Road, Slough, SL2 5BJ, 6a, Fleetwood Road, Slough, SL2 5ET, 6b, Fleetwood Road, Slough, SL2 5ET, 6, Fleetwood Road, Slough, SL2 5ET, Beacon Housing Association, 50, Stoke Road, Slough, SL2 5AW, 18, Fleetwood Road, Slough, SL2 5ET, 73a, Stoke Road, Slough, SL2 5BJ, 73, Stoke Road, Slough, SL2 5BJ, Langcet Ltd, Unit 7, Mill West 13-21, Mill Street, Slough, SL2 5AD, Unit 8, Mill West 13-21, Mill Street, Slough, SL2 5AD, Zoloti Kolesa Ltd, Unit 5, Mill West 13-21, Mill Street, Slough, SL2 5AD, St. John Ambulance, Unit 6, Mill West 13-21, Mill Street, Slough, SL2 5AD, 72a, Stoke Road, Slough, SL2 5AP, 76, Stoke Road, Slough, SL2 5AP, 78a, Stoke Road, Slough, SL2 5AP, 78b, Stoke Road, Slough, SL2 5AP, Todays Newsmarket, 72, Stoke Road, Slough, SL2 5AP, 4, Queens Court, Queens Road, Slough, SL1 3QR, 5, Queens Court, Queens Road, Slough, SL1 3QR, 6, Queens Court, Queens Road, Slough, SL1 3QR, 7, Queens Court, Queens Road, Slough, SL1 3QR, 1, Queens Court, Queens Road, Slough, SL1 3QR, 2, Queens Court, Queens Road, Slough, SL1 3QR, 3, Queens Court, Queens Road, Slough, SL1 3QR, 8, Queens Court, Queens Road, Slough, SL1 3QR, 9, Queens Court, Queens Road, Slough, SL1 3QR, 10, Queens Court, Queens Road, Slough, SL1 3QR, The Property Bank, 78, Stoke Road, Slough, SL2 5AP, 16a, Fleetwood Road, Slough, SL2 5ET, 16b, Fleetwood Road, Slough, SL2 5ET, 75a, Stoke Road, Slough, SL2 5BJ, 75, Stoke Road, Slough, SL2 5BJ, 14a, Fleetwood Road, Slough, SL2 5ET, 14, Fleetwood Road, Slough, SL2 5ET, 4a, Fleetwood Road, Slough, SL2 5ET, 4, Fleetwood Road, Slough, SL2 5ET, 69a, Stoke Road, Slough, SL2 5BJ, Flat 1, Novello House, Stoke Road, Slough, SL2 5BW, Flat 2, Novello House, Stoke Road, Slough, SL2 5BW, Flat 3, Novello House, Stoke Road, Slough, SL2 5BW, Flat 4, Novello House, Stoke Road, Slough, SL2 5BW, Flat 5, Novello House, Stoke Road, Slough, SL2 5BW, Flat 6, Novello House, Stoke Road, Slough, SL2 5BW, Flat 7, Novello House, Stoke Road, Slough, SL2 5BW, Flat 8, Novello House, Stoke Road,

Slough, SL2 5BW, Flat 9, Novello House, Stoke Road, Slough, SL2 5BW, Flat 10, Novello House, Stoke Road, Slough, SL2 5BW, Flat 11, Novello House, Stoke Road, Slough, SL2 5BW, Flat 12, Novello House, Stoke Road, Slough, SL2 5BW, Flat 14, Novello House, Stoke Road, Slough, SL2 5BW, Flat 15, Novello House, Stoke Road, Slough, SL2 5BW, Flat 16, Novello House, Stoke Road, Slough, SL2 5BW, Flat 17, Novello House, Stoke Road, Slough, SL2 5BW, Flat 18, Novello House, Stoke Road, Slough, SL2 5BW, Flat 19, Novello House, Stoke Road, Slough, SL2 5BW, Flat 20, Novello House, Stoke Road, Slough, SL2 5BW, Slough Foyer, 52, Stoke Road, Slough, SL2 5AW, 70b, Stoke Road, Slough, SL2 5AP, 12a, Fleetwood Road, Slough, SL2 5ET, 72b, Stoke Road, Slough, SL2 5AP, Unit 9, Mill West 13-21, Mill Street, Slough, SL2 5AD, JCW Car Sales Ltd, 70C, Stoke Road, Slough, SL2 5AP

5.2 No letters have been received.

6.0 Consultations

6.1 Transport and Highways

Vehicle Access

As requested by Slough Borough Council (SBC), the applicant has provided a drawing which demonstrates that a visibility splay of 2.4m x 33m can be provided in each direction from the proposed access junction (Drawing No. A18433C-02-Rev-P2, titled '*Large Car (5.1m 4x4 car) Swept Paths*', dated 05.05.22).

Manual for Streets Table 7.1 states that 2.4m x 33m of visibility is sufficient for vehicle speeds of 25mph. SBC Highways and Transport are satisfied that this will be a suitable level of visibility from the proposed access junction given the service road will be a low speed environment with vehicles travelling at lower speeds whilst slowing down to enter different car parks (or pulling away).

The proposed gate line has been set back approximately 7.0m from the edge of the proposed service road, which will allow a car or van to wait for the gates to open without obstructing the flow of vehicles on the service road.

The applicant has confirmed overhead clearance of 2.75m within the undercroft car park which allows delivery vans to enter the car park if necessary for deliveries, removals or residents who need to own a van for their trade/occupation.

The applicant has confirmed that they will construct the part of the rear service road which shares a contiguous boundary with the development site. The applicant has confirmed that they will enter into a Section 38

agreement with the council to design and construct that part of the access road to an adoptable standard and dedicate this to the council as highway maintainable at public expense at no cost to Slough Borough Council.

The applicant has confirmed that the entire section of the access road within the client's ownership will be offered for adoption.

Section 106 Contribution

SBC Highways and Transport require a Section 106 contribution towards the compulsory purchase of land parcel registered to title number: BK393042 to enable the completion of the service road (Lyons Way) which will allow unrestricted rear access for all vehicles including service vehicles and cars.

Road Widening Line

The applicant has amended the building line to ensure that it does not encroach on Slough's adopted road widening line on Stoke Road, as requested by SBC Highways and Transport on 21st April 2022.

SBC require the applicant to enter into a Section 278 agreement to complete the road widening which would be delivered by the applicant and dedicate the newly constructed footway as highway.

SBC Highways and Transport still require confirmation of whether the first floor oversails the land within Slough's road widening line. If the upper floors oversail the road widening line, then SBC Highways and Transport will require a minimum overhead clearance of 3.0m to allow enough clearance for provision of road signs and bus shelters within the road widening line.

SBC Highways and Transport also require the applicant to obtain a license for structures oversailing the public highway in accordance with Section 177 of the Highways Act (1980). This will require the applicant to pay an annual fee to the Local Highway Authority (Slough Borough Council).

Access by Sustainable Travel Modes

SBC Highways and Transport consider the site to be relatively accessible by sustainable travel modes and opportunities exist for residents to live without owning a car.

From the proposed development, Slough Railway Station is located approximately 550 metres away (7 minutes' walk and 2 minutes cycle), Slough Bus Station is 500 metres (6 minutes' walk, 2 minutes cycle) and Slough High Street is located 800m (11 minutes' walk / 4 minutes cycle). Tesco Extra is approximately 1100 metres from the site (14 minutes' walk / 4 minutes cycle).

The nearest bus stops to the site are 30m from the site are the Queens Road stops on Stoke Road. The Number 7 bus service provided 4 buses per hour from the site between Britwell and Slough Town Centre and 2 per hour to Heathrow Terminal 5. The '12 The Trader' bus provides 2 services per hour between Burnham and Slough Town Centre. The WP1 bus provides 4 services per hour between Wexham Court and Slough Town Centre.

A walking distance of 400 metres (and 200m within town centres) is deemed a reasonable walking distance by the Chartered Institute of Highways and Transport (CIHT) within their document: '*Planning for Walking and Cycling, 2015*'.

The Chartered Institute of Highways and Transportation also advises that: '*Walking neighbourhoods typically characterised as having a range of facilities within 10 minutes' walking distance (Around 800 metres)*' and that people will walk up to 800 metres to access a railway station, reflecting its greater perceived quality and the importance of rail services.

Trip Generation

SBC Highways and Transport have no objection to the scheme on the basis of the site's forecast vehicular trip generation.

However, SBC Highways and Transport requested the amendment of the trip generation forecast to include trips by sustainable travel modes including walking, cycling, rail, bus and car sharing trips.

A forecast of the site's vehicular trip generation has been completed using trip survey data from the TRICS database. TRICS is the national database for trip generation data. At the request of SBC Highways and Transport, the trip rates have been amended to exclude survey data from Greater London and SBC Highways and Transport can now accept the amended vehicular trip rates.

The amended trip rates result in forecast vehicular trip generation of 14 two-way vehicle trips during the AM Peak Hour and 15 two-way trips during the PM Peak Hour.

This is the equivalent of 1 additional vehicle trip every 4 minutes during the peak hours and the vehicles will disperse in different directions across the local highway network.

Therefore the vehicle trips forecast are expected to have a minimal impact on the surrounding local highway network by SBC Highways and Transport.

On-Street Parking

SBC Highways and Transport have been made aware of a significant on-street parking problem with vehicles parked along Lyons Way north of the

development parked along the footway and on double-yellow lines. These vehicles parked on-street would appear to be associated with the flats on Lyons Way previously consented with a low parking ratio (0.69 and 0.70 spaces per dwelling). St Paul's Avenue and Mill Street also experience high levels of on-street parking demand where developments with low parking ratios have been previously consented.

Car Parking Provision

SBC Highways and Transport requested minimum provision of 0.7 – 1.0 parking spaces per dwelling, with a ratio of 0.42 spaces previously proposed (59 flats and 25 car parking spaces).

SBC Highways and Transport request the provision of an additional 3 car parking spaces to provide the minimum desired parking ratio of 0.7 parking spaces per dwelling. The applicant has amended the scheme to provide 57 flats and 37 parking spaces, to provide 0.65 parking spaces per dwelling.

No evidence has been submitted in order to justify a ratio of 0.65 parking spaces per dwelling and the 37 parking spaces remains a significant shortfall below the 88 parking spaces required by Slough's adopted parking standards for new residential dwellings located in the defined 'Rest of Town Centre' area.

The table below summarises the requirements of Slough Borough Council Parking Standards.

SBC Car Parking Standards (Rest of Town Centre Area – Communal Layout)		
	Car Spaces per Dwelling	Car Parking Required
Studio Flats x16	1.25	20
1-Bedroom Flats x7	1.25	9
2-Bedroom Flats x34	1.75	60
Total		88

Source: Slough Developer's Guide – Part 3: Highways and Transport (2008).

In regard to the application of Slough's adopted parking standards, Core Policy 7 of Slough's Core Strategy (2006 – 2026) states that: '*Maximum restraint will be applied to parking for residential schemes in the town centre. In the rest of the Borough, the level of parking within residential development will be appropriate to both it's location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents*'.

Whilst there is a recorded on-street parking problem, SBC Highways and Transport cannot recommend refusal of the application due to sustainable

location of the site which is considered to be within reasonable walking distance of local shops, Slough High Street, Bus Stops and Slough Railway Station.

Therefore SBC require contributions for the improvement of Slough's sustainable travel network given the low parking ratio which will increase demand for Slough's walking, cycling and public transport infrastructure. This is required to support journeys by sustainable travel modes and avoid the previous problems recorded with on-street parking created by developments in this area.

Disabled Car Parking

The applicant has confirmed that 2 parking spaces would be marked and designed for disabled use. This accords with industry best practice to ensure 5% of all parking spaces provided on site should be designed to an accessible standard

SBC Highways and Transport require the amendment of the spaces accord with the requirements of Inclusive Mobility (2021) and should be amended to include a 1200mm access strip in accordance with the requirements of inclusive mobility.

Sustainable Transport Contributions: Car Club and Electric Bike Hire

Given the low parking ratio proposed, SBC request Section 106 contributions are made towards Slough's sustainable travel infrastructure. The low parking ratio means a large proportion of residents will be expected to travel using Slough's sustainable travel infrastructure.

The Transport Statement states that the developer is willing to make a Section 106 contribution towards a car club in order to promote the use of sustainable travel and to reduce car ownership at the site. However the developer is not willing to provide a dedicated parking space on site for the operation of the car club.

SBC Highways and Transport request the following Sustainable Transport Contributions:

Contribution	Section 106 Amount
Slough Car Club	£10,000
Bus Shelter at Queens Road Stop on Stoke Road	£15,000
Signalised Ped Crossing Stoke Road / St Paul's Junction	£36,000
Public Rapid Charger	£25,000
Total	£86,000

EV Charging

The Transport Statement highlights that 10% of the car parking bays will have active electric charging points, with a further 10% of the bays being provided with passive charging provision to allow conversion for active charging provision to meet rising demand when required.

SBC require the amendment of the proposed site plan to label the parking spaces which will be fitted with the proposed EV Charging Point(s) and passive EV Charging Provision.

SBC require confirmation that a communal parking layout will be implemented where 25 parking permits are issued, but flats are not allocated a specific space within the car park. This is to allow flexible parking and improve access to the EV Chargers. The Slough Low Emissions Strategy (2018 – 2025) stipulates that EV Parking maybe provided for only 10% of the proposed parking spaces where a communal parking layout is proposed.

Given the site does not provide EV Charging for each dwelling, SBC request a Section 106 contribution to support the implementation of Slough's public fast charger network to improve electric vehicle charging within the borough.

Cycle Parking

SBC Highways and Transport are satisfied that the proposed cycle parking at the proposed development accords with the Slough Developers Guide – Part 3: Highways and Transport.

60 secure cycle parking spaces are proposed for allocation to each dwelling in the form of stacked cycle racks, which are displayed on Drawing No. 20-B10-P06, titled '*Proposed Lower Ground Floor*', dated 04/02/19, by GAA Design. It has been confirmed that access to the cycle stores will be controlled via pin pad with the entry codes only available to residents of the proposed development.

As requested by SBC, the applicant proposes 3 Sheffield stands along the site frontage on Stoke Road for visitor cycle parking to facilitate short visits to the site by bicycle for residents' friends, family or Deliveroo riders. The Short Stay cycle parking is displayed on Drawing No. 20-00-Rev-P07, titled '*Proposed Ground Floor*', dated 06/05/2022, by GAA Design.

The Slough Developers Guide – Part 3: Highways and Transport requires the provision of 1 secure covered cycle parking space per new dwelling and the provision of visitor cycle parking for flatted developments of more than 10 dwellings.

Site Layout

The applicant has provided swept path analysis which demonstrates that a large car measuring 5.1m in length has sufficient manoeuvring room to ingress/egress the end parking spaces in the proposed car parking layout. The swept paths are provided on Drawing No. A18433C-02-Rev-P2 titled '*Large Car (5.1m 4x4 car) Swept Paths*', dated 05.05.22.

An aisle width of 6.0m is provided in the proposed parking area in accordance with the aisle width recommended within the Manual for Streets.

Deliveries, Servicing and Refuse Collection

The Transport Statement outlines that a refuse store will be provided to the rear of the development on the lower ground floor which fronts onto Lyons Way.

Swept path analysis has been provided which demonstrates that a large refuse vehicle would turn within the site bellmouth junction, site access road and within land opposite the site access. The swept paths are displayed on Drawing No. A18433C-01-Rev-P1 titled '*Large Refuse Vehicle Swept Path Plan*', dated 10.04.19.

SBC Highways and Transport are satisfied that servicing and refuse collection for the proposed dwelling can be completed under the proposed arrangements.

Summary and Conclusions

Subject to the application being revised in accordance with my comments, I would confirm that I have no objection to this application from a highway perspective subject to conditions.

6.2 Thames Water

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

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-largesite/Apply-and-pay-for-services/Wastewater-services>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize

the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>
Water Comments If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage.

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

6.3 Contamination officer

I have reviewed the Geo-Environmental Report (Ref. 20704R1), dated April 2017 and prepared by WDE Consulting Ltd.

Please see my comments below:

Section 4.0 Preliminary Risk Assessment:

Table 8 presents a short list of potential contamination sources on site and off site; however, it misses the infilled area underneath the site, and as a result the potential for ground gases.

Section 6.0 Ground Gas Assessment:

It appears that only one monitoring session was carried for ground gas on site, even though the 2007 CIRIA guidance is quoted, and that requires a minimum of 3 sessions. Thus, it is hard to truly assess the likely risk from ground gasses. For it to be representative there has to be more than one data point recorded for each variable at each location, requirement which hasn't been met.

Section 7.0 Contamination Assessment:

The report suggests that the proposed development is commercial in nature; however, the current proposal is for mixed commercial and residential. Thus, the choice of GACs is not conservative enough. Even so, there were multiple exceedances in soil for PAHs, Arsenic and Lead.

There were no exceedances recorded for groundwater sample analyses results.

The above identified issues will have to be addressed and remedial works will have to be carried to ensure that the site is suitable for the proposed commercial/residential use. The overall moderate risk associated with the

site will have to be dealt with, and the required remedial tasks detailed in a Site Specific Remediation Strategy (SSRM). Once the tasks are completed these will need to be verified and a Final Validation Report produced.

Overall, there has been limited ground gas and groundwater monitoring undertaken on site; including limitations from buildings still present on site. Thus, I recommend that further investigation, monitoring and risk assessment is carried out on site, in order to properly address the issue of potential ground gas migration. The report seems to suggest the option of installing ground gas protection measures into the fabric of the new building; however, I recommend that this is appraised further, as it might be more appropriate / feasible to collect more data and undertake a suitable Ground Gas Risk Assessment, before making a decision.

Raised no objections subject to conditions.

6.4 Berkshire Archaeology

Berkshire Archaeology was previously consulted on potential development at this site. Lady Haig Hall is a purpose built Royal British Legion club dating from the 1920s and as such is of local significance. Therefore further building recording ahead of demolition may be merited, subject to the view of the local planning authority's conservation officer.

Due to previous development at the site, prior to the current structure, I do not have any archaeological concerns regarding these proposals.

6.5 Lead Local Flood Authority

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

- Drainage Strategy report (Rev A, rev date:13/5/2019)
- Thames Water letter to Mr Robert Steventon (date:29 May 2019)
- SBC Surface Water Drainage Proforma

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

6.6 Environmental Quality

Air Quality Comments

In line with the Slough Low Emission Strategy, the scheme is considered to have a MEDIUM impact on air quality. As such, the scheme only requires an assessment of potential exposure of future residents to concentrations of NO₂ and the integration of Type 1 and 2 Mitigation measures, contained in the LES Planning Guidance.

SBC do not conduct any monitoring in the vicinity of the site, however national background data maps provided by Defra indicate that air quality exposure will not be an issue in this location.

The site is located circa 200 metres from an Air Quality Management Area (AQMA 4). As the site includes 25 parking spaces, impact to the AQMA will be low. Due to the low parking provision, the applicant has suggested to contribute to the operation of Slough car club, as stated in the Air Quality Mitigation Statement.

The development involves the demolition of the existing buildings on site. Dust emission from this demolition and construction of the units has been considered, however with mitigation, exposure can be controlled.

To ensure that impact to the AQMA is reduced as far as possible, the following mitigation measures are required:

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As there are no dedicated spaces for the residential dwellings (25 spaces), the LES requires that a minimum of 10% of the parking spaces should have access to electric vehicle recharging facilities, therefore installation of 3 Type 2 Mode 2 EV charging points in the proposed development is required.
- Installation of 2 dedicated Car Club Bays within the site as part of the 25 bay car park with a Type 2 Mode 3 EV charger to service the bay.
- £29,500 (contribution of £500 per dwelling) towards the operation of a Slough dedicated car club that is to operate 2 cars on the site within the dedicated accessible car club bays, one of which will be an EV.
- The car club will be accessible to all future occupiers of the development and all existing and future members of the Slough Car Club Network.
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. This shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report, and construction vehicle route maps.
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report.

Environmental Noise Comments

Airo undertook noise measurements on 9th and 10th November 2015 (Monday and Tuesday). Although the noise report is outdated by 5 years, traffic flow increase over that time is unlikely to have caused a perceptible change in noise level, therefore this is acceptable.

Noise levels were recorded and corrected to the façade if needed, giving the following results:

- Position 1: 68dB LAeq16h, 61dB LAeq8h, 90dB LAmx
- Position 2: 64dB LAeq, 83dB LAmx, 55dB LA90
- Position 3: 56dB LAeq, 69dB LAmx, 51dB LA90

The report calculates the sound level reduction required to ensure internal noise levels meet requirements stated within BS8233.

When reporting the LAmx, the guidance states that individual noise events should not exceed 45dB more than 10-15 times per night. The applicant has considered 78dB to be the maximum noise level at night exceeded by 15 events, however this gives no margin of error and it is likely that this value can be exceeded. This is evident in recorded results which show a maximum LAmx of 90dB.

Due to this, it is recommended that a glazing and ventilation strategy is installed which can achieve a minimum of 40dB Rw to ensure it is less likely for the 45dB limit to be exceeded, or alternatively, limited to the 10th highest noise event.

The dominant noise source at the site is traffic from Stoke Road. As such, the glazing and ventilation strategy varies for different facades according to relative distance from the source and potential screening from buildings. This has been used to determine glazing requirements for other facades of the building. This must be revised to take into account the sound level reduction requirement requested above.

Alternatively, good acoustic design could be incorporated into the proposal. For example, orientating bedrooms away from roads so they are less likely to be impacted by road traffic noise.

In regards to ventilation, this must be chosen based on the adjustment described above. It is recommended that mechanical ventilation is installed, to allow residents to achieve internal comfort without reliance on open windows, however passive attenuated in wall ventilators may also be suitable. The chosen ventilation strategy, alongside the specific glazing chosen for the units, must be submitted to SBC for approval prior to installation, to assess the suitability and ensure internal noise levels can be met.

6.7 Landscape and Waste

Landscape

A lot of the detail which was general contractual recommendations bases on standard BSI (example; grass cutting this site makes use of artificial grass). There is a small missing planting plan covering the two entrance shrub beds roadside.

In general a nice selection of hardy easy to establish plants as been selected supported by decking and planted self-watering contains.

Waste

We should be moving more towards the recycling agenda currently 9 - 1100lt containers are to be provided on this site which is the correct amount. Therefore if possible request 5 refuse and 4 recycling 1100lt containers to be provided.

6.8 Crime Prevention Design Advisor

No comments received.

6.9 Education

No comments received.

6.10 Natural England

This application is supported by a HRA (dated March 2022). Although Natural England are broadly supportive of the direction of the HRA, we are not in a position to agree with the conclusions as yet. The Strategic Access Management and Monitoring Scheme (SAMMS) is the adopted mitigation strategy for development coming forward within Buckinghamshire Council (formally Chiltern and South Bucks Councils).

However, Upton Court Park could function as the mitigation for this development with contributions Page 2 of 6 made towards its improvement. Natural England are yet to formally agree and sign off the use of this SANG, as Slough Borough Council have not provided the detail about the site, that satisfies us that likely significant effect will be avoided upon the integrity of Burnham Beeches SAC. In effect that it will definitively work as a SANG...

... a mitigation strategy or equivalent will be required for Slough Borough Council to avoid adverse impacts at the SAC. We await completion of this document. Once this is complete and agreed with Natural England, we will be happy to remove this objection. Page 3 of 6 However, development proposals which are not in accordance with the above would be likely to have a significant effect on the SAC, either alone or in combination with other plans and projects. In accordance with Regulation 61, before granting planning permission for such a proposal, the planning authority must undertake an appropriate assessment of the implications of the development on the SAC, in light of the site's conservation objectives. The conservation objectives are to maintain and, where not in favourable condition, to restore, the Atlantic acidophilous beech forest habitat.

Consequently, it is Natural England's view that the planning authority will not be able to ascertain that this proposed development as it is currently submitted would not adversely affect the integrity of the SAC. In combination with other plans and projects, the development would be likely

to contribute to a deterioration of the quality of the habitat by reason of increased access to the site including access for general recreation and dog-walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the tests of Regulation 62.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.

7.0 Policy Background

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

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 12 (Community Safety)

Local Plan for Slough March 2004 policies:

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

Other Relevant Documents/Statements

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map
- Technical Housing Standards – nationally described space standards.

The site is not an allocated site in the Slough Local Development Framework Site Allocations Development Plan Document

Slough Local Development Plan and the NPPF

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

The revised version of the National Planning Policy Framework (NPPF) was published in July 2021. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

7.2 Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 20 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 can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law.

The weight of the harm and benefits are scaled as follows:

- Limited
- Moderate
- Considerable
- Substantial

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.

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of development
- Supply of Housing
- Design and impact on the character and appearance of the area
- Heritage Impact
- Impacts on neighbouring amenity
- Impacts on amenity of future occupiers of the development
- Transport, Highways and parking
- Drainage
- Contamination
- Landscape
- Energy and Sustainability
- Archaeology
- Air Quality
- Affordable Housing and Infrastructure
- Habitat Impacts
- Crime Prevention
- Neighbour representations
- Equalities Considerations
- Presumption in favour of sustainable development

9.0 **Principle of Development**

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

9.2 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not

identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

- 9.3 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.
- 9.4 The site in question falls just outside of the Stoke Road neighbourhood shopping area, but is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported.
- 9.5 The fact that the site has, until recently, had the benefit of an extant planning permission for redevelopment is a material consideration. At the time, a mixed use development was considered to be acceptable in principle as, among other things, it was considered that the need to provide housing in the Borough outweighed the loss of the Lady Haig as a community facility. It is considered that this is still a pertinent scenario today and that the balancing of these two issues would remain as previously concluded.
- 9.6 The proposal would provide flats in an area that Core Policy 4 encourages family housing however, given that existing and future redevelopment schemes to the north and south of the site, the existing and proposed context for the site will be that of high density flats. The Council has resolved to approve the redevelopment of the site to the immediate south to provide flats under Ref P/06964/016 and the recently completed Vanburgh Court is immediately south of that. To the north, Grand Union House is completed and occupied and all of these sites are developments that have similar scales and densities to the application proposed here. The construction of family housing on this site would be odds with the site's setting and therefore be inappropriate in an urban form context.
- 9.7 Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing.

10.0 Supply of Housing

- 10.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be

provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.

10.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council’s Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan.

10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five Year Land Supply. The proposal for 57 residential units would make a contribution to the supply of housing, which could be built-out relatively quickly in spite of there being viability issues. Given that that the tilted balance is engaged, this contribution would in principle attracts positive weight in the planning balance.

10.4 In terms of housing mix, the recommended housing mix for Eastern Berks and South Bucks Housing Market Area is defined in the Strategic Housing Market Assessment (SHMA) February 2016.

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

10.5 This housing mix for the scheme proposed is as follows:

- 12no - Studio Flats
- 11no - 1 bed flats
- 34no – 2 bed flats

10.6 Some flexibility can be exercised in relation to the table above depending on the location of development and the characteristics of the surroundings. In this instance it is considered that a scheme to provide a mix of predominantly 1 and 2-bed units is not in line with Core Policy 4 which seeks out of town centre sites to comprise family housing. However it is closely located to the town centre and other services and a number of other high density schemes have been allowed and implemented in the area. A larger proportion of 2-bed units than 1 bed units is considered to be positive. The scheme includes a number of studio units which is not ideal as an accommodation type. Over the course of the application the applicant

has sought to reduce the number of these by creating more 1-bed units and the studios themselves comply with the space standards for 1-bed units. Therefore the housing mix proposed is not considered to be inappropriate of harmful at this location.

11.0 Design and Impact on the Character and Appearance of the area

- 11.1 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.
- 11.2 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:
- ‘All development will:*
- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
 - b) Respect its location and surroundings;*
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.’*
- 11.3 The proposed redevelopment of the site will increase the scale, bulk and massing of built form on the site. The site is in a prominent location and has public realm views from all directions. The new building is proposed with a principal façade that faces west, fronting Stoke Road. Development takes the form of two blocks with the principal one at the western part of the site and a secondary one to the eastern side. Both buildings are 5 storeys in scale but due to land level changes from west to east, there are variations in overall height that gives the eastern block a more subservient scale.
- 11.4 The scale of the buildings as proposed is considered to match with the scale of schemes that have been both implemented and approved in this area. 5 storeys is considered to be a maximum scale of this site and would reflect the scale of existing buildings to the north as well as approved schemes in the same direction. The scale would relate well to the resolved-to-be-approved scheme at The Foyer/Beacon House which abuts the site at 5 storeys as well.
- 11.5 In terms of form the principal façade adopts a strong vertical and horizontal rhythm that is reflected in existing and approved schemes in the area. Individual identity is provided through the use of varying materials that

include timber cladding. The public realm elevation on the secondary block also achieves the aforementioned rhythms and varying usage of external materials reinforces this. The internally facing elevations are less featured but have minimal impact on public realm views. The proposed appearance and finish of the building is not breaking new ground in design terms but it would sit comfortably in the character of the area and is therefore acceptable in planning terms.

- 11.6 The redevelopment of the site will result in a material change to the character of the street and would include the loss of the existing Lady Haig Club. The building is not listed and is also not a locally listed building but has been considered in light of it being a 'non-designated heritage asset'. In consideration of the demolition of the building in the previous scheme, P/00106/012, it was agreed that there would be a low impact from its loss and that it was beyond a state of repair. Considering this issue again it is felt that this view is still apparent and the loss of the building is acceptable in planning terms as there is no significant adverse impact from its demolition.
- 11.7 The application site includes an areas to the east that would not be subject to any development proposals, the forms state this area is within the control of the applicant. The area currently contains a building which is to be demolished and there are no details on any plans in respect of what will happen to this area although it sits within the red line area. The area is severed from the majority of the site by the proposed access road and is somewhat isolated as a result. While there are no proposals on this are it will be important to ensure the land is not left unkempt or as an eyesore and a condition requiring hard and/or soft landscape proposals for this area can be added to ensure this does not happen.
- 11.8 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with policies EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2021.

12.0 **Heritage Impacts**

- 12.1 Paragraph 128 of the national Planning Policy Framework provides guidance when determining planning applications which may have an impact on existing heritage assets, it states that:
"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance...In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness”.*

12.2 Core Policy 9 of the Local Development Core Strategy (2006 – 2026) Development Plan Document states *development will not be permitted unless it:*

- *Enhances and protects the historic environment;*
- *Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.....”*

12.3 The application is accompanied with a Heritage Statement that is essentially the same as submitted with the previously approved scheme P/00106/012 but with a brief addendum. The previous assessment concluded the following:

Lady Haig Hall, though not a listed or locally listed building, is a non-designated heritage asset. Primarily due to its connections with the British Legion and, though not direct, with Countess Haig. Lady Haig Hall makes a slight positive contribution to the significance of the nearby locally listed Gilliat Hall and a neutral contribution to the significance of the locally listed Littledown Primary School.

The proposed development has been considered in two parts; firstly the impact of the proposed demolition of Lady Haig Hall and secondly the impact of the proposed replacement structure.

The demolition of the building will result in the loss of the low level of heritage interest which Lady Haig Hall itself possesses and the slight positive contribution the building makes to the significance of Gilliat Hall. This will result in an objectively low level of harm and loss. Section 5 identifies that there is potential for the provision of residential development on the site without necessarily resulting in harm to the heritage interest of the surrounding locally listed buildings due to their much altered settings. Current proposals to provide a series of red brick blocks of simplistic design housing 39 residential units, while resulting in a change to the setting of the locally listed Gilliat Hall and Littledown Primary School, would result in a neutral effect on the significance of the buildings.

When considered holistically the scheme will result in a very low level of harm. This should be weighed into the planning balance in accordance with paragraph 135 of the NPPF along with the public benefits of the scheme which are detailed within the submission documentation.

12.4 The addendum statement has advised that, while the scale of development is increased compared to the last scheme, there will be no physical height increase in the current application and therefore it is considered that the potential effect on Heritage Significance will remain the same as the consented scheme had and the proposed development will result in a very low level of harm.

12.5 On the basis of the previous decision it is considered that there continues to be no objection to the loss of the building and no new circumstances are apparent that would lead to a different conclusion. With regards of the impact of the proposal on heritage significance, at the time of drafting this report a consultation to the Council's Heritage Consultant is running and Members will be updated in the amendment sheet.

13.0 Impacts on neighbouring amenity

13.1 Policy Core 8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers.

13.2 The nearest existing neighbours are identified as 2no flats above shops to the immediate north, known as 72 and 74 Stoke Road. There are no side windows to these first floor units that would be affected by the increased bulk of development and the 2 block structure should ensure there would be no loss of light to the rear windows. In any case these two sites are subject to a resolution to be redeveloped subject to completing a S106 and therefore may well be demolished.

13.3 There are existing dwellings on the other side of Stoke Road to the east however the distances established by the highway between these ensures there would be no harmful overlooking impacts. Furthermore there is existing landscaping at these neighbouring sites which act as a partial screen.

13.4 To the east there are a number of dwellings on Fleetwood Road however it is considered that these, at approximately 35 metres to the common boundary, are a suitable distance from the proposed building to ensure there would be no significant adverse impact on amenity.

13.5 As a result of the above assessment, the proposal is considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

14.0 Impacts on amenity of future occupiers of the development

14.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings

- 14.2 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."
- 14.3 It is noted that all the units meets and exceed the requirements of the national space standards to residential units which creates a good level of space for residents. The majority of units are provided with their own terrace or balcony and those that do not have access to shared amenity space. This would provide soft and hard landscaping and provides private outdoor space for all residents.
- 14.4 Within the development the inward facing blocks are separated by a distance of less than 15 metres however the arrangement of units and habitable rooms means that this impact is kept to a minimum. The separation distance are reflective of previously approved schemes to the north and are considered to be acceptable for a higher density development of flats in this instance.
- 14.5 The application was accompanied with a daylight/sunlight assessment that considered the distribution of light to the proposed units. The assessment concluded that the proposal generally complies with the BRE guidelines. There are some centrally located, internally facing windows that fall slightly short of the guideline but LED lighting mitigation can address this but overall the scheme is considered to provide appropriate lighting to the development.
- 14.6 A noise assessment was submitted as part of the application and comments from Environmental Quality have acknowledged that there would be a noise impact on amenity. This is not a surprise given the location of the site and the frequent and regular use of Stoke Road by vehicular traffic. The assessment is outdated and does not consider any mitigation requirements for the proposed development, referring to the previous, expired scheme only.
- 14.7 The assessment has drawn conclusions from Environmental Quality that a glazing and ventilation strategy is required that would ensure glazing installations will achieve a minimum noise level of 40dB. This can be conditioned to ensure it is achieved.
- 14.8 Furthermore, there is a need for the installation of a ventilation system in the building that will reduce the reliance on opening windows and doors to achieve comfort. This too can be secured by condition to ensure an appropriate system is installed that aligns with the Council's requirements.
- 14.9 The impacts in respect of noise are considered to be acceptable in principle however the information provided is outdated and not directly related to the submitted scheme. Therefore a condition will be proposed that requires a revised assessment that proposes relevant mitigation to ensure impacts are addressed. This condition can link to the requirement for a glazing and ventilation strategy to ensure holistic development.

- 14.10 Consideration on future occupiers should also encompass impacts on the adjacent schemes that are resolved to be approved. To the north the scheme considered under P/00943/008 is designed using the same principles as this application, i.e. a two block arrangement with shared amenity space in between. The two schemes align in respect of the positioning of the blocks and as a result there are no adverse impact in respect of affects light and shadowing. There is a potential for overlooking impacts from the balconies and this can be addressed by requiring a scheme of screens to be approved and implemented.
- 14.11 To the south, The Foyer / Beacon House redevelopment is a notably larger scale proposal. This takes a different form which accommodates a principal frontage with 3 projecting wings. At the time this application was considered it was ensured that the scheme would not adversely affect the amenity of occupier of this current application and there are no windows that create overlooking as a result. There is built form on the southern boundary as a result but it was determined during the consideration of that application that there would not be a significant adverse impact on light to the application proposal and this view is considered to still be the case.
- 14.12 Based on the above the application is considered to be acceptable in light of the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan

15.0 Transport, Highways and Parking

- 15.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 15.2 The original submission proposed 25 parking spaces for the scheme which gave a ratio of 0.4 per dwelling. The advice from the Highways Officer is that the parking standards would require a provision of 91 spaces for the initial scheme and while a lower ratio could be considered in a positive light in principle, the ratio proposed here would be unacceptable. It is worth noting that the previously approved scheme proposed a parking ratio of 1 space unit.
- 15.3 The revised scheme has increased the parking provision to 37 spaces for the revised housing number of 57. This gives a parking ratio of 0.64 spaces per dwelling. This is still lower than the previously approved scheme at the

site. Consideration has been given to the location of the site in this context. The site lies approximately 400m from the station with the core Town Centre located south of that. The Highways Officer, in their comments, noted that there is a consideration that people tend to walk up to 800m to access a railway station and the site is clearly within this distance. While not a set rule for such considerations it can be given some weight when considering the location of the development.

- 15.4 The access proposal into and out of the car park is considered to be acceptable and the link road is designed so that it would continue existing and approved link roads at the sites to the immediate north and south and this road will be offered for adoption which is also considered to be acceptable.
- 15.5 While not in the town centre it is clear that the site is closely located to services and employment opportunities both in its immediate and wider context. The site is considered to be in a sustainable location. As a result it is considered reasonable in planning terms to accept a lower parking ratio and it is noted that the applicant has demonstrated willingness to improve parking numbers over the course of the application. In principle it is considered that the parking ratio proposed can be considered acceptable on balance subject to it being appropriately managed to ensure spaces are efficiently used on the site. The Highways Officer has requested confirmation that a communal parking arrangement would be adopted and this is considered essential in planning terms and is included as a proposed condition.
- 15.6 In light of the parking numbers proposed, the Highways Officer has requested a number of contributions towards highways improvements in the area. As the report will detail later on, the application has been subject to viability issues and an assessment submitted. The comments requiring contributions are noted and where a contribution is not addressed in this section, they will be considered alongside the viability considerations later in this report.
- 15.7 In respect of electric vehicle charging the proposal is for 10% of spaces (in this instance 4) to have EV charging points with another 10% to have the infrastructure in place to become active charging points in the future. On the basis that the basement will be managed as a communal car park the provision of EV charging is compliant with the Low Emissions Strategy. The Highways Officer has requested a contribution towards public EV charging however if the proposal is policy compliant it is considered that an additional contribution cannot be requested as it is not considered to be necessary to make the scheme acceptable in planning terms.
- 15.8 The Highways Officer has also requested contributions towards Slough Car Club, a bus shelter on Stoke Road and a signalized pedestrian crossing on Stoke Road. The requests are made due to the low parking ratio proposed with the development. The contributions for a bus shelter and pedestrian crossing are noted. It is however also noted that there have been

developments permitted adjacent to the site with low parking ratios that have not been identified to make such contributions. In this instance the requests for contributions are noted however the fact that similar contributions were not sought for adjacent development with lower than standard parking ratios means it is not considered that these contributions are not necessary to make the scheme acceptable in planning terms and therefore will not be pursued in this instance.

- 15.9 The request for a contribution of £10,000 towards the car club is noted in in that a similar request for £29,500 has been made from Environmental Quality. The Council is not able to double up on the same contributions however it is observed that the Environmental Quality request is for the implementation and management of the spaces whereas the Highways contribution is for the physical provision of spaces off site due to there being no spaces proposed with this scheme which makes these contributions different. This contribution request is considered to be acceptable.
- 15.10 The Highways Officer has referred to the Stoke Road widening line and acknowledged that the application has been amended to remove the ground floor of the building from encroaching upon it. The first floor oversails the area but the plan show a distance of over 3 metres is achieved which ensures it would not adversely impact any road widening project that may occur in the future.
- 15.11 The cycle parking facilities as proposed are considered acceptable and the proposed layout is considered to be acceptable in respect of provision space for servicing and delivery vehicles as well as an effective waste management arrangement.
- 15.12 To conclude the under provision of parking spaces is noted and is unfortunate. However the site is considered to be in a sustainable location with easy access to services for future residents on foot, by cycle or by public transport. The scheme is considered to be acceptable in other highway aspects. The under provision of parking is considered to result in a degree of adverse impact and this will be addressed as part of the planning balance.

16.0 Drainage

- 16.1 Core Policy 8 states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. Sustainable Drainage Systems (SUDs) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that major developments should incorporate sustainable drainage systems unless there is clear evidence

that this would be inappropriate. The site is located within flood zone 1 and therefore flood risk is minimal.

- 16.2 The Lead Local Flood Authority and Thames Water have reviewed the application and have raised no objection in respect of surface drainage proposals and flood risk. The scheme includes the provision of a green roof as part of the SUDs proposal which is considered to be positive.
- 16.3 A condition will be required to ensure that development is implemented in accordance with the submitted drainage proposals.

16.0 Contamination

- 16.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 16.2 The Council's Contaminated Land Officer has comments on the case and acknowledged the content of the Phase 1 assessment. No objection is raised to the application in respect of contamination impacts but a condition is recommended for further investigative works prior to development.
- 16.3 These works, and any remediation that may be required as a result of findings, can be secured by condition and these are proposed as part of the recommendation.

17.1 Landscape

- 17.2 Paragraph 180 of the NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 17.3 The scheme proposes a hard and soft landscape area between the two blocks that sits at ground floor. It is an area is proposed to serve the remaining units. The application was accompanied with full landscaping details and a management plan.
- 17.4 The landscape proposals are considered to be acceptable and provide suitable soft features in a higher density environment. Detailed landscaping proposals were submitted with the application which are acceptable however they did not include details of the proposed landscaping at the western boundary abutting Stoke Road. The southern boundary is open which will allow suitable natural light to this area. This light will not be considered to be adversely affected if the Beacon House proposal is implemented, although it is acknowledged that it would result in a reduction,

and therefore conditions are required to secure the details and maintenance regime of these areas.

17.5 As a result the proposed development is considered to have an acceptable impact in respect of landscaping and ecology.

18.0 **Energy and Sustainability**

18.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developers Guide is due to be updated to take account of recent changes and changing practice. In the interim to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.

18.2 The application was accompanied with an Energy Statement and this has been considered against the Council's policy. The scheme includes a number of PV Panels on the flat roof building and the statement advises that these panels could provide the 10% reduction in carbon dioxide emissions that are required by the Council.

18.3 The statement fails to pick up on the requirement to propose a 15% reduction although it does suggest a number of other measures that can be adopted to create further savings without committing them to the scheme. The energy statement alone is therefore not enough to ensure development makes the required reductions and therefore more concrete proposals and commitments will be required.

18.4 For the purposes of planning the proposed development can accord with the Core strategy policies on energy and sustainable development. Conditions will be required to ensure the development is implemented with suitable measures to make the required emissions savings.

19.0 **Archaeology**

19.1 Core Strategy Policy 9 (Natural and Built Environment) resists development unless it enhances and protects the historic environment.

19.2 The Council's Archaeologist has considered the assessment and is in agreement, concluding that no objections are raised and no further details or assessments are required.

19.0 **Air Quality**

19.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers

and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

- 19.2 The Council has adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.
- 19.3 No objections are raised in respect of Air Quality impacts subject to the implementation of development including a number of mitigation measures set out in the comments. These measures include contribution towards the car club for off-site use and will be discussed further in the S106 contributions section below. The other measures listed can be secured by condition where relevant and as a result no objections are raised in this respect.

20.0 **Affordable Housing and Infrastructure**

- 20.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.
- 20.2 Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.
- 20.3 The application is liable to affordable housing provision and financial contributions however the submission included a Viability Appraisal which concluded that the scheme would not be viable is required to provide infrastructure contributions and affordable housing in line with the Developer's Guide.
- 20.4 Without prejudice, in accordance with the Developers Guide, this scheme would, in principle, result in the following contributions being sought:

Affordable Housing

The application proposes 57 units and has been submitted stating there are viability issues. In accordance with the Developer's Guide there is an affordable housing requirement of 25% which equates to 15 units from this development.

Education

On the basis of the housing mix proposed, the following contributions towards education will be required:

1-bed units – 22no x £903	= £19,866
2+-bed units – 35no x £4,828	= £168,980

Total = £188,846

Recreation/Open Space

Due to the provision of private and shared amenity space within the development there would be no contribution for recreation/Open Space

EV Car Club

The highways officer has requested a contribution of £10,000 towards the provision of spaces off-site due to a lack of provision within the proposal.

The environmental quality officer has requested a contribution of £28,500 (edited to reflect the amended dwelling amounts) towards the management of 2no car club spaces on the site. This equates to £500 per unit.

Highways Contributions

The Highways Officer has made a request for a number of further contributions as per their comments:

- Bus Shelter at Queens Road Stop on Stoke Road - £15,000
- Signalised Ped Crossing Stoke Road / St Paul's Junction - £36,000
- Public Rapid Charger for electric vehicles - £25,000

The Highways Officer has also requested an obligation towards the compulsory purchase of land parcel registered to title number: BK393042 to enable the completion of the service road to the rear which will allow unrestricted rear access for all vehicles including service vehicles and cars.

Furthermore the Highways Officer requires the applicant to enter into a Section 278 agreement to complete the road widening which would be delivered by the applicant and dedicate the newly constructed footway as highway.

Burnham Beeches

In order to satisfy para 181 of the NPPF, mitigation for the impact of the development on the Burnham Beeches SAC is required. Off-site provision at Upton Court Park will provide this mitigation, however the final strategy is yet to be agreed with Natural England. Enhancements to Upton Court Park are required to provide the adequate mitigation and a financial contribution will be required to mitigate this impact.

Final amounts will be agreed through the finalisation of the s106 agreement.

20.5 In respect of viability, the NPPF states, at para 58:

The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

20.6 The Viability Assessment has been considered by the Council's consultant and, given the length of time that has passed since the submission of the application, an updated assessment was provided and also considered. The consultant is in agreement with the appraisal which shows the scheme not being viable if full contributions are made.

20.7 In spite of the viability issues, the applicant has proposed that 8 affordable units are provided as part of the development and that the tenure for these would be under the Slough Living Rent model. Eight units is the same as was approved for the previously approved scheme on this site. While this proposal provides more units in total than the previous scheme, and is therefore not proportionate, consideration has to be given to the fact that the offering is made in spite of results of the appraisal and this is consequently considered to be a benefit of the scheme.

20.8 Furthermore the applicant has made a formal offer of some financial contributions as well. The table below sets out the contributions highlighted in para 20.4 against the amounts offered by the applicant in this instance:

Contribution	Amount required	Amount offered
Education (overall)	£188,846	£125,000
EV Car Club (Env Quality)	£28,500	-
Slough Car Club (Highways)	£10,000	£10,000
Bus Shelter at Queens Road Stop on Stoke Road	£15,000	£15,000
Signalised Ped Crossing Stoke Road / St Paul's Junction	£36,000	-
Public Rapid Charger	£25,000	£25,000
Burnham Beeches Mitigation	Tba	Tba

- The education contribution is lesser than required under the Developer's Guide. The applicant states the amount should be less as more 2 bed units are proposed in this scheme which makes a more effective approach to education. This is of course not suitable justification for reduced contributions in principle towards education.
- The car club contributions are requested twice which would not be a reasonable request in principle. The larger sum is requested towards the maintenance of operating 2 spaces as part of the development. However given the nature of the development, a secured basement car park is not considered a suitable scenario for Car Club spaces. The lesser sum is towards the provision of spaces off-site.
- The bus shelter contribution is agreed.
- The applicant is not proposing a contribution for the signalised junction as it is considered to be too far from the site and no such contribution was sought for approved development at 76-78 Stoke Road, which is nearer to the crossing than the application site.
- The public rapid charger contribution is agreed.

20.9 The point to consider in light of the offer of contributions with this application is that the proposal is subject to viability issues as confirmed by the Council's consultants. The contributions are offered in spite of the viability and while they do not meet the full amounts, they will make contributions in a circumstance where the Council could be looking at a proposal without any contributions. On this basis the contributions are considered to be acceptable and they are regarded as a benefit to the development that will be afforded proportionate weight as part of the planning balance. The requirement for highways agreements and compulsory purchase of land will be included as these are necessary to make the scheme acceptable in planning terms.

20.10 The Council is unable to secure any more affordable housing than is being offered. The applicant has offered to provide the same number of affordable units previously secured which can be seen as a benefit. There is no planning reason to doubt the conclusions of the Council's consultant and therefore no contributions are sought. However it will be required that the applicant agrees to a review mechanism as part of the S106 agreement that would allow for up to two reappraisals of the site in the future to determine if viability has changed and therefore obligations could be secured. Such obligations have been secured in other proposals and is considered to be reasonable here

21.0 Habitats Impacts

21.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.

- 21.2 Paragraph 180 of the NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity. Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 21.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the Local Planning Authority to make an appropriate assessment of the implications of a particular proposal, alone or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive.
- 21.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.
- 21.5 The site is located approximately 5.4 km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base carried out by Footprint Ecology.
- 21.7 The Local Planning Authority are currently working with Natural England to produce a Supplementary Planning Document to support a tariff based mitigation strategy for all new housing applications within 5.6km of the SAC. However this is yet to be agreed, and therefore each application needs to be considered on its own merits.
- 21.8 The applicant has submitted a Habitat Regulations Assessment which was reviewed by Natural England who were broadly supportive of the direction of the assessment. They do however maintain an objection on the grounds that the Council does not have an adopted mitigation strategy in place which will account for and offset the perceived impacts of the development on Burnham Beeches SAC and have advised that the objection will remain in place until such a strategy is adopted.
- 21.9 A contribution towards the mitigation of the SAC will be required to ensure that the proposal is compliant with Core Policy 9 of the Core Strategy and

to accord with Para 181 of the NPPF which requires appropriate compensation/mitigation due to the impact of the development on the SAC.

22.0 Crime Prevention

- 22.1 Policy EN5 of the adopted Local Plan sites all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Core Policy 12 of the Core Strategy requires development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.
- 22.2 The National Planning Policy Framework requires developments to be safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 22.3 The access into the flats would be at the front of the building directly onto Stoke Road. This would provide a good level of natural surveillance given its popularity with pedestrians and car. To the rear secure entrance is provided at ground level. There is less surveillance here and a security system would be required. Given the size of the development, an internal security strategy would also be required.
- 22.4 Cycle storage would comprise an integral store at ground floor as would the store. Appropriately secure doors would be required.
- 22.5 Lighting within the site can be secured by condition.
- 22.6 Given the scale of development it is reasonable to require the development to achieve a Secured By Design accreditation and this can also be secured by condition.
- 22.6 Based on the above, and subject to conditions, the proposal would be in accordance with Local Plan Policy EN5; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied in the planning balance.

23.0 Neighbour Representations

- 23.1 No letters of objection were received to this application.

24.0 Equalities Considerations

- 24.1 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).

24.2 The proposal would provide new residential accommodation and the scheme is to be designed to Lifetime Homes standards. While this standard is replaced by optional Building Regulations standard M4(2), according with these standards will make units acceptably accessible. Access from the public footway to the building is considered appropriate and the building is fitted with disabled lifts where thresholds are not level. Lifts are proposed to the upper floors which allows access for all users.

24.3 In relation to the car parking provisions, the Highways Officer has requested a revised plan to show accessible parking accommodated. This can be secured by condition.

24.4 It is considered that there would be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction would have 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 could be secured by condition should the scheme be acceptable.

24.5 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.

25.0 Presumption in favour of sustainable development

25.1 The Council is currently unable to demonstrate a deliverable 5 year housing land supply. As a result Paragraph 11 of the NPPF is engaged. This means that sustainable development proposals should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

25.2 In consideration of whether or not development is sustainable, para 8 of the NPPF set out 3 objectives that should be met in order for a scheme to be considered sustainable development; the economic, social and environmental objective.

25.3 In the application of the appropriate balance, it is considered that there are significant benefits from:

- The provision of 57 residential units in a sustainable location should be given significant weight as the development would make a positive contribution to the supply of housing in the Borough, and would be located in a sustainable location.
- While there are viability issues with the site the provision of 8 affordable units would provide a positive contribution to the supply of affordable housing provision in the Borough and is also a benefit that should be given significant weight.
- The application includes the provision of some financial contributions towards infrastructure and these are considered to be positive benefits that should be given significant weight.

In respect of adverse impact the following are applicable:

- The under provision of parking is considered to be an adverse impact although one that should be given minor negative weight given the sustainable location of the site
- The perceived ecological impact on Burnham Beeches is an adverse impact although one that is unable to be resolved by the applicant. The Council is actively working to address the issues of Natural England and the adverse impact here should be given moderate negative weight.

25.4 In applying the planning balance, it is considered that the demonstrable benefits of the scheme significantly outweigh the identified impacts and therefore, in accordance with Paragraph 11 of the NPPF, planning permission should be granted subject to the completion of a Section 106 agreement and the notification of Natural England of the Council's decision.

PART C: RECOMMENDATION

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

PART D: CONDITIONS

1. Time Limit

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

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

2. Approved Plans

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

- (a) Drawing No. GAA-17030 01-00 Rev P05, Dated 04/02/2019, Recd On 14/11/2019
- (b) Drawing No. GAA-17030 20-B1 Rev P05, Dated 04/02/2019, Recd On 14/11/2019
- (c) Drawing No. GAA-17030 20-RF Rev P05, Dated 04/02/2019, Recd On 14/11/2019
- (d) Drawing No. GAA-17030 21-01 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (e) Drawing No. GAA-17030 21-02 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (f) Drawing No. GAA-17030 21-03 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (g) Drawing No. GAA-17030 21-04 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (h) Drawing No. GAA-17030 22-01 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (i) Drawing No. GAA-17030 22-02 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (j) Drawing No. GAA-17030 20-01 Rev P06, Dated 04/02/2019, Recd On 04/02/2022
- (k) Drawing No. GAA-17030 20-02 Rev P06, Dated 04/02/2019, Recd On 04/02/2022
- (l) Drawing No. GAA-17030 20-03 Rev P06, Dated 04/02/2019, Recd On 04/02/2022
- (m) Drawing No. GAA-17030 20-04 Rev P06, Dated 04/02/2019, Recd On 04/02/2022

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. External Lighting

None of the units hereby approved 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, location, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

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

4. Piling Method Statement (Thames Water)

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

REASON The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

5. Refuse

The bin stores shown on the drawing number 20-B1 Rev P07 shall be completed in accordance with those drawings prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

6. Recording of architectural and historic features

No development, including demolition, shall take place until an appropriate programme of recording and analysis of architectural and historic features of the existing building has been agreed in writing by the Local Planning Authority, to be carried out by a specialist acceptable to the Local Planning Authority and in accordance with an agreed written brief and specification. The approved programme shall be carried out prior to the demolition of the building.

REASON To record existing features of architectural and historic interest.

7. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

8. Remediation Validation

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

REASON To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. Balconies

None of the units hereby approved shall be occupied until details have been submitted to, and approved in writing by the Local Planning Authority of the proposed balcony screens to be installed as part of the development. The details shall include locations of the screens and their appearance and the works shall be carried out in accordance with the approved details and be in place prior to the first occupation of the development.

REASON To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

10. Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

11. Energy proposals

Notwithstanding the details in the approved plans, not development outside of demolition and clearance works shall take place until revised details have been submitted to and approved in writing by the Local Planning Authority of proposals that confirm measures will be included to ensure that the development will achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions. The measures proposed details shall take account of the indicated measures in the submitted Energy Statement ref GAA-17-030 by Dynamic Energy Assessors dated 15/03/2019 and the works shall then be carried out in accordance with the approved details.

REASON To provide a sustainability and energy efficient development and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

12. Noise assessment

Notwithstanding the details in the approved plans, prior to first occupation of the proposed development, a revised Environmental Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall identify mitigation measures for the development hereby approved that shall be implemented in full prior to the first occupation of the buildings. Mitigation measures will be implemented alongside the details required by conditions 13 and 14 relating to glazing and ventilation and the measures shall be retained in perpetuity.

REASON The submitted assessment assesses the site but does not consider the impact on the development hereby approved, to ensure that the amenities of the future residents is not adversely affected by noise and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

13. Glazing and Ventilation

Prior to the occupation of the units hereby approved, details of proposed glazing specifications and Mechanical Filtered Ventilation within each flat that has been identified for such mitigation in the details submitted pursuant to Condition 12 shall be submitted to and approved in writing by the Local Planning Authority

The development shall be carried in full accordance with these details prior first occupation and retained as such at all times in the future. Each Mechanical Filtered Ventilation unit shall then be used and maintained in accordance with the manufacturer's requirements at all times in the future.

REASON: To ensure existing and future residents are not subjected to unacceptable levels of pollution once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2019.

14. Noise assessment Mechanical Ventilation

Within nine months of the development hereby approved commencing, the following details shall be submitted to and approved in writing by the Local Planning Authority:

a) Notification confirming the date the development hereby approved commenced

b) Details of the mechanical ventilation including details of ventilation noise outputs along with a noise assessment in accordance with any mitigation in accordance with ProPG: Planning and Noise Guidance and British

Standard 8233:2014 shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in full accordance with the approved details, together with approved noise mitigation measures through Condition 12, prior first occupation shall be retained as such all times in the future. Each Mechanical Ventilation unit shall then be used and maintained in accordance with the manufacturer's requirements for the lifetime of the development.

REASON to ensure future residents are not subjected to unacceptable noise levels once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2019.

15. Drainage

The development hereby approved shall be implemented, in respect of drainage, in accordance with the findings and recommendations of the Drainage Strategy from LANMOR Consulting Ref 191165/DS/JR/RS/01/A dated 13/05/2019 and the Slough Borough Council Surface Water Drainage Pro-Forma received 14/11/2019 unless otherwise agreed in writing by the Council.

REASON: To ensure drainage installations will not result in adverse impact on surface water and flooding in the interests of Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004.

16. Soft and Hard landscaping for the amenity areas on site shall be provided in accordance with the following details:

- (a) Drawing number 9868-GA-01, dated 28/05/19, received 14/11/2019;
- (b) Drawing number 9868-PP-01 Rev A, dated 17/05/2019, received 14/11/2019;
- (c) 9868-SP-01-Specification for Soft Landscape Works, dated 05/2019, received 14/11/2019.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Maintenance shall be undertaken in accordance with the undated Maintenance Plan Ref 9869-MP01 received 14/11/2019. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

17. Materials

No development above damp proof course level shall take place until details have been submitted to and approved in writing by the Local Planning Authority of external materials to be used on the development hereby approved and the development shall be carried out in accordance with the details approved.

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

18. Rear Service Road

Prior to the commencement of development on site the rear service road coloured red on the Section 106 Plan (Drawing No. 15079/003) shall be constructed up to binder course level. Upon practical completion of the development and prior to the first occupation of any part of the development the road including footways shall be completed to the satisfaction of the Council. The rear service road shall be constructed to normal adoption standards and implemented fully in accordance with details which shall be first submitted to and approved in writing by the Local Planning Authority.

REASON To ensure safe and convenient access for the occupiers of the development in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006 - 2026), Development Plan Document, December 2008.

19. Access

The development shall not commence until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

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

20. Visibility

No other part of the development shall be occupied until the visibility splays of 2.4m x 33m shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

21. Layout

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

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

22. Cycle Parking

The cycle parking shall be provided in accordance with the details set out in drawing number 20-B1 Rev P07 prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

24. Accessible parking

Notwithstanding the details in the approved plans, the development hereby approved shall not be brought into use until details have been submitted to and approved in writing by the Local Planning Authority of a revised parking layout that shows amended disabled parking spaces that accord with the requirements of Inclusive Mobility (2021) and are amended to include a 1200mm access strip in accordance with the requirements of inclusive mobility. The works shall then be laid out and implemented in accordance with the approved details and thereafter be retained in perpetuity.

REASON: To ensure the provision of accessible parking spaces in accordance with the correct standards to comply with policy T2 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

INFORMATIVE(S):

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal

of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
<https://developers.thameswater.co.uk/Developing-a-largesite/Apply-and-pay-for-services/Wastewater-services>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/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.

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

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

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

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

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

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.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 /Agreement 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.

The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a section 38 agreement of the said act for its ultimate adoption.

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Registration Date:	23 Dec 2021	Application No:	P/04290/009
Officer:	Alistair de Joux	Ward:	Central
Applicant:	Slough Propinvest Ltd	Application Type:	Major
		13 Week Date:	24 Mar 2022
Agent:	Tim Waller Planning, Suite A, 19-25 Salisbury Square, Old Hatfield AL9 5BT		
Location:	Automotive House, Grays Place, Slough SL2 5AF		
Proposal:	Demolition of existing building and construction of 51 residential apartments, laying out of landscaping, car and cycle parking and ancillary development.		

Recommendation: Refusal



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be refused, for the following reasons:

1. While the surrounding area includes higher buildings directly to the east of the site, more recent high quality development is of a lower-rise typology which provides a coherent character to the area between Stoke Road and the higher rise development to the east. The height, bulk, massing and high site coverage of the building would introduce a visually discordant element into the lower-rise streetscape of the western part of Grays Place and its surroundings. As such, the proposal is not in accordance with Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006 – 2026, saved policies EN1 and EN3 of the Slough Local Plan 2004 and paragraphs 126, 130, 132 and 134 of the National Planning Policy Framework 2021.
2. The application site is within an area designated as Site no. SKL3 in the Council's Site Allocations DPD, where piecemeal development has occurred over the majority of the land included within this site allocation. Any acceptable development at the application site that is not co-ordinated with the development of the bus depot to the south must extend the footpath around the site's two street frontages, to ensure that the pedestrian requirements of both sites can be provided. As such, the application is contrary to Site Allocations Policy SKL3 in the Site Allocations DPD (November 2010) and to paragraphs 126, 132 and 134 of the National Planning Policy Framework 2021.
3. The proposal would result in an overbearing relationship with adjacent flats to the east, due to the proximity of the buildings, the greater bulk proposed at the application site than the building that it replaces, and the inadequate separation distance from neighbouring habitable rooms to the east-facing wall of the building. Although impacts on daylight and sunlight would be limited to a small number of flats, mainly to the north, this also counts against the neighbourliness of the application, and as such, the application is contrary to Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006 – 2026, saved Policy EN1 of the Slough Local Plan 2004 and to paragraphs 126, 130, 132 and 134 of the National Planning Policy Framework 2021.
4. The proposed access is at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. Security concerns raised by the Thames Valley Policy Crime Prevention Design advisor also remain to be resolved. As such, the development is contrary to Slough Borough Council's Core Strategy 2006-2026 Policies 7 and 12 and to paragraphs 92, 110 and 112 of the National Planning Policy Framework 2021.

5. In the absence of a Wind Environment study, the application has not demonstrated that the wind environment around the building will be acceptable for pedestrian and cyclist use, contrary to Policy 8 of the Slough Local Development Framework Core Strategy 2006 - 2026 and to paragraph 130 of the National Planning Policy Framework 2021.
6. The proposal would, if acceptable in other respects, be required to provide for necessary infrastructure including education, green infrastructure to mitigate the impacts of additional residents on Burnham Beeches SAC by way of appropriate financial contributions, funding for a traffic regulation order proposal, and to secure a late stage financial viability review in respect to on-site and / or off-site affordable housing contributions, all of which would need to be secured by the completion of a section 106 agreement. No such agreement has been completed, contrary to Policies 4, 9 and 10 of the Slough Local Development Framework Core Strategy 2006 - 2026, Slough Borough Council's *Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106)* and to paragraphs 180 - 182 of the National Planning Policy Framework 2021.

- 1.2 The proposals comprise a major planning application; therefore the development is required to be determined by Slough Borough Council Planning Committee.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposed development would require the demolition of the existing three-story office building and its replacement with a part-5, part-6 and part-8 storey building. The rise in levels would be from east to west with the highest element adjacent to the Grays Place frontage.
- 2.2 Access would be from the western end of the building, where a main lobby would be located in the north-western part of the ground floor. The ground floor accommodate three cycle store rooms would also be provided at this level, accommodating a total of 52 bicycles in two-tier racks, and a dual internal / external access bin store would be provided within the building along with an external store area for use on bin collection days.
- 2.3 All apartments would have either a terrace or balcony (minimum 2.4 sq.m), with access also to communal amenity areas; the larger (2B4P) flats would also have a second balcony. Communal amenity space would include roof-top spaces at fifth and sixth floor levels (60 and 110 sq.m. respectively), along with a ground level garden of approximately 60 sq.m. on the eastern side of the building.
- 2.4 The development would be largely car-free, however two car parking spaces would be provided at the eastern end of the building. A loading bay for delivery vehicles would be provided adjacent to the Grays Place frontage.

3.0 Application Site

- 3.1 The site consists of a three storey office building located adjacent to the corner of Stanley Cottages, which forms the southern road frontage, and Grays Place which provides the western frontage. The building is set back from both street frontage, with car parking on these two sides of the building. The existing building received prior approval for the change of use from B1 offices to C3 residential (see planning history below) in 2019.
- 3.2 The site is within the Slough town centre designation as shown in the Local 2010 Proposals Map, and within the Site Allocation SKL3 in the Council's Site Allocations DPD.
- 3.3 Directly to the north there is an open area of car parking that serves the flats to the east, and recently constructed flatted developments on the north side of Grays Place, approximately 28 – 30m from the application site. These buildings are three and four storeys with additional levels of accommodation within their gabled and crown roofs. To the west and on the opposite side of Grays Place, Abbey House at 18-24 Stoke Road is a recent office to residential prior approval development that will provide 47 flats in a five storey building that addresses the Stoke Road frontage. A recent application on land to the rear of this site for a four-storey apartment was refused, and is now the subject of a current appeal (application ref. P/06271/021). To the south, Stanley Cottages separates the site from the bus depot. To the east there are residential flats that rise from five stories on the side facing the site to ten stories further from the application site.

4.0 Relevant Site History

- 4.1 The relevant planning history for the site is set out below:

Application No.	Description of development	Decision
F/04290/007	Prior approval for the change of use from B1 (offices) to C3 (residential) to create 13no. 1 bedroom, 2no two bedroom and 4no. studio flats (19 units)	Prior approval required and granted, 25 October 2019
P/04290/008	Demolition of existing building and construction of 61 residential apartments, basement car and cycle parking, bin storage area, and ancillary development.	Refused, 21 April 2021

5.0 Neighbour consultations

- 5.1 Site notices were posted on 7th January 2022, and the application was advertised in the local newspaper on 15th April 2022.
- 5.2 One neighbouring resident has objected to the application on the following grounds:
- Overlooking and loss of privacy.
 - Unacceptably high density.
 - Out of character design.

- Poor refuse collection arrangements.
- Zero affordable housing.
- Flawed daylight and sunlight assessment.
- Would welcome a “more careful and sympathetic” redevelopment of Automotive House.

6.0 **Consultations**

6.1 **Natural England**

This application is supported by a HRA (dated December 2021). Although Natural England are broadly supportive of the direction of the HRA, we are not in a position to agree with the conclusions as yet. We agree that financial contributions towards improvements at Upton Court Park, could function as the mitigation as outlined in the HRA. Natural England are yet to formally agree and sign off the use of this SANG, as Slough Borough Council have not provided the detail about the site, that satisfies us that likely significant effect will be avoided upon the integrity of Burnham Beeches SAC. In effect that it will definitively work as a SANG. Natural England provided feedback (dated 14/05/2021) to Slough Borough Council on the draft Page 2 of 6 mitigation strategy which outlined what is required to get the strategy to a stage where we can be certain it will mitigate the impacts of new development coming forward within the Borough. If a second draft of this document can be completed and supplied for our agreement, and is found to be meeting the requirements of the Habitats Regulations, then we will be happy to remove this objection.

6.2 **Thames Water**

Waste Comments

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

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

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

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

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

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 Berkshire Archaeology

The proposed development site has been heavily developed in the past, and therefore it is likely that any below-ground archaeological deposits will have been truncated or removed during groundworks associated with construction. As with previous proposals for the site, archaeological work would be unlikely to yield meaningful results, and so requiring investigations would not be appropriate in this instance.

Therefore I can confirm that, in line with previous recommendations, Berkshire Archaeology believes there should be **no requirement** to undertake a scheme of archaeological mitigation in relation to the current development proposals.

6.4 Berkshire Fire and Rescue Service

At this stage there is no duty placed upon the Fire Authority under the aforementioned legislation to make any comment relative to your application. Any structural fire precautions and all means of escape provision will have to satisfy Building Regulation requirement. These matters are administered by the local authority Building Control or approved inspectors, who you are advised to contact in this regard. Please note that the weight limits for RBFRS fire appliances is 16 tonnes for fire engines and 26 tonnes for three axle aerial appliance. Access and water supplies requirements must meet or exceed The Building Regulations 2010 Approved Document B- B5 standards. Please be advised that any comments made by the Fire and Rescue Service in this letter must not be taken as formal approval.

Please consider sprinkler protection to residential buildings.

6.5 Crime Prevention Design Advisor, Thames Valley Police

The Slough Local Development Framework Core Strategy 2006-2026 aims at reducing crime and disorder, and has a focus on preventing anti-social behaviour and building a better community. I am unable to support this application as I believe the security of the development does not meet the requirements of the NPPF 2021. A number of aspects of the plan could contribute to crime and anti-social behaviour and I currently cannot see how all of these aspects could be mitigated. Please find below my notes and recommendations, please note that this is not an exhaustive list and that if this plan is to go ahead I request further plans prior to any approval.

Compartmentation:

As per Secured By Design, developments of over 25 flats/apartments should provide compartmentation. This is in order to reduce the risk of crime and ASB on residents and to protect the privacy of residents by restricting access to floors and areas of the building. Compartmentation allows the control of access and allows residents of individual floors/areas to feel safe that only they can access their residential area. This is a feature that is lacking from this development and due to the placement of the stair/elevator core I do not see how you could reasonably compartmentalise this development and prevent unauthorised access. Being a resident of this development should not entitle you to unrestricted access to all areas of it and we should not assume that all offenders are external to the development. Neighbourhood disputes can escalate to impact heavily on the community and police resources. Without compartmentalisation all residents and potential their visitors would have unlimited access to some the residential corridors of floors five and six when using the communal gardens.

Communal Spaces/Gardens:

The communal garden on the ground floor currently lacks surveillance over it and it is recommended that a larger window be placed in the apartments in the Eastern elevation in order to maximise natural surveillance over the area. I have concerns over the security in relation to the gardens on floors five and six. Access to both gardens/communal areas is via the residential corridor, compromising the security and privacy of the residents on those floors. As above compartmentation is vital in order to protect the security and privacy of all tenants from unauthorised access to their residential corridor. This is not possible with the placement of the communal areas in relation to the stair/elevator core. From the plans and elevations I can see two gates in the wall of the communal garden on the fifth floor, I am unable to see a purpose to this and require clarification from the applicant as I have concerns over opportunity for crime and ASB as well as a safety risk. On floor six the placement of the pergola also poses a safety risk along with opportunity for ASB for example that people may potentially Taliesha Baylis Crime Prevention Design Advisor Thames Valley Police Head Quarters South 169 Oxford Rd Kidlington OX5 2NX 10 February 2022 climb on it up onto the edge of the building. The plans lack information regarding access controls into the communal areas, lighting of the area and curfew. These are important in preventing ASB notably neighbourhood disputes arising from noise complaints. This aspect needs further planning from the applicant.

Parking:

While we understand that the intention of the applicant is to be a vehicle free development I believe that this has opportunity to cause vehicle related anti-social behaviour and neighbourhood disputes. It is anticipated that some residents will have vehicles and will leave them in the surrounding streets parked without due care potentially along the footpath at the front of the building restricting pedestrian access.

Undercroft:

On the Eastern side of the development between the communal garden/accessible parking and the building is a footpath that runs directly below the windows of the apartments on that side. On the elevations this is shown as being an undercroft area. This is an ideal location for Anti-social behaviour for example rough sleeping and gathering. This has the potential to cause ASB complaints from the occupants of those two apartments, for example noise from pedestrians and from those gathering. I recommend that defensible planting to be used to deter gathering below the windows. As mentioned above for maximum surveillance of the parking area I would also recommend that the size of the windows be increased so that the occupants can safeguard the parking and communal space outside. This has the opportunity to deter and detect crime and ASB.

Postal Services:

From reviewing the plans I can see external mail boxes and a bulky mail store. The lobby also shows what looks like a concierge desk. Concierge service should not be relied upon as this is the first management service that could be changed if cost savings are required. This leaves room for unrestricted access for deliveries and compromises the security of the building. We need to note that Royal Mail is no longer the only service that needs to be considered, due to a change in consumer habits we now see a constant flow of deliveries from alternative companies such as Hermes, Amazon, Yodel etc. also the delivery of marketing and postal flyers. The concierge whilst available could be used as a 'fall-back position' but should not be a primary solution and where deliveries are needed individual residents will need to be present to accept delivery of their mail/parcel having been called through the front access panel. I also note on the elevations what appears to be a window into the bulky mail room, as this is not an active room this serves no surveillance purpose however if not tinted the window gives passers-by visual into the bulky mail room and its contents potentially leaving it vulnerable to crime.

Access:

Access controls are an imperative aspect of security on a flat/apartment development as it plays a vital role in securing the property against unauthorised access protecting the building and its occupants from crime and ASB. From reviewing the plans I cannot see any information regarding access controls for the building. I urge the applicant to review SBD regarding access controls for developments over 25 dwellings. The access controls should be fob access with door release that can be released from the dwelling, featuring video and audio feed that can be recorded and provided to law enforcement for the purposes of investigation crime and ASB. There should be no trade button as these can be misused, if entry for trade is required by management they should arrange fob access for the trade only to the area required. If the resident is present they should allow access to the trade and escort them. These access controls should be extended to provide compartmentation through the development with a requirement to fob onto each floor plate and into the communal corridor from the stair and lift lobby. This should be addressed once the positioning of the access onto the podium garden has been amended. All ground floor windows should be laminated glass, with key lockable hardware in order to prevent crime as they are in an easily accessible height and ideal for access for suspects. Accessible parking spaces have been provided at the Eastern side of the building, plans also show a door to this Eastern side entering the building. From reviewing the elevations and drawings I note that this door does not appear to be accessible and looks to be a fire door. I ask the applicant to confirm if they intend to make this door accessible for the users of the accessible parking. If this is not the intention I request a plan of how the users will enter the building especially if as above vehicles are left on the footpath making it unusable. If the intention is to provide accessible access at this point then a secure lobby must be provided (as shown for the main entrance) to prevent unauthorised access.

Bike Stores:

The DAS states that the bike stores can be accessed from inside or outside via locked doors however from reviewing plans and elevations there appears to be only windows from the outside into the bike stores. Landscaping also shows planting outside the windows. If the applicant intends to have doors then I cannot see how the landscaping would work with accessibility. For ease of access it is ideal for the cycle stores to be accessible from the outside so that residents are not required to take bikes through the corridors to put them into the store, as this is likely to cause neighbourhood disputes over mud or dirt from bikes. If the intention is to provide external doors then its location needs to be addressed or the floor plans amended to prevent the need to enter one store to access another. Please see below circled a viable option for external door placement. The access door would need to meet PAS 24:2016 and have suitable access controls, fob access is recommended with a self-closing door to prevent unauthorised access.

6.6 Health and Safety Executive

(Paragraph numbering included as per the HSE letter):

- 1.1 It is noted that the above application relates to a relevant building, with a height of 21.15m, served by a single staircase.

Means of escape and fire service access

- 1.2 Plan drawings show the single common staircase connected to ancillary accommodation (including a social and co-working area, bin store and bicycle stores) at the ground level.
- 1.3 The fire safety standard cited in the fire statement states that where a staircase forms part of the only escape route from a flat, it should not also serve any ancillary accommodation. When this matter is assessed during later regulatory stages, any necessary design changes may affect land use planning considerations such as layout and appearance of the building and the number of, and area available for, units of varying uses.
- 1.4 Similarly, sectional drawings show the single staircase descending to basement plant rooms. Where a staircase forms part of the only escape route from a flat it should not continue down to a basement; and should not serve places of special fire hazard such as plant rooms. Again, when this matter is assessed during later regulatory stages, any necessary design changes may affect land use planning considerations such as layout and appearance of the building and the number of, and area available for, units of varying uses.
- 1.5 Drawings of the first to fourth floors show escape route travel distances of 20m from the door to the firefighting shaft, to the door to the most remote flat. This is excessive. The design standard cited in the fire statement permits maximum travel distances of 15m where a single stair is provided in a sprinklered building. When this is matter is subject to later regulatory consideration any necessary design changes may affect land use planning considerations such as layout and appearance of the building and the number of, and area available for, units of varying uses. External fire spread
- 1.6 Drawings of the first to fourth floors show windows of flats and escape route windows at right angles and approximately 1.5m apart. This proximity and angle may allow the spread of fire from a flat to the escape route. When this matter is

assessed during later regulatory consideration, any design changes necessary may affect land use planning considerations such as the external appearance of these areas of the building.

- 1.7 The ground floor drawing shows a disabled parking space approximately 1.8m from a flat window. Further engineering analysis may be required to determine if a car fire in this location poses a risk of fire spread to the building via the flat window. Any design alternations necessary may affect land use planning considerations such as parking provision, landscaping and appearance of the building.

SBC consultees

6.7 Air Quality

In air quality terms this is considered to be a Minor impact development, so the requirement for EV charging is not necessary for the purpose of mitigation of AQ impacts. Will require condition on CEMP, including standards on vehicle emissions (HGVs and NRMM). Also will require condition on heating system as per the LES.

6.8 Environmental Noise

Unlikely to be an issue due to the location of the development, unless there are significant commercial uses nearby.

6.9 Scientific Officer, Ground Conditions

No comments received at the time of writing. For the previous application the following comments were received:

I reviewed the Phase I Geo-Environmental Risk Assessment (ref. no. 20-213.01), dated July 2020, prepared by Aviron Associates Limited. The report identified potentially viable pollution pathways, and due to the remaining uncertainties additional investigation and monitoring was recommended. I agree with these findings.

This is the same geo-environmental report that was submitted for the current application. Conditions were recommended by the Scientific Officer for any planning permission granted.

6.10 Transport and Highways Development

Planning permission is sought for the construction of 51 residential apartments with 2 disabled car parking spaces. The Transport Statement highlights that the building benefits from Prior Approval for permitted development to convert the building to 19 residential apartments (Planning Ref: F/04290/007).

A previous application (Planning Ref: P/04290/008) for 61 dwellings was refused planning permission on 21st April 2021.

Vehicular Access

The proposed development provides only 2 disabled parking bays at surface level, towards the eastern end of Stanley Cottages. These parking spaces would appear to be at the same level as the carriageway on Stanley Cottages.

As shown on GAA Drawing No.19039-GAA-ZZ-GF-DR-T-2020, dated 19/05/2022, the applicant has confirmed adjacent vegetation will not exceed 600mm to ensure it does not restrict visibility, however the exact visibility splay available from the parking spaces has not been confirmed.

SBC request provision of the achievable visibility from the proposed parking spaces. Visibility should be provided in accordance with the standards set out in the Manual for Streets.

SBC Highways and Transport recommend refusal of the planning application without confirmation that suitable visibility can be provided from the parking spaces. It has not been demonstrated that the application is compliant with Paragraph 110 of the NPPF which requires: *'the provision of safe and suitable access for all users'*.

Pedestrian Access

SBC Highways and Transport request that the proposed delivery bay is amended to prevent pedestrians attempting to access the site by walking across the delivery bay which would create a highway safety problem.

SBC Highways and Transport request the applicant provide an extended footway across the western boundary of the site and offer this footway for adoption as public highway. This is required to improve pedestrian permeability in the area and facilitate the comprehensive redevelopment of this area identified within Slough's Site Allocations DPD.

SBC Highways and Transport also request that the applicant demonstrate pedestrian visibility splays of 2.4m x 2.4m are provided from the access points to the proposed development.

Without these amendments to the proposed site layout, the proposed development cannot be considered in accordance with Local or National Planning Policy. The National Planning Policy Framework sets the following requirements for applications for new development within Paragraph 112:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second facilitating access to high quality public transport; and c) create places that are safe, secure and attractive – which minimize the scope for conflicts between pedestrians, cyclists and vehicles'.

Access by Sustainable Travel Modes

The site is in a location well connected by sustainable travel modes. From the proposed development, Slough Railway Station is located approximately 400 metres away (6 minutes' walk and 2 minutes cycle), Slough Bus Station is 300m (4 minutes' walk / 2 minutes cycle).

In addition, Tesco Extra is approximately 550 metres from the site (7minutes' walk / 4 minutes cycle) and Slough High Street is approximately 650 metres (8 minutes' walk and 4 minutes' cycle).

Trip Generation

SBC Highways and Transport accept that the proposed redevelopment would reduce the number of vehicle trips generated by the site and therefore have no objection to the proposed development on the basis of vehicular trip generation.

The submitted Transport Technical Note includes a trip generation forecast for the proposed development. The Technical Note concludes that there would be a reduction in the overall number of person trips and in the number of vehicle trips generated by the site when the trip generation of the existing B1a Office and proposed 51 dwellings are compared.

The Transport Technical Note estimates that the proposed use would reduce the number of person trips generated from 45 to 26 during the PM Peak Hour and from 538 person trips to 279 over the course of a day (07:00 – 19:00).

The reduction in the number of car parking spaces on site and parking controls surrounding the site make it highly likely that there will be a reduction in the number of vehicle trips generated by the site.

Residents Parking

SBC Highways and Transport accept the provision of 2 car parking spaces for disabled users on site.

The site's location in close proximity to Slough Railway Station, Slough Bus Station and Slough High Street makes the proposed development suitable for a car free development and the Slough Borough Council Parking Standards (2008) allow for nil Car Parking Provision within highly accessible areas such as the Town Centre Area.

Visitor Car Parking

The Transport Technical Note states that to facilitate visitor parking, the applicant would be prepared to fund a Traffic Regulation Order to provide two on-street parking bays with a maximum stay of 1 hour between Monday – Saturday 8am – 7pm, with no return within two hours.

SBC Highways and Transport request a Section 106 contribution of £3,000 is secured towards the provision of the parking restrictions and the traffic regulation order. This is to change the existing on-street parking restrictions and avoid the creation of an on-street parking problem after 7pm when the existing parking restriction ends.

Residents Cycle Parking

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

The Transport Technical Note states in paragraph 26 that the amended scheme provides internal cycle storage with at least 52 residents' cycle spaces, sub-divided into individual stores of no greater than 20 bicycles per store, using a mix of two-tier stands and Sheffield Stands.

The proposed number of cycle parking spaces accordance with the requirement for provision of 1 secure, covered cycle parking space within The Slough Developer's Guide – Part 3: Highways and Transport.

Visitor Cycle Parking

For visitor cycle parking, the scheme includes 3 short-stay Sheffield stands (providing 6 spaces) located in close proximity to the main building entrance.

The Slough Developers Guide – Part 3: Highways and Transport requires the provision of visitor cycle parking for flatted developments of more than 10 dwellings.

Deliveries, Servicing and Refuse Collection

The proposed site layout includes a delivery bay in order to accommodate delivery vehicles associated with the development, on the western boundary of the site on Grays Place, onto which the development fronts. The bay is 11.4m long excluding tapers, and swept paths show a 7.5t van could enter and leave the bay in a forward gear, or a 10m long rigid vehicle could reverse in.

The Technical Note includes a forecast of how many delivery trips will be generated by the proposed development based on survey data from the TRICS database. The Technical Note forecasts 6-7 delivery vehicles per day will be generated, with each delivery lasting approximately 2-5 minutes.

The proposed bin store is located within the building and bins would be wheeled to a bin holding area in advance of collections from Grays Place, and returned thereafter.

Summary and Conclusions

Mindful of the above, amendments are required before this application could be supported. If the applicant considers that they can address the comments that have been made then I would be pleased to consider additional information supplied. Alternatively, should you wish to determine this application as submitted then I would recommend that planning permission be refused.

6.11 Heritage advisor

Automotive House is a mid 20th century 3-storey flat roofed office property, the application proposes its demolition and the construction of new residential development on the site of between 5 and 8 storeys in height.

This application follows an earlier planning application (P/04290/008), which was refused by the Council for matters which related largely to the design of the proposed building, and its relationship with its surrounding context,

Approximately 100 metres to the south of the site lies Slough railway station which includes 3 grade II statutory listed buildings; Slough Station booking hall (fronting Brunel Way), an island platform building and the Area Managers Building (which fronts Railway Terrace). The station buildings were all constructed in 1882 and were designed by J. E. Danks, a Great Western Railway architect in the 'Second Empire' style; the buildings are separately listed but clearly have group value. These are the only designated heritage assets that could be impacted. The prime conservation consideration is whether the proposal will preserve the setting (and thereby the significance) of these designated heritage assets.

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

Historic England advises that setting itself is not designated. Whilst every heritage asset has a setting, its importance, and therefore the degree of protection it is offered in

planning decisions, depends entirely on the contribution it makes to the significance of the heritage asset or its appreciation.

The submitted Heritage Statement relates to the previous scheme for redeveloping the site so is out of date. However, the scheme is now reduced in scale / height and it relates better to the surrounding context.

In terms of any impact upon the setting of designated heritage assets at Slough Railway station. It is noted that views of the southernmost listed station building from Brunel Way already features several tall developments in the background. The setting of the grade II listed modest scale station buildings has therefore changed since their construction by virtue of late 20th century and more recent high-density development within Slough town centre. This existing development is considered to detract from its setting to a degree however any impact upon significance is low.

A very basic CGI view has been submitted within the Design and Access Statement, it demonstrates that the upper part of the new development will be visible above the distinctive roof of the southernmost station buildings from the station forecourt area and Brunel Way when looking north. However, due to the reduced height of the development (compared to previous refused scheme) it will be less prominent.

In summary the proposed redevelopment of Automotive House as proposed will change the setting of the southernmost listed railway station building by a small amount and be seen in context with other taller developments locally. However, the proposal is not considered to result in an adverse impact upon the significance of the grade II listed Slough Railway Station buildings through development within their setting.

6.12 Lead Local Flood Authority

No consultation comments were provided. However, the Council's consultant reviewed the information submitted for the previous application, when it was noted that the applicant wished to submit a SuDS maintenance plan at detailed design stage, and a condition to provide for this was recommended.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2021 and National Planning Practice Guidance:

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 6: Building a Strong Competitive Economy
- Chapter 7: Ensuring the vitality of town centres
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 10: Supporting high quality communications
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

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

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
 Core Policy 4 - Type of housing
 Core Policy 5 - Employment
 Core Policy 6 - Retail, Leisure and Community Facilities
 Core Policy 7 - Transport
 Core Policy 8 - Sustainability and the Environment
 Core Policy 9 - Natural and Built Environment
 Core Policy 10 - Infrastructure
 Core Policy 11 - Social Cohesiveness
 Core Policy 12 - Community safety

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

Policy H9 - Comprehensive planning
 Policy H11 - Change of Use to Residential
 Policy H14 - Amenity space
 Policy EMP6 - Stoke Road area
 Policy EN1 - Standard of Design
 Policy EN3 - Landscaping
 Policy EN5 - Design and Crime Prevention
 Policy T2 - Parking Restraint
 Policy T7 - Rights of Way
 Policy T8 - Cycling Network and Facilities
 Policy T9 - Bus Network and Facilities

7.4 Slough Local Development Framework Site Allocations (November 2010)

Part of the site is allocated under site reference SKL3 (Stoke Road and Mill Street) in the Slough Local Development Framework Site Allocation Development Plan Document for possible Residential or mixed use development.

7.5 Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4:
 - Part 1: Planning application procedure and decision making
 - Part 2: Developer contributions and affordable housing
 - Part 3: Transport and highway guidance
 - Part 3: Update to Table 3 charges for highways agreements and licences
 - Part 4: General development guidance

- Proposals Map 2010
- SBC Slough Low Emission Strategy (LES) 2018 - 2025 Technical Report

7.6 Planning and Compulsory Purchase Act 2004

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

The revised version of the National Planning Policy Framework (NPPF) was published in July 2021. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

7.7 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 was 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.

Due to the early stage of development, these documents currently carry little weight in the determination of the application.

8.0 Planning Assessment

8.1 The planning considerations for this proposal are:

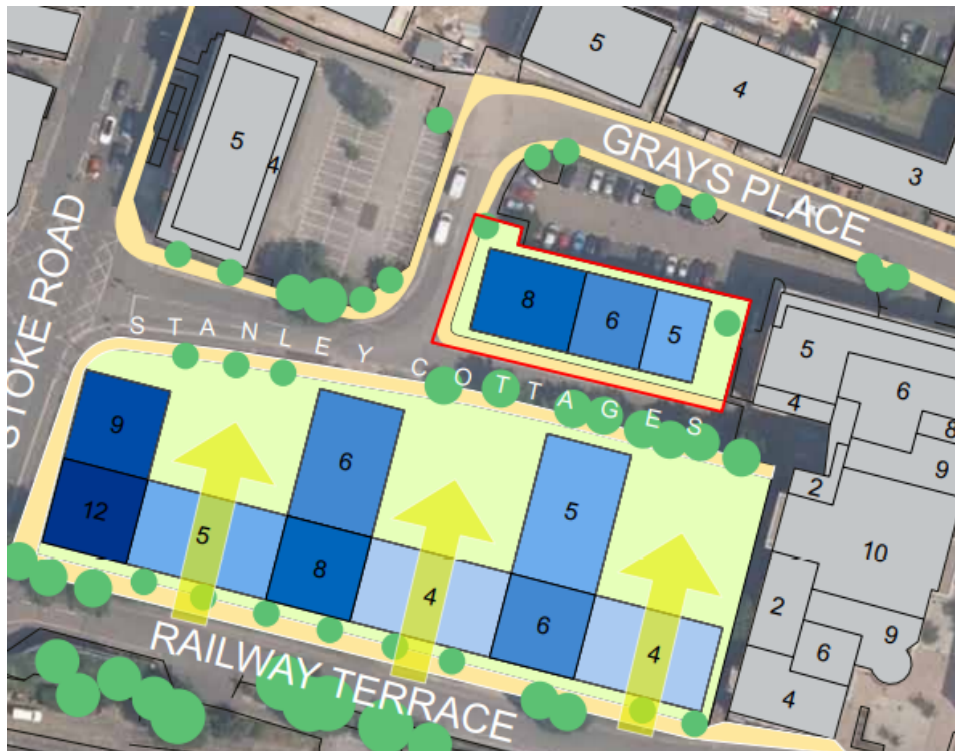
- The principle of redevelopment
- Impact on the character and appearance of the area
- Mix and density of dwellings
- Impact on amenity of neighbouring occupiers
- The amenities of future residents at the site
- Burnham Beeches SAC
- Wind conditions / microclimate
- Highways / Transport and parking
- Sustainable Design and construction
- Surface water drainage
- Archaeology

- Safe and Accessible Environment
- Fire Strategy
- Infrastructure/S106 requirements

9.0 Principle of development

- 9.1 The application site is within the boundary of the town centre, where high density residential development is supported, subject to criteria noted across three key Development Plan documents.
- 9.2 Core Policy 1 of the Slough Core Strategy relates to the Spatial Strategy for Slough, which states that development should take place within the built-up area and predominantly on previously developed land; proposals for high density housing should be located in Slough town centre. Core Policy 4 of the Core Strategy (Types of Housing) reaffirms this point, and also sets out affordable housing requirements.
- 9.3 The site is within an allocated site, SKL3 in the Site Allocations DPD. This sets out that
- The area needs to be comprehensively planned in order to accommodate the pressure for development in this location close to the railway station. This could be achieved by relaxing the policy for the Existing Business Area which prevents the loss of employment land. Residential or mixed use development may be appropriate as part of the comprehensive regeneration of this area.*
- 9.4 The reference here to loss of employment land relates particularly to saved Local Plan policy EMP6, which sets out that:-
- Within the Stoke Road, Mill Street and Grays Place areas, redevelopment schemes which provide a range of business and residential uses, either independently or combined as mixed use schemes, will be permitted if they comply with all of the following:*
- a) there being no adverse effect on the amenities of neighbouring residential areas;*
 - b) there is adequate access, servicing arrangements and landscaping;*
 - c) on site car parking being limited to reflect the area's good public transport links; and*
 - d) that the proposals make a positive contribution to enhancing the local environment in accordance with the design policies contained in this Plan.*
- 9.5 While as noted above the emerging Local Plan is in its early stages, land between the rail corridor and Mill Road, to the east of Stoke Road, has been identified for further residential development.
- 9.6 Taking the adopted planning policies and the NPPF into account, the principle of residential development at the site is therefore acceptable, subject however to achieving a high level of design quality and retaining the amenities of existing residential neighbours.
- ## **10.0 Impact on the character and appearance of the area**
- 10.1 The application is intended to address issues with the previously refused proposal with respect to height, bulk, massing and other matters, as contained in the second reason for refusal. This includes reductions in building height and massing, alongside changes in the design of the building.

- 10.2 The main reductions in the proposed building envelope include pulling in the footprint at both ends of the building and a reduction in height. Distance from Intercity House is increased to 12m, from 10m in the refused proposal, while adjacent to the Grays Place frontage the building has been pulled back 1.5m from the building line in the refused application. Maximum height would be approximately 25m, as against 32.5m in the refused application. Height closest to Intercity House remains at approximately 15m. As with the previous proposal, the building footprint would occupy the area currently providing car parking on the southern side of the existing building, and would increase as compared to the existing situation, the proposal would occupy approximately double the footprint of the existing building.
- 10.3 The building design has been simplified and articulated, and the main entrance addresses the Grays Place frontage, where an entrance lobby, a loading bay and a continuation on the existing footpath immediately north on Grays Place would replace the private ground floor terraces of the refused application. While all balconies are suspended (“bolt on”) this is a feature of recent residential development at Greys Place such as at the Vanburgh Court development. With the provision of good quality materials, the proposal could present an appropriate public face to the development if the height and bulk were also acceptable. However, concerns on these points remain.
- 10.4 In seeking to establish an appropriate scale for the site, it is noted that recent development at Grays Place and adjacent sites on Stoke Road has improved the appearance and standard of building design in the vicinity, which has resulted in a marked improvement in the character of the area. The newer building styles and scales towards the western end of Grays Place are more coherent than the higher and bulkier buildings closer to the railway station. The application site is in a prominent location within this western Grays Place setting, but the height and (north / south width) of the proposed building would relate more closely to the dense form of development to the east rather than to the smaller scale apartment developments to the north and west of the site.
- 10.5 The application has sought to address this issue in part by providing a Townscape Analysis, which considers the context of the surrounding development and also how the bus depot site might be developed in the future. The extract diagram below shows indicative existing building heights in light grey (number of storeys), while future possible development on the bus depot site as well as the application site are shown in blue (or mainly darker greys where this report is printed in monochrome):



Extract from the applicant's Townscape Analysis (December 2021)

- 10.6 While the Townscape Analysis is a useful indicative study, it has not been subject to an in-depth assessment of the achievable capacity on the bus station site. The footprint for the application site, as shown in this extract, is smaller than in the current proposal, which would extend closer to the Stanley Cottages boundary.
- 10.7 The reduced building coverage as compared with the previous application provides some scope for landscaping, mainly at the eastern end of the site adjacent to Intercity House. However, in the existing site context, the scale of the proposal remains unacceptable both in respect to how the height relates to buildings to the north and west and the extent of the proposed site coverage. Excessive site coverage also results in close proximity of the eastern end of the building to habitable room windows to the east, which is discussed in Section 12 of this report.
- 10.8 As in the previous application a refuse / recycling store would be provided within an area to the north of the building adjacent to the street frontage location. This is intended as an area for bins to be moved to on collection days. While this is a practical means of providing for bin collection, for any acceptable scheme it considered that use of part of this area for significant structural landscaping should continue to be explored.
- 10.9 In conjunction with neighbour impacts, which are considered in Section 12 of this report, it is considered that the proposal would be contrary to saved Local Plan policies EN1 and EMP6, Core Strategy Policies 8 and 9, and to design advice in the NPPF.

11.0 Mix and density of dwellings

11.1 The mix of units sizes as proposed is as follows:

Unit Type	Number	Proportion
1-Bed 2 person	24	45%
2-Bed 3 person	10	22%
2-Bed 4 person	17	33%

Total	51	
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11.2 Notwithstanding the objections noted above, as already discussed Core Strategy Policies 1 (Spatial Strategy) and 4 (Types of Housing) provide for high density housing within Slough town centre. The Core Strategy notes a tendency to the formation of smaller households and a corresponding demand for smaller units, and while the unmet needs for family housing in Slough remains acute, the mix of units proposed is considered to be acceptable in this location.

11.3 The proposal would result in a density of 503 dwellings per hectare, as against 602 dw/hectare in the previous proposal. This is a very high density appropriate to town centre locations, which could be accepted subject to compliance with other policies and securing a high level of amenity for both existing residential neighbours and for future occupiers of the development.

12.0 Impact on the amenities of neighbouring occupiers

12.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

12.2 As in the previous application, the building height at the eastern end of the development would be five storeys high, as against three stories for the existing building. Separation from Intercity House has increased from 10m in the refused application, to 12m - 13.5m. For two flats at Intercity House which are located adjacent to the end of the existing building, this represents an improvement from the existing 7.5m; however the wall that these windows face will be two stories higher than existing as well as significantly wider. As in the refused application, six other flats at Intercity House that currently have a good outlook from habitable room windows to the west, along the south side of Automotive House as existing, would be particularly closed in by the new facing wall. In addition the proposed building would also encroach over the direct line of sight from balconies / roof terraces at Intercity House, including one fourth floor roof terrace that would be significantly enclosed by the proposed building, and several others that are set further away from the application site.

12.3 The proximity of the building and much greater bulk of its eastern end would be oppressive and overbearing for these neighbours. The harm would be significant and significant weight must be given to this unneighbourliness.

12.4 It is noted that direct impacts on privacy from views between existing and proposed windows have been eliminated in this proposal, as the only habitable rooms within the development at this end of the proposed building would be perpendicular to Intercity House, within the bay-like projections at the eastern end of the building. Some narrow windows would be provided in these elevations, which would serve communal access corridors. These could be obscure glazed although this would not totally overcome a possible perception of overlooking. While that in itself would not be sufficient to justify refusal, this feature does add to the unneighbourliness of the development that results from its overbearing nature.

Daylight and Sunlight

12.5 A Daylight and Sunlight Report was submitted with the application which assesses impacts on natural light for neighbouring residential properties using the Building Research Establishment (BRE) standard methodologies, namely the Vertical Sky Assessment (VSC), Annual Probable Sunlight Hours (APSH) and Daylight Distribution (DD) tests.

- 12.6 For the closest neighbours, at Intercity House, all but one window serving a habitable room would pass all three of the above standard tests, with the remaining windows failing the VSC test. However, as this is one of three windows serving the same living room and the other two windows for this room would pass the tests, the overall impact on this room is considered to remain within acceptable levels. On the north side of Grays Place, several flats at Vanburgh Block B and 31 - 41 Grays Place would be adversely impacted, including five lounge/kitchen/ dining rooms that failing one or more of the three standards tests, with one failing all three tests, while six bedrooms at 31 - 41 Grays Place would fail the Daylight Distribution test. One flat at Vanburgh Block A, which is understood to be that of an objector was also tested. This building is over 40m to the north-west and the proposal would not impact on direct sunlight from the south. The impacts on daylight and sunlight for this flat were found to be acceptable.
- 12.6 While these sunlight and daylight impacts impinge on a relatively small number of flats to the north, the impacts must be considered in the balance of the overall impact on neighbouring properties and weighs against the proposed redevelopment. .
- 12.7 Taking all of the above points into consideration, it is considered that the proposal would result in unacceptable impacts on the residential amenities of neighbouring occupiers, and as such the proposal would fail to meet the requirements of saved Local Plan policies EMP6(a) and EN1(k) and Core Strategy Policy 8(2).

13.0 Living conditions for future occupiers

- 13.1 All of the proposed flats comply with the Council's minimum internal space standards, which are set out in the Developer's Guide Part 4 supplement and were adopted in November 2018 and is in line with the national '*Technical housing standards – nationally described space standard*'. Provision of communal space would be an asset to the scheme, although divided out across the number of units to be provided this would equate to about 4 sq.m. per flat and, for the flats with smaller balconies this would equate to around 7 – 8 sq. m. in combination with communal space. In the event that the application is to be approved, it is considered that a financial contribution towards improvements in public amenity space within the vicinity of the site would be required to address the shortfall of amenity space and to address impacts arising directly as a result.
- 13.2 The number of flats with a single aspect to the north has been reduced from 18 in the refused scheme, or 30% of the total, to 9 which is 18% of the total number of flats. As acknowledged in the refused application, it is difficult to avoid the inclusion of some single aspect north facing flats within the design, and the reduction here is welcomed.
- 13.3 The Council's section 106 guidance Part 2 *Developer Contributions and Affordable Housing* (Section 106) notes the high levels of housing need for disabled residents across all tenures. A requirement is set for 5% of homes on all developments of 25 or more dwellings to be wheelchair accessible, so if the application was considered acceptable in all other respects, a condition or conditions would be required to ensure that a minimum of two flats in the development are provided to Part M4(3) standard (wheelchair user dwellings). While this is slightly under the 5% standard, it is noted that two accessible parking bays are proposed, and that these could be allocated to blue-badge holders living in the accessible flats.

14.0 Impacts on Burnham Beeches Special Area of Conservation

- 14.1 Paragraph 17 of the NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused.

- 14.2 Natural England's have objected in relation to the impacts of additional residents on the Burnham Beeches Special Area of Conservation. Natural England (NE) has asked for a suitable strategy to be agreed that will provide on-going mitigation for future major development within a 5.6km buffer zone around the SAC. This would require mitigation to be secured for an identified project through a planning obligation, in order to ensure that there will not be any in-combination effect as a result of additional recreational pressures on the Burnham Beeches SAC generated by the development. Members will be aware that the Planning Policy Team has produced a detailed draft Mitigation Strategy based around projects at Upton Park, in consultation with NE. The draft Mitigation Strategy was recently submitted to NE, who are currently considering the document.
- 14.3 The applicant provided a "shadow" Habitats Regulation Assessment with the application. If the proposal was considered acceptable in all other respects this could be helpful if planning permission was to be granted ahead of NE fully lifting their objection, in assisting the Council to undertake an Appropriate Assessment of impacts. In the event of refusal on other grounds, and in the absence of a completed section 106 agreement, the application must be refused on grounds that no mitigation for impacts on the SAC has been provided.

Wind conditions and microclimate

- 15.1 While a Pedestrian Wind Environment Statement was submitted for the previous proposal, an equivalent document has not been provided with the current application. In the event that the application is approved, it would be necessary for it to demonstrate that the wind environment around the building will be acceptable for pedestrian and cyclist use. As the previous application demonstrated that the building's impacts on the local wind environment were acceptable, it is considered that this could be achieved here by means of a report to be provide by condition. It is noted that this could require some ancillary structures or, where space allows, tree planting to be provided for to ameliorate any increase in localised wind speed that could otherwise occur around the building.
- 15.2 In the absence of a Wind Environment study, a further objection is made as set out in the recommended reasons for refusal.

16.0 Highways, transport and parking

- 16.1 Paragraph 110 of the NPPF 2021 states that in assessing specific applications for development, it should be ensured that:
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 16.2 Paragraph 111 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

16.3 The site is adjacent to good quality public transport facilities and is provided with appropriate secure cycle storage. Elimination of basement car park and amendments to the design of the loading bay at the western end of the site, in consultation with Highways officers, has overcome the fourth reason for refusal in the previous application. Highways officers have however objected on grounds of poor visibility, and the lack of a public footpath around both frontages to the site. These points are included in the recommended reasons for refusal.

16.4 In the event that planning permission is to be granted, the financial contribution towards a traffic regulation order sought by the Council's Highways Officer would need to be provided for in a section 106 agreement.

17.0 Sustainable design and construction

17.1 The NPPF 2021 seeks to promote high levels of sustainability, and to avoid increased vulnerability to climate change through planning of green infrastructure and reducing greenhouse gas emissions.

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

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

17.3 The submitted Energy Statement provides two heat-pump based options for use in the development. One would require a significant enlargement of the roof-top lift overrun to accommodate heat-pumps. The officer's report for the previous application stated that consideration should be given to making the building connection-ready for any future district heating system. While this has not been done, it could be explored further, if the application was considered acceptable in all other respects.

18.0 Environmental quality

Air Quality

18.1 The Council's EQ officer has commented that the development will not contribute to air quality issues due to the low number of car parking spaces, and there is no objection on grounds of air quality impacts. Conditions were requested in the event that the application is granted.

Environmental Noise

18.2 No objections were raised for the previous application on grounds of noise impacts on residents. Conditions were requested which would be applicable here if the application were to be approved. These would require a glazing and ventilation strategy for all facades, and an overheating assessment to be submitted at the detailed design stage.

19.0 Flood Risk and Surface water drainage

- 19.1 A Flood Risk Assessment and Surface Water Drainage pro forma were submitted with the application. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding; however there is a high risk of surface water flooding.
- 19.2 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2021 require development to be directed away from areas at highest risk of flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 19.3 In the event that the application is to be approved, and as noted in Section 6.12, the submission and approval of a maintenance regime for the overall surface water drainage system including individual SuDS features would need to be secured by an appropriately worded condition.

20.0 Affordable housing

- 20.1 The NPPF 2021 requires that planning policies should specify the type of affordable housing required, and that in most cases this need should be met on-site.
- 20.2 Core Policy 4 provides for residential developments for 15 or more dwellings to have between 30% and 40% of the dwellings as social rented units, along other forms of affordable housing, with the affordable housing should to be secured by a section 106 planning obligation. The Council's updated Developer Guide Part 2, (September 2017) requires developments of 25 to 69 units to make a 30% on-site provision of affordable housing (split between Slough Affordable / Social Rent, Slough Living Rent Intermediate). However, in this case a Financial Viability Assessment (FVA) has been submitted by the applicant, which sets out a case that the development would not be able to support affordable housing either on-site or by way of an off-site contribution.
- 20.3 Due to internal Council issues officers have not been able to secure an external review of the FVA. However it is noted the Council's consultant agreed with a previous FVA prepared by the same consultant, which found that affordable housing could not be provided as part of a viable scheme. In the event that the application was to be supported, further discussions would be required to confirm any changes in the viability of this scheme, with provision for early and late stage viability reviews to be included within a section 106. In the absence of a completed planning obligation, the application must be refused on grounds that no such undertaking has been provided.

21.0 Housing supply

- 21.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. This was updated by the Council's Housing Delivery Action Plan (July 2019), which confirmed that the objectively assessed housing need for the plan period is 893 dwellings per annum. The emerging targets are for the delivery of close to 20,000 new homes over the lifetime of the emerging Local Plan.
- 21.2 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2021, it is therefore acknowledged that the Local Planning Authority cannot currently demonstrate a Five Year Land Supply. The benefits of the

additional housing offered in this application therefore form a key element of the planning balance.

22.0 Safe and Accessible Environment

22.1 Paragraph 92 of the NPPF 2021 sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

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

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

22.3 The Thames Valley Police Crime Prevention Design Advisor (CPDA) has identified a number of issues in the application (Section 6.5 in this report). These include a risk of anti-social behaviour in the ground level communal garden due to the lack of surveillance from this end of the building, along with issues related to communal access within the building. If the application is considered acceptable in other respects, this could be overcome by providing appropriate boundary treatment for the communal garden and additional design measures within the building. It has not been demonstrated that the issues identified by the CPDA are capable of being addressed, and this is noted in Reason for Refusal 4 as recommended in Section 1 of this report.

23.0 Fire Strategy and safety

23.1 HSE were consulted and have raised a number of issues in respect to fire safety. The comments note that, if the application is to be approved, compliance with Building Regulations may require amendments to the plans and that, in turn, this could result in material amendments to the scheme. The application is recommended for refusal on other grounds, but if the application were to be approved then any future changes could be the subject of a section 73 application to allow the drawings to be amended.

24.0 Impact on Heritage Assets including archaeology

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

24.2 There are three Grade II statutory listed buildings located approximately 100 metres to the south of the site at the Slough railway station. These are the Booking Hall fronting onto Brunel Way, the Area Managers Building which has street frontage to the north, and an "island" platform building between the other two buildings.

24.3 A Heritage Statement was provided as part of the application, which has been reviewed by the Council's Heritage consultant, which raises no objection with respect to impacts on these important heritage assets.

24.4 Berkshire Archaeology was also consulted, and has confirmed that there are no archaeological requirements for this proposal.

25.0 Infrastructure requirements / Section 106

25.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. In the event that members resolve to approve the application, or an appeal is lodged, financial contributions would need to be secured to provide for Education, Transport (including funding for a traffic regulation order proposal), Recreation, Public realm, mitigation of impacts on Burnham Beeches SAC, and early and late viability reviews in respect to affordable housing.

25.2 Thames Water commented on the availability of water infrastructure in their consultation comments (Section 6.2 in this report). In the event that planning permission is granted, Thames Water is content with the inclusion of a condition requiring confirmation that this infrastructure is in place prior to development.

26.0 Equalities Considerations

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

26.2 This report identifies the need to ensure the new development provides new residential units which are suitable for individuals with respect to access and use. The Design and Access Statement identifies design measures that will be incorporated to make the development safer and more secure, therefore considerate of all individuals with protected characteristics. In the event that the proposals were considered acceptable, conditions would be recommended to ensure the development and its external areas are laid out to be easily accessible to all protected groups.

26.3 If considered acceptable in other respects, the proposals will be required to make provision for wheelchair accessible car parking spaces, level accesses and thresholds to the buildings and communal terraces.

26.4 It is considered that there would 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 a

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

- 26.5 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

27.0 Planning Balance and Conclusion

- 27.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.
- 27.2 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.
- 27.3 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”
- 27.4 The report identifies that the proposal is not in accordance with key relevant saved policies in the Local Plan and Core Strategy, and that the application is non-compliant with the adopted Development Plan.
- 27.5 The development would make a positive contribution to the supply of housing in the Borough, and would be in a sustainable location. Significant positive weight must be given in the planning balance to this contribution, although conversely the proposal’s inability to deliver any affordable housing must lessen that weight.
- 27.6 However, the proposal would extend a high building typology into an area of midrise residential development, and this would result in significant and demonstrable harm both in terms of the scale of the proposed building, overdevelopment and impacts on neighbouring resident occupiers. Significant negative weight is given to these issues in the planning balance.
- 27.7 Other objections relate to the lack of a Wind Assessment study, and to a highways safety issue. The latter relates to visibility splays at the end of Stanley Cottages which is a cul-de-sac. Negative weight is given to these issues.
- 27.8 The proposal would, if acceptable in other respects, be required to make financial contributions for necessary infrastructure and the mitigation of impacts on Burnham Beeches SAC, and for early and late stage reviews of the viability of providing affordable housing on- and / or off-site. The contributions would be proportionate and no more than required to provide for the needed infrastructure and mitigation. If the application is approved following the completion of a section 106 agreement, the benefits of these financial contributions would therefore be neutral. However, in the absence of a completed section 106 agreement to secure the contributions and potentially affordable housing contributions, this is given negative significant weight in the planning balance.
- 27.9 Paragraph 11 of the NPPF sets out that

Plans and decisions should apply a presumption in favour of sustainable development...

...For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (footnote 8), granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 7); or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.**

- 27.10 Paragraph 11 d) i. precludes approval of the application in respect to impacts on Burnham Beeches SAC, therefore technically the tilted balance is not engaged. However, these impacts could be addressed with the completion of a section 106 planning obligation that makes acceptable provision for the mitigation of those impacts. This assessment addresses the latter scenario i.e. that the tilted balance is engaged.
- 27.11 Paragraph 11 d) ii. must be considered on the basis whether the other adverse impacts noted in this report would significantly and demonstrably outweigh the benefits of the proposal, when assessed against the NPPF policies as a whole.
- 27.12 Key policies in the National Planning Policy Framework 2021 which relate to the planning balance are:
- Impacts of additional residents on Burnham Beeches SAC; paragraphs 180 - 182.
 - Design quality, including matters related to bulk, massing, area character, comprehensive development and impacts on existing and future occupiers including their living conditions; paragraphs 126, 130, 132 and 134.
 - More detailed points in relation to traffic safety, security and crime prevention; paragraphs 92, 110 and 112.
 - The provision of additional housing overall; 60 – 69.
 - Provision of affordable housing; paragraphs 63 and 65.
- 27.13 Significant positive weight is attached to the provision of additional housing. However, the proposal as made is considered not to be viable with the provision of either on-site affordable housing, or any contribution to off-site provision. This severely tempers the positive weight attributed to the additional housing. The provision of additional housing would therefore come without complying with paragraphs 63 and 65, and this tempers the positive weight associated with the benefits of an overall increase in housing numbers. This would not represent sustainable development as it would fail to provide a key social objective as outlined in the NPPF, namely, to ensure a “*sufficient number and range of homes can be provided to meet the needs of present and future generations.*”
- 27.14 Although the quality of the building if considered in isolation from its context would be acceptable, however when considering its location and vernacular, significant and demonstrable harm would result from the impacts of the bulk, massing, height, the

extent of the site's coverage by the proposed building and, in turn, the implications for the comprehensive development of the site to the south. This harm would be significantly detrimental to the living conditions of existing and future occupiers of the site, including nearby properties, and to the character of the area. This is given significant negative weight in the planning balance.

- 27.15 Considered against the additional housing that would be provided, which would however in all likelihood fail to deliver any affordable housing whether on- or off-site, the harm arising from the scheme would clearly outweigh the benefits.

PART C: RECOMMENDATION

Having considered the relevant policies of the National Planning Policy Framework and the adopted Development Plan, the representations received from consultees and the community along with all relevant material considerations, it is recommended that the application be refused for the reasons set out in Section 1 of this report.

Drawings considered

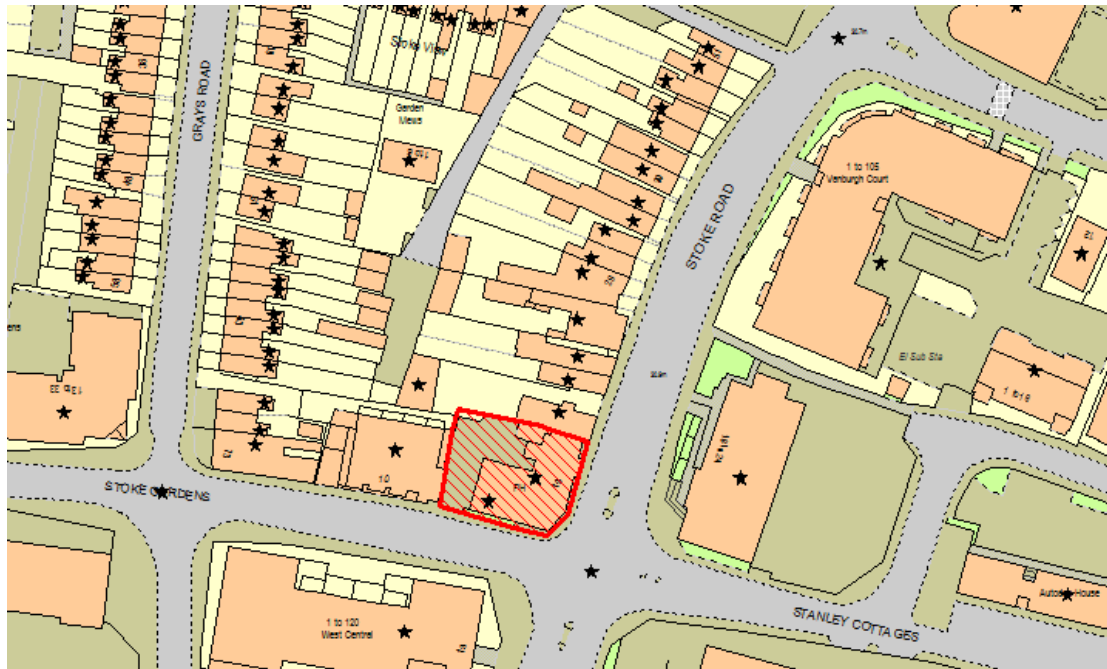
In determining this application, the following plans and drawing were considered:

- Drawing no. 19039-GAA-ZZ-GF-DR-T-2020 Rev. P20 – Proposed Ground Floor Plan dated 19/05/22, received 19 May 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2120 Rev. P11 – South Elevation dated 06/06/22, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2121 Rev. P09 – North Elevation, dated 06/06/22, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2122 Rev. P09 – East and West Elevations, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2123 Rev. P04 – South Elevation 1, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2124 Rev. P04 – North Elevation 1, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2125 Rev. P04 – East and West Elevations 1, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2201 Rev. P04 – Section A-A, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2202 Rev. P03 – Section B-B, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-XX-DR-T-2203 Rev. P05 – Sections C-C and D-D, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-ZZ-DR-T-0120 Rev. P02 – Location and Block Plan, dated 06/06/22 received 17 June 2022
- Drawing no. 19039-GAA-ZZ-ZZ-DR-T-2021 Rev. P12 – first and second floors, dated 30/11/21 received 17 December 2021
- Drawing no. 19039-GAA-ZZ-ZZ-DR-T-2022 Rev. P12 – third and fourth floors, dated 30/11/21 received 17 December 2021
- Drawing no. 19039-GAA-ZZ-ZZ-DR-T-2023 Rev. P11 – fifth and sixth floors, dated 01/12/21 received 17 December 2021
- Drawing no. 19039-GAA-ZZ-ZZ-DR-T-2024 Rev. P06 – seventh Floor and Roof Plan, dated 06/06/22 received 17 June 2022

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Registration Date:	18-Mar-2021	Application No:	P/04557/012
Officer:	Alex Harrison	Ward:	Elliman
Applicant:	Silver Hey Properties Ltd	Application Type:	Major
		13 Week Date:	17 June 2021
Agent:	Rosalind Gall, Solve Planning Ltd Sentinel House, Ancells Business Park, Harvest Crescent, Fleet, GU51 2UZ		
Location:	Rai Solicitors, 19, Stoke Road, Slough, SL2 5AH		
Proposal:	Outline planning permission for the demolition of existing commercial buildings and erection of a 7-storey residential building at the corner of Stoke Road and Stoke Gardens to provide up to 24 new dwellings with associated cycle and car parking. Access, layout, appearance and scale to be determined with landscaping reserved for future consideration.		

Recommendation: Refuse



1.0 SUMMARY OF RECOMMENDATION

1.1 Under the current constitution this application is being brought to Committee for decision as the application is for major development.

1.2 Having considered the relevant policies set out below, the representations received from all consultees, as well as all other relevant material considerations, it is recommended that the decision be **REFUSED** for the following reasons:

1. The proposed development would, by virtue of its scale and bulk, results in a incongruous, dominant and prominent addition to the streetscene that would not achieve a high quality of design and would not enhance the quality of the built environment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
2. The proposed development will result in residential accommodation that fails to achieve appropriate levels of natural daylight and sunlight and fails to provide amenity space for all units and will therefore provide a substandard level of amenity for future occupiers of the development to their detriment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
3. The proposed development will result in the demolition and therefore permanent loss of a non-designated heritage asset that is an example of 19th Century architecture in the town. The adverse impact from the loss of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
4. The proposed development, by virtue of its scale and bulk will have an overly dominant and overbearing impact on the setting of 21 Stoke Road, a non-designated heritage asset. The adverse impact on the setting of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
5. The proposal would, if acceptable in other respects, be required to legally secure affordable housing units, provide for necessary infrastructure by way of appropriate financial contributions, and to

secure a late stage financial viability review in respect to on-site and / or off-site affordable housing contributions, all of which would need to be secured by the completion of a section 106 agreement. No such agreement has been completed, contrary to Policies 4, 9 and 10 of the Slough Local Development Framework Core Strategy 2006 - 2026, Slough Borough Council's Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106) and to the requirements of Regulation 61 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

PART A: BACKGROUND

2.0 Proposal

2.1 The application seeks outline planning permission for the demolition of existing buildings at the site and its redevelopment to provide 24 flats with associated car and cycle parking and bin storage. The only matter reserved with this proposal is landscaping which means that access, appearance, layout and scale are submitted for detailed consideration.

2.2 The proposal shows a single building that rises to 7 storeys in height. The top floor is set back from the front line of the building. The site is on a corner and provides an entrance at this corner with servicing elements proposed on Stoke Gardens. The proposal shows a vertical emphasis with window openings and amenity space is provided in the form of integrated balconies. At ground floor level there are 2no private garden areas for corresponding units. Two accessible parking spaces are proposed at the rear which would be accessed using the existing arrangement from Stoke gardens.

2.3 The housing mix for the scheme proposed is as follows:

- 8no – 1 bed flats
- 14no – 2 bed flats
- 2no – 3 bed flats (built to accessible standards)

The two 3 bed units are proposed to be built to accessible standards and will have one of the dedicated parking spaces each. They are proposed as affordable housing units as well.

2.4 The scheme for consideration is an amended proposal that was initially submitted as an 8 storey block that provided 29 units. Feedback was provided from the Case Officer raising a number of concerns relating principally to scale and design of the proposal and the applicants were given the opportunity to address the concerns through amendments.

2.5 The application was originally submitted with the following technical content:

- Daylight/Sunlight Report
- Planning Statement
- Heritage Statement
- Noise Assessment
- Design and Access Statement
- Drainage Strategy
- Transport Statement
- Travel Plan
- Viability Appraisal
- Retail Market Report

Following the submission of amended plans the following further documents were submitted:

- Addendum Design and Access Statement
- Revised Heritage Statement
- Revised Transport Statement
- Revised Travel Plan
- Revised Daylight/Sunlight Reports
- Revised Viability Appraisal

3.0 Application Site

- 3.1 The application site sits at the corner of Stoke Road and Stoke Gardens. The site currently contains a two storey building which is used as a solicitors office that fronts Stoke Road and single storey building that was last used as a takeaway/hot food unit that fronts Stoke Gardens (this is known as 19A although the site is one planning unit). At first floor there are currently 2no 1-bed residential units.
- 3.2 The single storey element is faced in painted brick and blockwork which is principally coloured white with a red alternate colour in parts. The roof is formed with a pitched slate roof to the Stoke Road frontage but changes to a flat roof with parapet when it addresses the corner of Stoke Gardens and Stoke Road. The two storey elements is faced in an off-white render with a pitched slate roof. This part of the building fronts Stoke Road with a balanced appearance of symmetrical window and door openings. The rear of the building is white painted brickwork with inconsistent locations of doors and windows.
- 3.3 The building is designated as a locally listed building, a status granted in 1995. It is listed under the Printer's Devil Public House, Stoke Road and forms part of the list of locally listed building under Appendix 6 of the Slough Local Plan 2004. The significance of the property derives from its 19th century architectural design and its former historic use as a public house. It is clearly legible as a 19th century property in a prominent position is of some architectural and historic significance

- 3.4 The rear of the site provides a courtyard which can accommodate 1 or 2 vehicles and is also the servicing area from the units, there is no formal parking layout. This is accessed from Stoke Gardens.
- 3.5 The site lies immediately adjacent to the defined town centre the limit of which end to the south. It is part of the designated Stoke Road Neighbourhood Shopping Centre which is a historic saved designation from the Local Plan Proposal's Map 2010.
- 3.6 The character of the wider area is varied. To the north is the remaining shopping centre which takes the form of a run of 2 storey buildings fronting Stoke Road. To the east is a non-residential building of 4 storeys and north of that is the recently completed Vanburgh Court development which sits at 7 storeys. To the immediate south us a development of flats provided in a building of 3-6 storeys and to the west the site immediately abuts 10 Stoke Gardens a converted and extended building providing residential units over 5 floors. Properties to the north and west are mainly low scale at 2-3 storeys and there is a general character of larger scale building to the northeast and east of the site varying between 4 and 5 storeys with the exception of the aforementioned Vanburgh Court.

4.0 Site History

- 4.1 The following applications account for the relevant planning applications at the site. Anything prior to 2004 relates to signage unless listed below:

P/04557/010

Advertisement Consent for Display Of 1 No. X Fascia Sign And 1 No. X Projecting Sign (Both Non - Illuminated)
Approved 20/12/2011

P/04557/009

Sub - Division Of 1 No. X Three Bedroom Apartment To 2 No. X One Bed Apartments
Approved 20/12/2011

P/04557/005

Alterations To Doors & Windows (Amended Plans 17.01.95)
Approved 18/01/1995

P/04557/002

Alterations To Public House
Approved 06/02/1987

- 4.2 In the wider area a number of schemes adjacent to or close to the site have gained consent in recent years.

10 Stoke Gardens

P/05597/15

Construction of two additional floors creating a third and fourth floor comprising 5no. residential flats (4no. two bedroom and 1no. one bedroom flats with parking) with existing basement level car park.

Approved 01/06/2016

P/05597/012

Alterations To Elevations And Change Of Use Of Building From Offices (Class B1) To 14 No. Flats (Class C3) Comprising 11 No. One Bedroom And 3 No. Two Bedroom, Incorporating Conversion Of Ground Floor Car Park To Residential And Provision Of Cycle Store And Bin Store, Car Parking To Basement Level.

Approved 22/02/2013

1a Stoke Road

P/00149/017

Demolition Of Existing Building And Redevelopment Of The Site To Provide A Part Four/ Part Five/ Part 7 Storey Residential Building (Class C3) Comprising 120 Dwellings Together With Associated Refuse Storage, Car Parking, Cycle Parking, Pedestrian And Vehicular Access And External Works.

Approved 08/11/2013

26-40 Stoke Road (Vanburgh Court)

P/00731/038

Addition of two dwellings (new total 119 dwellings). Minor material amendment to existing planning permission P/00731/037 dated 12th Nov 2018 (Variation of condition 2 (approved drawings), 4 (bin storage), 5 (cycle parking) of planning permission P/00731/032 dated 7/02/2018 for 117 homes. Variation includes 5th and 6th floor windows, addition of juliette balconies to court yard facing flats, extension of smoke shafts on roof.) (Original permission P/00731/032 Demolition of garage building and redevelopment to provide 117 residential units with associated parking and landscaping).

Approved 14/06/2019

P/00731/037

Variation of condition 2 (approved drawings), 4 (bin storage), 5 (cycle parking) of planning permission P/00731/032 dated 24/08/2017 for 117 homes. Variation includes 5th and 6th floor windows, addition of juliette balconies to court yard facing flats, extension of smoke shafts on roof.

Approved 12/11/2018

P/00731/032

Demolition of garage building and redevelopment to provide 117 residential units with associated parking and landscaping

Approved 07/02/2018

5.0 Neighbour Notification

- 5.1 Due to the development being a major application , in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), site notices were displayed outside the site on 07/04/2021 and again on 24/03/2022. The application was advertised in the 19/03/2021 edition of The Slough Express.
- 5.2 Two letters of objection have been received raising the following planning issues:
- Building is out of scale and dwarfs the historic building next door.
 - Plans are misleading to downplay the scale of development
 - Residential use at ground floor is inappropriate
 - Does not meet parking requirements
 - No affordable housing proposed is problematic.
 - Loss of sunlight to properties on Grays Road
- 5.3 Following the submission of amended plans and a change in the description, the application has been republicised with site notices being erected on 29/06/2022 and a press notice published on 24/06/2022 to allow for further comment from neighboring objectors.

At the time of drafting this report one letter had been received raising the following objections:

- Overdevelopment of the site.
- Inadequate parking provision
- Plans are misleading to downplay the scale of development
- Building is out of scale and dwarfs the historic building next door
- Bin storage location means the road will be blocked on collection day.
- Impact on light to neighbours is worse than the assessment shows

Members will be updated of any further correspondence received via the amendment sheet.

6.0 Consultations

6.1 Transport and Highways

Vehicle Access

SBC Highways and Transport do not recommend refusal, or have an objection to the proposed development on the basis of the proposed vehicle access arrangements.

The site access is a dropped kerb/vehicle crossover in the same location as the existing dropped kerb/crossover for the existing car park on site.

As requested by SBC, the applicant has provided ADL Drawing No. 4844-SK-02 titled '*Site Access Visibility Analysis*' which demonstrates a visibility splay of 2.4m x 43m of visibility can be provided in each direction from the proposed site access, in accordance with the requirements of Manual for Streets for a 30mph speed limit. The left hand splay appears to cross a landscaping/planting area and the height of any obstructions in this area should be restricted to a maximum height of 600mm.

SBC Highways and Transport requested the provision of turning space within the site to ensure a vehicle could ingress/egress the site in a forward gear, however the applicant was unable to provide additional turning room within the parking area.

The TS states that the existing access arrangements cause cars to ingress the site in a forward gear and reverse out of the site onto the public highway, and that the proposals will reduce the number of vehicles reversing onto Stoke Gardens, given the lower number of parking spaces.

The TS identifies that four collisions have occurred during the most recently available 5-year period at the crossroads between Stoke Road and Stoke Gardens/Stanley Cottages. Three were slight in severity and one was classed as serious. There have been no accidents recorded at, or in close proximity to the site access on Stoke Gardens.

Site Layout

SBC Highway and Transport request that a planning condition is used to secure details of surface water drainage from the site. The site should be designed so that surface water does not discharge onto the public highway.

Trip Generation

SBC Highways and Transport request a forecast is provided of the number of trips generated by sustainable travel modes including walking, cycling, bus and rail.

The TS includes a forecast of the site's potential trip generation based on trip surveys from TRICS, the national trip generation database. The TRICS assessment concludes that the site would generate upto one two-way vehicle trip during the typical peak hours and six two-way trips on a daily basis, based on only two flats having access to the two disabled parking bays.

The development is forecast to result in a reduction of traffic generated by the site which is currently occupied by a restaurant and a solicitors with a car park to the rear.

SBC Highways and Transport accept that the proposed development would reduce the expected vehicular trip generation of the site and have no objection to the proposed development on the basis of the site's forecast trip generation.

Access by Sustainable Travel Modes

SBC Highways and Transport consider the site highly accessible by sustainable travel modes, given the site is located approximately 60m (1 minutes walk) from the nearest bus stop, north of the site on Stoke Road. The site is 240m from Slough Railway Station (3 minutes' walk), 270m from Slough Bus Station and 500m (6 minutes' walk, 3 minutes cycle) from Slough High Street. The site is located 500m from Tesco Extra (6 minutes' walk, 3 minutes cycle).

A walking distance of 400 metres (and 200m within town centres) is deemed a reasonable walking distance by the Chartered Institute of Highways and Transport (CIHT) within their document: '*Planning for Walking and Cycling, 2015*'.

The Chartered Institute of Highways and Transportation also advises that: '*Walking neighbourhoods typically characterised as having a range of facilities within 10 minutes' walking distance (Around 800 metres)*' and that people will walk up to 800 metres to access a railway station, reflecting it's greater perceived quality and the importance of rail services.

Contribution towards Sustainable Travel Infrastructure

SBC Highways and Transport require a Section 106 Contribution of £36,000 towards the provision of a signalised pedestrian crossing across Stoke Gardens at the Stoke Road / Stoke Gardens signalised junction.

The proposed development is 'car free' with no parking spaces provided and is located in close proximity to Slough Railway Station, Slough Town Centre and Slough Bus Station. Therefore proposed development will increase the number of pedestrians crossing Stoke Road in order to walk to these facilities.

Car Parking

SBC Highways and Transport have no objection to the proposed development on the basis of the proposed parking ratio.

The applicant proposes 2 disabled parking space and 0 standard parking spaces for use of residents as shown on the Proposed Ground Floor Plan (Drawing No. 200). This is a reduction from the 8 parking spaces provided for the existing land use. It was stated at preapplication stage that a car free development would be supported given the site's location and constraints.

The Transport Statement outlines that there is minimal on-street parking available within a 200m walking distance of the site, with the majority of on-street parking permit controlled bays or controlled parking bays with a time limit.

The site can be considered suitable for low levels of car ownership due to its highly accessible location by sustainable travel modes. The minor scale of development and parking restrictions on surrounding roads also reduce the likelihood there will be any overspill of vehicles owned by residents from the development.

Slough's Transport Policy allows for nil parking provision within the Town Centre and within designated shopping areas. Furthermore, Core Policy 7 of Slough's Core Strategy (2006 – 2026) states that: *'Maximum restraint will be applied to parking for residential schemes in the town centre. In the rest of the Borough, the level of parking within residential development will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents'*.

Cycle Parking

30 secure and covered cycle stands are proposed in the form of 15 two-tier racks, which would be provided within an internal store to be accessed from Stoke Road. It is recommended that further details of the proposed cycle parking are secured by condition to any approval which maybe issued.

Framework Travel Plan

At the request of SBC, an amended Framework Travel Plan has been submitted and the revised to aim for low levels of car ownership from first occupation of the development. The Framework Travel Plan sets out a number of measures to achieve low car use and commits to submitting monitoring reports to Slough Borough Council.

SBC Highways and Transport accept the amended Framework Travel Plan and request a Section 106 contribution of £3,000 for Travel Plan monitoring.

Deliveries, Servicing and Refuse Collection

SBC Highways and Transport have no objection to the proposed arrangements for managing deliveries and refuse collection at the proposed development.

The TS outlines that servicing for deliveries will be made from Stoke Gardens, as is the existing arrangement for existing dwellings along Stoke Gardens. ADL Drawing No. 4844-SK-03 demonstrates that the bin stores

have been relocated to the southern side of the building, allowing refuse to be collected from Stoke Gardens on the southern boundary of the site.

Five 1110 litre Eurobins providing 5500 litres of waste capacity have been displayed on the proposed site plan. Slough's Refuse and Recycling Guidance requires 97 litres of residual waste capacity per flat and 53 litres of recycling capacity. For 24 flats a total of 2328 residual capacity is required and 1272 litres of recycling capacity is required.

The proposed bin storage is therefore in accordance with the Slough Borough Council Guidance: Refuse and Recycling Storage for New Dwellings (December 2013).

Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns, I confirm that I have no objection to this application from a highway perspective. I would recommend the inclusion of the following conditions/informative(s) should you decide to recommend approval.

6.2 Thames Water

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: *"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section."*

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework.

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. *“No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”* Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-divertingour-pipes>

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater. The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute

6.3 **Heritage Consultant**

The existing building is not statutorily listed or located within a conservation area and therefore does not have status as a designated heritage asset. However, Slough Borough Council, has formally identified the property as being 'locally listed' (under the NPPF this is treated as a 'non-designated heritage asset'). A heritage asset is defined as "A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing) (Annex 2: Glossary, National Planning Policy Framework)."

The Slough Local Plan (sections 5.63 / 5.64) acknowledges that Slough does not have a wealth of listed buildings however it recognises the opportunities that local listing could present for preserving Slough's heritage. Suggestions for buildings for local listing were sought in 1995 and were subject to public consultation; following this it is understood each recommendation for local listing was assessed by a historic buildings' expert. As a result, 64 buildings / groups of buildings were added to the local list. The local listing process appears to have been robust although it

is acknowledged the existing local list is just that with no detailed building description or associated criteria for selection.

The significance of the property derives from its 19th century architectural design and its former historic use as a public house. The property has a symmetrical rendered facade with central projecting 2-storey gable with sash window openings to ground and first floor. The gabled roof is slate clad and there are chimney stacks to the gable ends. The property is thought to have been built in the mid to late 19th century. To the side of the property (fronting Stoke Gardens) is a 19th century brick outbuilding with slate roof and retained ridge ventilator, this was presumably built as an outbuilding for the public house. It is now linked to the property by a circa 1920's century single storey corner infill extension (of no merit). 19 Stoke Road was originally a public house known as the Brickmaker's Arms (in recognition of the local brickfields), in the 1960's it became known as the Printer's Devil due to its location close to the offices of the Slough Observer newspaper. The public house closed in the early 21st century and it is acknowledged the change of use has diminished the significance of the non-designated heritage asset (loss of communal value), as has the replacement of its windows and the less sympathetic later extensions / alterations to the property. Despite this 19 Stoke Road is clearly legible as a 19th century property in a prominent position and BEAMS takes the view the building is of some architectural and historic significance and that it deserves inclusion on the Slough 'local list'.

The adjacent Leopold Coffee House was built in 1886 by Frederick Charsley, it is of red brick construction with moulded brick detailing. 'The Leopold Coffee House' is inscribed into the brickwork of the pediment and the date of construction either side of the sash windows on the upper floor. <http://www.postcards-from-slough.co.uk/home/slough-and-wexham/>

The buildings (19 and 21 Stoke Road) do not have a direct architectural relationship, but the contrasting 19th century architectural styles is pleasing and the locally listed properties sit comfortably together. The scale of properties, both 19th and 20th century, along this length of Stoke Road (to north of and including no 19) is also reasonably consistent.

The proposal involves the complete demolition of the existing building and so the scale of the harm to the asset would therefore be absolute.

Paragraph 189 of the Framework states that local planning authorities *"should recognise assets are an irreplaceable resource and conserve them in a manner appropriate to their significance"*.

Paragraphs 197 of the Framework relates to designated and to non-designated heritage assets and states *"In determining planning applications, local planning authorities should take account of the*

desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation”.

Paragraph 203 is relevant in this application: *"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."*

Policy EN17 (Locally Listed Buildings) is relevant, it states: *Special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.*

Core Policy 9 (Natural and Built Environment) states that development will not be permitted unless it:

- Enhances and protects the historic environment;
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;

The design of the replacement development has been improved since the initial application submission and it is slightly more sensitive to the setting of 21 Stoke Road. The new development will not physically impact upon the former Leopold Coffee House but will have an overbearing relationship to it - in contrast to the existing property, 19 Stoke Road. However, BEAMS takes the view that any harm to the significance of 21 Stoke Road will be very low.

The demolition of 19 Stoke Road would result in all the attributes which contribute to its significance being lost. The harm arising from the total loss of the building therefore attracts weight in the planning balance.

BEAMS considers the proposal is contrary to saved policy EN17 and Core Policy 9 and would advise that Slough BC carefully consider the development in relation to NPPF para. 203 which will clearly harm the significance of this locally listed building through its demolition.

If consent is granted a Level 2 Historic Building Recording is recommended, ensuring the history of the site and building is recorded via condition.

6.4 **Environmental Quality**

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

6.5 **Lead Local Flood Authority**

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

- DRAINAGE STRATEGY ADDENDUM NO. 1 dated June 2021

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

6.6 **Contaminated Land Officer**

I can confirm that there are no potential contaminative uses associated with the site. However, the site is adjacent to a few such sites. Thus, I recommend that at watching brief condition is observed throughout the development works.

6.7 **Natural England**

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

7.0 **Policy Background**

7.1 **National Planning Policy Framework 2021:**

- Chapter 2. Achieving sustainable development
- Chapter 4. Decision-making
- Chapter 5. Delivering a sufficient supply of homes
- Chapter 8. Promoting healthy and safe communities
- Chapter 9. Promoting sustainable transport
- Chapter 11. Making effective use of land
- Chapter 12. Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 16: Conserving and enhancing the historic environment

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies 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 12 (Community Safety)

Local Plan for Slough March 2004 policies:

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EN17 (Locally Listed Buildings)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

Other Relevant Documents/Statements

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map (2010)
- Technical Housing Standards – nationally described space standards.
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

The site is not an allocated site in the Slough Local Development Framework Site Allocations Development Plan Document

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 20 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 can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted

in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law.

The weight of the harm and benefits are scaled as follows:

- Limited
- Moderate
- Considerable
- Substantial

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

The emerging Preferred Spatial Strategy has been developed using 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.

This site is not allocated for development within the emerging Spatial Strategy. Protecting the built and natural environment of Slough's suburban areas is one of the key elements in the emerging Spatial Strategy.

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of Development
- Supply of housing
- Design and impact on the character and appearance of the area
- Heritage Impact
- Impacts on neighbouring amenity
- Impacts on amenity of future occupiers of the development
- Transport, Highways and parking
- Drainage
- Contamination
- Landscape
- Energy and Sustainability
- Air Quality
- Affordable Housing and Infrastructure
- Habitat Impacts
- Crime Prevention
- Equalities Considerations
- Neighbour representations

- Presumption in favour of sustainable development

9.0 Principle of Development

- 9.1 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built-up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.
- 9.2 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.
- 9.3 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.
- 9.4 The site in question falls within the Stoke Road Neighbourhood Shopping Area and Saved Policy S1 of the Local Plan for Slough 2004 states that proposals that would adversely affect shopping centres will not be supported. The current lawful use of the site is considered to be sui generis. It is split between three uses which are a solicitors which is Use Class E, hot food takeaway which is Sui Generis and residential at first floor which is C3 and the use of the site does not fall into a single use.
- 9.5 The significance of this is that the site is not in retail use and recent history shows there has not been a retail use at the site for over 10 years. It should be noted that the location of the site within a shopping centre does not bring with it a policy requirement to be a retail use and it is acknowledged that there are other uses that contribute to the vitality of such areas. The application included a retail market report which sought to justify the loss of the ground floor commercial uses as part of the scheme. The document is poor in that it does not relate to the application site, electing to show units in other parts of the town that are vacant. The document serves to demonstrate that the applicant has not attempted to market the site for commercial use despite the shopping centre designation.

- 9.6 Consideration is given to the existing uses at the site and the contribution they would make to the shopping centre currently. The solicitors use is one that provides no active frontage and is subject to low footfall in shopping centre terms. The hot food takeaway uses are considered to be suitable and complimentary to retail uses but this Stoke Road shopping centre sees a number of other units in the same use. Therefore, the loss of the hot food takeaway use would not adversely affect the shopping centre in this instance and, as stated the solicitors use provide little contribution to this area. The loss of the units is therefore not as significant as it would be were the existing uses either retail uses or, in the case of the takeaway, such uses that are associated with a higher footfalls or uses that provide services that are otherwise in short supply.
- 9.7 In spite of the above, the proposal will result in the loss of commercial units within a designated shopping centre and the applicant has failed to demonstrate that these units are not viable for occupation for uses that are appropriate in such a location. Given the designation of the site the Council would expect to see justification for the loss of such floorspace and the applicant was asked to provide additional detail but none was received. The unjustified loss of units is considered to be an adverse impact of the scheme and will be given appropriate weight in the balance of benefits and impacts as part of this report.
- 9.8 The proposal provides flats in a location outside of the town centre. While the Core Strategy seeks to direct family housing to out of centre locations it does not itself rule out the provision of flats in these areas either. It is noted that the site is considered to be very close to the town centre and also close to transport links such as the rail and bus station. It is also observed that there are a number of existing, recently developed and approved sites that provide, or will provide, flats in this area. As a result it is considered that a development of flats in this location is acceptable.
- 9.9 Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing subject to being able to demonstrate that the loss of commercial units does not adversely affect the functioning of the designated shopping centre. The applicant has failed to demonstrate that the loss of commercial floorspace is acceptable and there is an adverse impact that should be considered in the wider context of the merits of the case.

10.0 Supply of Housing

- 10.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of

313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.

10.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan

10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five Year Land Supply. The proposal for 24 residential units would make a contribution to the supply of housing, which could be built-out relatively quickly in spite of there being viability issues. Given that that the tilted balance is engaged, this contribution would in principle attracts positive weight in the planning balance.

10.4 In terms of housing mix, the recommended housing mix for Eastern Berks and South Bucks Housing Market Area is defined in the Strategic Housing Market Assessment (SHMA) February 2016.

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

10.5 This housing mix for the scheme proposed is as follows:

- 8no – 1 bed flats – 33%
- 14no – 2 bed flats – 59%
- 2no – 3 bed flats (built to accessible standards) – 8%

10.6 Some flexibility can be exercised in relation to the table above depending on the location of development and the characteristics of the surroundings. In this instance it is considered that a scheme to provide a mix of predominantly 1 and 2 bed units is not in line with Core Policy 4 which seeks out of town centre sites to comprise family housing. However it is closely located to the town centre and other services and a number of other high density schemes have been allowed and implemented in the area. A larger proportion of 2 bed units than 1 bed units is considered to be positive and the provision of 2no 3 bed units is also a positive element. In this instance the housing mix, in principle is not considered to be inappropriate of harmful at this edge of town centre location.

11.0 Design and Impact on Appearance and Character of the area

- 11.1 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.
- 11.2 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:
- ‘All development will:*
- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
 - b) Respect its location and surroundings;*
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.’*
- 11.3 The initial submission scheme drew concerns from the Case Officer over the scale of the building, its detailed appearance and its relationship to its surroundings. The applicant was invited to address these aspects through amended plans. The amended scheme resulted in the reduction in height of the proposed building by a storey, proposing a 7-storey structure instead of an initial 8 storeys. There was a reduction in the size of the building as it will moved away from the northern boundary. The design was altered through amendments to the proposed openings and external detailing resulting in the scheme currently being considered.
- 11.4 With regards to the scale of the development proposed, the reduction in height of the building is acknowledged however it is noted that the building is higher than all adjacent and immediately nearby buildings. The scale of building in the area is varied an inconsistent however there are none that exceed 6 storeys within the immediate context of the site. The building immediately north of the site and those beyond are two storey buildings and while the scheme is not sited hard onto the common boundary with its northern neighbour, a poor streetscene relationship is created as a result of the development proposed. Given the height proposed, it would result in a more pronounced vertical emphasis which would detract from the appearance of the area and would not be sympathetic to the local character and the surrounding built environment.

- 11.5 To the east, on the other side of Stoke Road the building immediately opposite is 4 storeys in height and to the south the building on the opposite side of Stoke Gardens has a 6 storey building which steps down to three storeys as it fronts Stoke Gardens itself. To the west is a 5 storey building, 10 Stoke Gardens, that has been extended vertically through new permitted development rights. To the north the buildings are 2 storey in scale. Vanburgh Court to the northeast rises to 7 storeys however this building is not in the immediate vicinity of the site.
- 11.6 The proposed building will appear as an incongruous tower in the streetscene that is a piecemeal addition to the built environment. It does not take account of its adjacent building and the immediate context of scale and mass around the site. There is a comparison in scale with the building to the immediate south however this has been specifically designed to step down to 3 storeys in scale to Stoke Gardens to ensure there is no overly dominant form to this road. The application proposed does not mirror this and it stands very prominently at the southern edge of the site. The building is so drastically higher than those to the immediate north that it creates a strong and negative contrast in building scales and a poor relationship with the existing built form in the area. Given the given the urban character of the area, overall the proposal would appear as over dominant and out of scale in relation to neighbouring buildings. Furthermore, as there would be a noticeable increase in height, scale, and mass, when viewed from the surrounding area, as the application site is located on a corner plot with the adjacent highway, this would result in unsatisfactory views of the proposed development given the built form that is proposed.
- 11.7 The site can be seen in the context of Vanburgh Court which is a 7 storey building further north along Stoke Road however this is not within the immediate context of the site and this building sits as part of a wider streetscene relationship with buildings to its north and south. It is certainly not a precedent for the scale of this proposal. The applicant has elected to indicate the proposal in relation to the scale of building to be constructed at the Horlicks site but this site is not close to the application site and certainly not within the immediate or close context of the site. It serves to show that the scheme has cherry-picked the buildings it seeks to help justify the scale of the proposal rather than focusing on the character of the immediate and wider area which is a much lower scale and therefore lower density.
- 11.8 The relationship with properties to the north is considered to result in a significant adverse effect on the character of the area. The building immediately north is locally listed and a strong character presence on Stoke Road. It is unlikely to be redeveloped given its significance and the loss that would otherwise occur through a new scheme and therefore the contrast of 7 and 2 storeys will remain in perpetuity. The amended scheme pulls the building away from the common boundary but this has a negligible effect on addressing the relationship. The applicant has submitted massing images of how surrounding land could be developed in the future to the north and by their own admission they retain 21 Stoke Road. This relationship is overbearing and out of proportion making the application proposal overly

prominent and overly dominant in the streetscene to the detriment of the character of the area.

- 11.9 Considering the scheme in isolation, the detailing and facades of the proposal are considered to be acceptable. It is considered that the detailing and finish of the building determines what is a high-quality development and what is otherwise ordinary. Should the proposal have been recommended for approval a condition would be included requiring details of proposed finishes and detailing to ensure a positive implementation is achieved.
- 11.10 Without prejudice to the comments regarding the loss of commercial floorspace in a designated shopping centre, the scheme was amended over the course of the application to move the bin and cycles stores away from the Stoke Road frontage to create a more active or positive streetscene on this elevation. The amended plan successfully moves these to the secondary Stoke Gardens frontage and has a residential unit fronting Stoke Road in its place with an area of defensible space provided as well. This is a successful change and improves the streetscene as a result.
- 11.11 The amended scheme has also addressed concerns that were raised regarding the potential to develop land to the north of the site. The comments on para 10.8 cast doubt on the potential for the future development of 21 Stoke Road however there will be potential for sites beyond this to be redeveloped. The initial submission proposed balconies and habitable windows on the northern elevation that would have a northern outlook and could prejudice or dictate the scale and form of any future development proposals to the extent that these could be compromised as a result. The amended scheme has addressed this through revising layouts and elevations to ensure there are no habitable windows or amenity spaces with a northern outlook that would compromise further development to the north and this concern is therefore addressed.
- 11.12 Although the scheme has been amended and is now at a reduced scale, it is considered that the scale and bulk of the proposal results in an incongruous and overly prominent building that fails to consider and respect the character of the area. As a result there is an adverse impact on the character of the area and the proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the NPPF. The impact will be appropriately weighted as part of the planning balance.

12.0 **Heritage Impacts**

- 12.1 Paragraph 128 of the national Planning Policy Framework provides guidance when determining planning applications which may have an impact on existing heritage assets, it states that:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance...In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- the desirability of new development making a positive contribution to local character and distinctiveness”.*

12.2 Core Policy 9 of the Local Development Core Strategy (2006 – 2026) Development Plan Document states *development will not be permitted unless it:*

- Enhances and protects the historic environment;*
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.....”*

12.3 The Heritage Consultant has reviewed the proposal against identified heritage assets. The consultant confirms that the existing building is warranted as a locally listed building as a prominently positioned 19th century property. Also acknowledged is the building immediately north at 21 Stoke Road, known as Leopold Coffee House which is a contrasting style of 19th century architecture that forms a relationship with the application building. For planning purposes the buildings are regarded as non-designated heritage assets and para 203 of the NPPF states that the effects on the significance of such building should be taken into account and a balanced judgement required with regards to the scale of any loss or harm and the significance of the asset. Furthermore, saved policy EN17 of the Local Plan for Slough states special consideration will be given to retention, enhancement and refurbishment of locally listed buildings together with their setting.

12.4 The development proposed will remove the heritage asset resulting in its complete loss. This is an adverse impact that should be appropriately weighted as part of the planning balance. It is clear the existing building is in viable use and is reported to be in good condition. There is no justification provided for the loss of 19 Stoke Road other than to make way for the proposed development. It is acknowledged that the building has been altered over time but it is clear that the distinctive architecture that led to the building being included on the list remains in place and therefore the significance is still very much apparent.

12.5 The proposal will also result in a significantly larger building immediately adjacent to 21 Stoke Road which would remain a two-storey building. The

mass of the scheme has been moved away from the common boundary but it is clear that there is a huge contrast in scales as has been stated already. The proposal would be overbearing to the setting of 21 Stoke Road and have a poor relationship as a result. There is an adverse impact on its significance as a result of the development. Again, this impact will need to be appropriately weighted as part of the planning balance.

- 12.6 The application includes a heritage assessment that assesses the significance and impacts on both buildings. The assessment diminishes the significance of 19 Stoke Road but does not give reason for its demolition which confirms that it is still a viable building and an example of 19th Century architecture. In respect of the impact on 21 Stoke Road the assessment simply disagrees with the view that development would be overbearing to this property and simply stating that there would be no harm without qualification of the position. The heritage assessment is not considered to address the concerns that are raised in respect of heritage impacts.
- 12.7 The proposed development is therefore contrary to saved policy EN17 and Core Policy 9 which seeks to achieve preservation, enhancement and refurbishment of locally listed buildings. The application documents do little to address the impacts and rely on dismissing the significance of the heritage assets. As a result para 197 of the NPPF is engaged and a balanced judgement is required which is set out as part of the wider planning balance.

13.0 Impact on neighbouring amenity

- 13.1 Policy 8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers.
- 13.2 In terms of relationship with neighbouring buildings, separation distances are established to the east and south through the presence of the roads. To the east the building is non-residential but there are flats to the south. The proposal achieves a separation distance of approximately 20 metres to the flats at West Central to the immediate south, which is considered appropriate for higher density location such as this. To the west, the adjacent site (10 Stoke Gardens) abuts the application site with a largely blank façade that houses the stairwell and communal corridors for the building, at its closest point there would be a distance of approximately 5 metres between this building and the proposal. There are no windows serving living accommodation that look into the site and no impacts of overlooking occur as a result and the building is also not overbearing to this structure either. There are small terrace areas to the northern part of the site the provide amenity space to the properties at ground floor level. A perception of overlooking may be apparent at the area closest to the common boundary but it is not considered to have such an impact that would be significant adverse.

- 13.3 The application includes a daylight/sunlight assessment that considers the impacts from the scheme on nearby windows. The assessment concludes that while some windows see a reduction in light as a result of the development the impacts are not significant adverse. In general it is accepted that the proposed development will have an impact due to its sheer scale and bulk. It is noted that a number of non-residential windows are adversely affected which is acceptable in planning terms. There is a significant impact on a first floor, south facing window on 21 Stoke Road to the immediate north. This impact will see wholesale removal of natural light and will be overbearing when viewed from within. The assessment states that it is unknown what the window serves however the planning history of the site shows that it is likely to be a kitchen window as approved under Ref: P/06358/002 on 24/11/2000. The plans show it to be a kitchen only in this room that is not part of a wider open layout. The room will suffer from a substantial loss of light but as it is solely a kitchen it is not considered to be a habitable room such as living room or bedroom and the severity of impact is lessened and it is noted that no objection has been raised by any neighbouring occupier. There is however, for the avoidance of doubt, an adverse impact.
- 13.4 Objection was received on the grounds of loss of light to properties on Grays Road. These properties are located to the west of the application site at a distance of at least 22 metres when measuring curtilage to curtilage and would be 40+ metres from building to building. It is acknowledged that the proposed building will be visible from the rear of these properties, any light impact would occur as a result of morning sunlight being affected. The objection has also raised that there is already an impact from 10 Stoke Gardens and it is considered that the distance between the site and these properties, coupled with the presence of 10 Stoke gardens means there would not be an impact that is of such an extent that it would be adverse in planning terms on light to the properties.
- 13.5 As a result of the above assessment, the proposal is considered to be largely acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan although there is an adverse impact on the light to the first floor window of the unit directly north of the site. This will be considered as part of the planning balance.

14.0 Living conditions for future occupiers of the development

- 14.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- 14.2 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."

- 14.3 It is noted that all the units meet and exceed the requirements of the national space standards for residential units which creates a good level of space for residents. The majority of units are provided with their own terrace or balcony although there are 2 units (units 4 and 5) without access to amenity space. Landscaping is a reserved matter but it is clear from the proposal that there is no room for communal amenity space and small garden areas can be provided for the ground floor units. As a result two proposed units have no access to amenity space and such an arrangement does not amount to suitable amenity standards or high quality development for a new-build proposal such as this.
- 14.4 The application is accompanied with a noise assessment that concludes that high performance glazing and a mix of trickle ventilators and mechanical ventilation will be required to achieve appropriate internal noise levels for the scheme. This is acknowledged and the details could be secured by condition. There is no direct reference relating to noise transmission through the floors of the building however the construction would need to meet Building Regulations standards and therefore, as a new building, there are no concerns in principle in this respect.
- 14.5 The application was accompanied with a daylight/sunlight assessment that considered the distribution of light to the proposed units. The assessment concluded that the majority of the proposal generally complies with the BRE guidelines. However the results do show that Unit 2 at ground floor level and Unit 3 at first floor level will not achieve the guideline for No-Sky Line (the measure of the distribution of daylight to a room) in 3 of the 4 habitable rooms. Unit 5 fails the same test for 2 of its 3 habitable rooms and Units 8 and 12 fail on all habitable rooms.
- 14.6 Daylight/Sunlight assessments are undertaken in accordance with BRE Guidelines and should be regarded as such. The assessment is quick to emphasise that they are guidelines and not a hard rule. This is acknowledged and it is true that failing to meet the guidelines fully does not, in itself amount to a reason to refuse planning permission. However, it is reasonable to consider the daylight/sunlight impacts on its merits. The circumstances of this application are such that 20% of the units proposed fail to meet the guidelines for one or multiple rooms of that flat. At some point the failure to achieve standards has to have an adverse impact, it is not acceptable to simply fall back on the guidelines argument when the reality is that there is substandard natural light to units proposed.
- 14.7 In this instance the lack of acceptable light distribution to habitable rooms as evidenced in the daylight/sunlight assessment results in an adverse impact cause through substandard amenity levels for 5 of the 24 units proposed. No mitigation is proposed to address the deficiencies and it is considered to be a harmful amenity impact as a result.
- 14.8 Based on the above considerations the proposal is not considered to provide a suitable level of amenity for all occupiers of the development and the scheme is therefore contrary to the goals of the NPPF, Core Policy 4 of

Council's Core Strategy, and Policies EN1 and EN2 of the Adopted Local Plan and the adverse impacts will be appropriately weighted as part of the planning balance.

15.0 Transport, Highways and Parking

- 15.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan policies T2 and T8. Paragraph 111 of the National Planning Policy Framework states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 15.2 The proposal has been reviewed by the Highways Officer. No objection is raised to the parking provision proposed. The site is considered to be a sustainable location with services readily accessible by foot and there being a close location of public transport. The Highways Officer has requested a sustainable travel contribution of £36,000 towards the provision of a signalised pedestrian crossing across Stoke Gardens at the Stoke Road / Stoke Gardens signalised junction. This would go towards ensuring all crossing points at this junction are signalised in the interests of pedestrian permeability and safety. This contribution is considered reasonable and relevant to the application and necessary to make the scheme acceptable in planning terms.
- 15.3 The proposed access has been assessed and the Highways Officer initially requested space within the site for turning. There is not room to provide such space, and this reflects the existing site arrangements as well. As the overall vehicles movements are a reduction on the existing circumstances there is no adverse impact from keeping the access arrangements similar to the existing. While it is not ideal, lesser vehicle movements result in lesser risk of adverse impacts.
- 15.4 The proposal shows the provision of 30 cycle parking spaces within the building. No objection is raised in principle but details of the parking arrangement would be required by condition if the scheme were acceptable.
- 15.5 The scheme has been amended over the course of the application to relocate the proposed bin store to the Stoke Gardens frontage. This creates a more preferable waste collection arrangement that would remove the collection vehicle and operatives off of Stoke Road, onto the quieter and less disruptive Stoke Gardens. The amendment is positive and no objections are raised.

15.6 A travel plan is proposed in accordance with policy to that aims to achieve low levels of car ownership from occupation of the scheme. Such a plan requires monitoring and the Council has requested a contribution of £3,000 for monitoring, this is in accordance with the Developers Guide.

15.7 To conclude the under provision of parking spaces is noted and is unfortunate. However the site is considered to be in a sustainable location with easy access to services for future residents on foot, by cycle or by public transport. The scheme is considered to be acceptable in other highway aspects and no objections are raised as a result.

16.0 Drainage

16.1 The site is located within flood zone 1 and therefore flood risk is minimal. The application is accompanied with a drainage strategy.

16.2 The Lead Local Flood Authority and Thames Water have reviewed the application and have raised no objection in respect of surface drainage proposals and flood risk.

16.3 No objection are raised as a result. If the scheme were recommended for approval detailed drainage proposals could be secured by condition.

16.0 Contamination

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

16.2 No assessment of land conditions has been submitted as part of this application. The historic uses of the site suggest there would not be a significant risk of contamination or hazardous conditions in principle.

16.3 No objection was raised subject to watching brief condition and should the application have been acceptable it would be reasonable to secure this via condition on a decision notice.

17.0 Landscape

17.1 Landscaping is a reserved matter and not for consideration here. The scheme indicates hard and soft landscaping on the proposed plans but any detailed submission would come as a reserved matters application if outline planning permission were to be granted. The landscaping and management strategy would have been secured via condition.

18.0 Energy and Sustainability

- 18.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developers Guide is due to be updated to take account of recent changes and changing practice. In the interim to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.
- 18.2 No energy statement was submitted with the application but the planning statement states that the scheme will deliver a 10% reduction in carbon dioxide emissions that are required by the Council, noting that measures can be secured by condition.
- 18.3 For the purposes of planning the proposed development can accord with the Core strategy policies on energy and sustainable development in principle. If the scheme were to be acceptable, conditions would be required to ensure the development is implemented with suitable measures to make the required emissions savings.
- 19.0 **Air Quality**
- 19.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 19.2 The Council has adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.
- 19.3 The application was not accompanied with an air quality assessment. The site is not located within an Air Quality Management Area and no objection is raised as a result. Notwithstanding this position, in accordance with the Slough Low Emission Strategy 2018-2025, the development creates a requirement for a contribution to the EV Car Club to off-set emissions and provide green travel opportunities. This contribution is set at £500 per dwelling.

20.0 **Affordable Housing and Infrastructure**

20.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

20.2 Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

20.3 The application is liable to affordable housing provision and financial contributions however the submission included a viability appraisal which concluded that the scheme would not be viable is required to provide infrastructure contributions and affordable housing in line with the Developer's Guide.

20.4 Without prejudice, in accordance with the Developers Guide, this scheme would, in principle, result in the following contributions being sought:

Affordable Housing

The application proposes 24 units and has been submitted stating there are viability issues. In accordance with the Developer's Guide there is an affordable housing requirement of 25% which equates to 6 units from this development.

This application proposes to provide 2 affordable housing units at ground floor level under shared ownership tenure.

Education

On the basis of the housing mix proposed, the following contributions towards education will be required:

1-bed units – 8no x £903	= £7,224
2+-bed units – 16no x £4,828	= £77,284

Total = £84,427

Recreation/Open Space

No communal amenity space is proposed and some units have no private space. The development is liable for a contribution of £750 per dwelling as a result.

This amounts to a total of £18,000

EV Car Club

In accordance with the Low Emissions Strategy a contribution of £12,000 towards the management of a car club space off site. This equates to £500 per unit.

Pedestrian Crossing

A contribution of £36,000 is requested towards the provision of signalised pedestrian crossing across Stoke Gardens at the Stoke Road / Stoke Gardens signalised junction.

Travel Plan

A contribution of £3,000 is requested towards monitoring of an approved travel plan.

20.5 In respect of viability, the NPPF states, at para 58:

The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

20.6 The viability assessment has been considered by the Council's consultant and, given the amendments to the scheme since the submission of the application, an updated assessment was provided and also considered. The applicant's position is that the scheme is not viable with the requirement to provide affordable housing and infrastructure contributions and none are proposed as a result.

20.7 The consultant has considered the appraisal and confirmed that the development would result in a deficit if implemented with the fully commitment of required contributions and affordable housing provision.

20.8 In spite of this it should be noted that the applicant is offering 2no affordable units as part of the planning proposal and these are considered to be a benefit that will be appropriate weighted in the planning balance. The units will comprise shared ownership tenure and would account to the 2 larger ground floor units on the scheme.

20.9 The viability circumstances of the site mean that the Council is unable to secure any more affordable housing than is being offered or any development contributions. There is no planning reason to doubt the conclusions of the Council's consultant and therefore no contributions are sought. However it will be required that the applicant agrees to a review

mechanism in a S106 agreement that would allow two opportunities reappraise of the site in the future to determine if viability has changed and therefore obligations could be secured. Such obligations have been secured in other proposals and is considered to be reasonable here.

- 20.10 Viability issues with development proposals cannot be considered to amount to an adverse impact. The Council would not be able to get contributions for infrastructure categories set out in para 20.4 and it is not reasonable to consider this circumstance to be an adverse impact in planning terms. It is reasonable to acknowledge that the scheme is unable to demonstrate benefits of the scheme through the provision of infrastructure contributions.

21.0 Habitats Impacts

- 21.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 21.2 Paragraph 180 of the NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity. Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 21.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the local planning authority to make an appropriate assessment of the implications of a particular proposal, alone or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive
- 21.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.
- 21.5 The site is located approximately 5.4 km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base carried out by Footprint Ecology.

21.6 The Local Planning Authority are currently working with Natural England to produce a Supplementary Planning Document to support a tariff based mitigation strategy for all new housing applications within 5.6km of the SAC. However this is yet to be agreed, and therefore each application needs to be considered on its own merits.

21.7 The applicant has submitted a Habitat Regulations Assessment as part of the application and, at the time of drafting this report, the document is being consulted on and comments from Natural England are awaited. Members will be updated through the Amendment Sheet prior to the committee meeting.

22.0 Crime Prevention

22.1 Paragraph 92 of the NPPF 2021 sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact which each other
Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

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

22.3 The access into the flats would be at the front of the building on the corner of Stoke Road and Stoke Gardens. This would provide a good level of natural surveillance.

22.4 Cycle storage would comprise an integral store at ground floor as would the store. Appropriately secure doors would be required.

22.5 Should the scheme have been considered acceptable, lighting within the site can be secured by condition and a condition would have been included to require the scheme to achieve Secured by Design accreditation to ensure sufficient mitigation measures were included.

22.6 Based on the above, and subject to conditions, the proposal would be accordance with Local Plan Policy EN5; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied in the planning balance.

23.0 Neighbour Representations

23.1 Officers have carefully read and considered the third party representations put forward by the residents of the neighbouring properties. The material

planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment.

24.0 Equalities Considerations

24.1 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).

24.2 The proposal would provide new residential accommodation. Given the size of the scheme, the local development plan does not require any wheelchair user dwellings although the applicant has proposed that 2no ground floor units be built to this standard. Access from the public footway to the building is considered appropriate and the accessible units can be safely access directly from the disabled parking spaces at the rear of the site. No lifts are proposed to the upper floors which compromises access for all users. There are no development plan polices to secure lift access.

24.3 In relation to the car parking provisions, the 2no spaces proposed as allocated for those requiring an accessible space which is considered appropriate.

24.4 If the proposal were considered to be acceptable, it is considered that there would be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from

construction would have 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 could be secured by condition should the scheme be acceptable.

24.5 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.

25.0 Presumption in favour of sustainable development

25.1 The Council is currently unable to demonstrate a deliverable 5 year housing land supply. As a result Paragraph 11 of the NPPF is engaged. This means that sustainable development proposals should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

25.2 In consideration of whether or not development is sustainable, para 8 of the NPPF set out 3 objectives that should be met in order for a scheme to be considered sustainable development; the economic, social and environmental objective.

25.3 In the application of the appropriate balance, it is considered that there are significant benefits from the following:

- The provision of 24 residential units in a sustainable location should be given significant weight as the development would make a positive contribution to the supply of housing in the Borough, and would be located in a sustainable location.
- Some weight can be given to the provision of 2no affordable units as part of the scheme which would provide a positive contribution to the supply of affordable housing provision in the Borough.
- However, there is no completed S106 agreement that secures these units and the previously determined positive weight is subsequently negated by the negative weight applied for this reason. Failing to secure the affordable housing proposal means that the scheme does not make a positive contribution to the supply of affordable housing in the Borough and significant negative weight is applied to this impact.
- As confirmed though viability assessment, issues with the site means that the applicant is unable to demonstrate a benefit of affordable housing which is policy compliant. While this is not an adverse impact, it is not one that is considered to be positive either.
- The lack of parking provision is considered to be a neutral impact.
- The unjustified loss of the existing non-designated heritage asset on site. The loss of this unit would result in a negative impact on

the built heritage of the town and is considered to be an adverse impact that should be given considerable weight.

- The loss of commercial floorspace in a designated shopping area is an adverse impact due to it having a negative contribution to the vitality of the neighbourhood shopping centre that should be given some negative weight for the reasons already discussed.
- The adverse impact on the character and appearance of the area by virtue of the scale and bulk of the proposal is negative should be given significant weight.
- The adverse impact on the setting of 21 Stoke Road as a non-designated heritage asset would result in a negative impact on the built heritage of the town and should be given significant weight.
- The failure of the scheme to provide suitable levels of amenity for occupiers of the whole development results in an adverse impact on living conditions that should be given significant negative weight.
- The impact on daylight and sunlight to the first floor window of 21 Stoke Road is an adverse impact on neighbouring amenity that should be given limited negative weight as it serves a kitchen.
- The impact on habitats is undetermined and unmitigated and should be given limited negative weight as an adverse impact, subject to a formal response from Natural England.
- As the site is subject to viability, an acceptable scheme would require a Section 106 agreement that commits the applicant to review viability at a later date to establish if circumstance change and affordable housing/contributions can be secured. No completed Section 106 agreement is provided to secure this and this result in a negative impact in terms of provision of affordable housing and other mitigation proposal which can be given considerable negative weight.

25.4 In applying the planning balance, the adverse impacts; principally on the character and appearance of the area and the amenity of occupiers of the development coupled with the notably adverse impact of the loss of a non-designated heritage asset and overbearing relationship to the adjacent asset, are considered to be significant to the point that they outweigh the benefit of the provision of residential units. Therefore, in spite of the Council being unable to demonstrate a deliverable 5 year housing land supply, the adverse impacts are considered to outweigh the benefits and planning permission should be refused as a result.

26.0 PART C: RECOMMENDATION

26.1 Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the application be **refused** for the reasons given below.

27.0 **PART D: REASONS FOR REFUSAL**

1. The proposed development would, by virtue of its scale and bulk, results in a incongruous, dominant and prominent addition to the streetscene that would not achieve a high quality of design and would not enhance the quality of the built environment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
2. The proposed development will result in residential accommodation that fails to achieve appropriate levels of natural daylight and sunlight and fails to provide amenity space for all units and will therefore provide a substandard level of amenity for future occupiers of the development to their detriment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
3. The proposed development will result in the demolition and therefore permanent loss of a non-designated heritage asset that is an example of 19th Century architecture in the town. The adverse impact from the loss of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
4. The proposed development, by virtue of its scale and bulk will have an overly dominant and overbearing impact on the setting of 21 Stoke Road, a non-designated heritage asset. The adverse impact on the setting of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
5. The proposal would, if acceptable in other respects, be required to provide for necessary infrastructure including green infrastructure to mitigate the impacts of additional residents on Burnham Beeches SAC by way of appropriate financial contributions, and to secure a late stage financial viability review in respect to on-site and / or off-site affordable housing contributions, all of which would need to be secured by the completion of a section 106 agreement. No such agreement has been completed, contrary to Policies 4, 9 and 10 of the Slough Local Development Framework Core Strategy 2006 - 2026, Slough Borough Council's Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106) and to the

requirements of Regulation 61 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

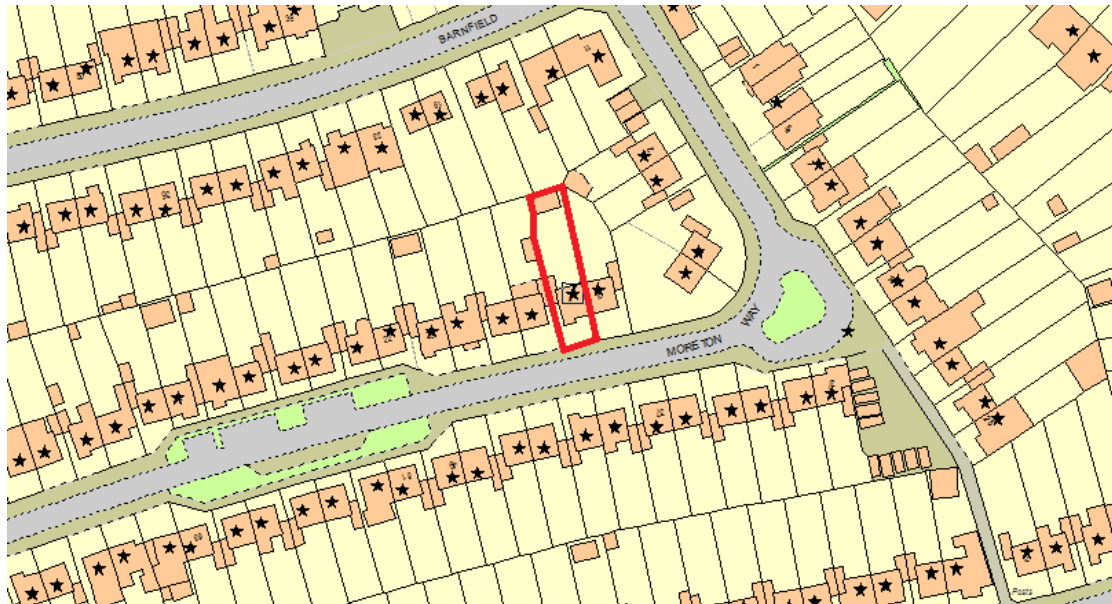
Informative

For the avoidance of doubt this decision was made on the basis of the following plans:

6. Proposed Site Plan - 343-PL-100-02, Dated 30/11/2021, Received 23/03/3022
7. Proposed Ground Floor Plan - 343-PL-200-01, Dated 26/10/2021, Received 23/03/3022
8. Proposed First Floor Plan - 343-PL-201-01, Dated 26/10/2021, Received 23/03/3022
9. Proposed Second Floor Plan - 343-PL-202-01, Dated 26/10/2021, Received 23/03/3022
10. Proposed Third Floor Plan - 343-PL-203-01, Dated 26/10/2021, Received 23/03/3022
11. Proposed Fourth Floor Plan - 343-PL-204-01, Dated 26/10/2021, Received 23/03/3022
12. Proposed Fifth Floor Plan - 343-PL-205-01, Dated 26/10/2021, Received 23/03/3022
13. Proposed Sixth Floor Plan - 343-PL-206-01, Dated 26/10/2021, Received 23/03/3022
14. Proposed Roof Plan - 343-PL-208-01, Dated 26/10/2021, Received 23/03/3022
15. Proposed Stoke Road Elevation - East - 343-PL-300-01, Dated 26/10/2021, Received 23/03/3022
16. Proposed Stoke Gardens Elevation – South - 343-PL-301-01, Dated 26/10/2021, Received 23/03/3022
17. Proposed West Elevation - 343-PL-302-01, Dated 26/10/2021, Received 23/03/3022
18. Proposed North Elevation - 343-PL-303-01, Dated 26/10/2021, Received 23/03/3022
19. Proposed Stoke Road Streetscene - 343-PL-308-01, Dated 26/10/2021, Received 23/03/3022
20. Proposed Site Section - 343-PL-400-01, Dated 26/10/2021, Received 23/03/3022

Registration Date:	25-May-2022	Application No:	P/19947/000
Officer:	Daniel Terry	Ward:	Cippenham Green
Applicant:	Mr R Davis	Application Type:	Householder Development
		8 Week Date:	20-Jul-2022
Agent:	Chris Connor, Christopher James Architecture, 27 Chaucer Way, Woosehill, Wokingham, RG41 3BG		
Location:	12, Moreton Way, Slough, SL1 5LT		
Proposal:	Demolition of existing attached single storey garage and replace with a single storey side/rear extension and internal alterations		

Recommendation: GRANT planning permission, subject to conditions.



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, the personal circumstances of the applicant and all other relevant material considerations, it is recommended the application be APPROVED, subject to the following planning conditions:

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

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

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

(a) Drawing No. 226-1205-A, Recd on 25/05/2022.

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

3. All new external work shall be carried out in materials stated on the approved drawing no. 226-1205-A received by the Local Planning Authority on 25.05.2022.

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

4. Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), no access shall be provided to the roof of the extension by way of window, door or stairway and the roof of the extension hereby approved shall not be used as a balcony or sitting-out area.

REASON: To preserve the amenity and privacy of neighbouring residential occupiers in accordance with Saved Policy H15 of the Slough Local Plan 2004.

5. Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or

any order revoking and re-enacting that Order), no window, other than hereby approved, shall be formed in the flank elevation of the development without the prior written approval of the Local Planning Authority.

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

1.2 **INFORMATIVES:**

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant is reminded that at all times, without the prior permission of the freeholder there can be no encroachment onto the adjoining property.

1.3 This is a householder planning application for the demolition of the existing attached single storey garage and its replacement with a single storey side/rear extension and internal alterations, which would normally be determined under powers of officer delegation; however, the applicant is a Ward Councillor, therefore in line with the Council's Constitution and the Scheme of Delegation, the application is required to be determined by the Planning Committee.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the demolition of the existing single storey attached garage and for the erection of a single storey side and rear wraparound extension. The proposed extension has a height of approximately 3m, although it does include a parapet which adds a further 250mm. At the rear of the dwelling, the extension would go beyond the rear elevation of No.14's garage by 1m and beyond the rear elevation of No.10 Moreton Way by 3m. As set out on the plans, the extension would be constructed with a red/orange brick finish to match the front porch, a lead grey membrane to the flat roof and aluminium doors and windows.

2.2 The proposal is predominantly required to accommodate the applicant's mobility issues and therefore includes a ground floor shower room, laundry room, downstairs bedroom/home office and open plan kitchen and dining area, with a focus on disabled access and turning circles. No changes are proposed at first floor level.

3.0 **Application Site**

- 3.1 The application site comprises a two storey, semi-detached house, located on the north side of the road, in a street which comprises an almost identical pairing of dwellings along its length. The key difference is that some houses have hipped roofs and some have gable ends at the side, but the street is otherwise considered to be consistent in character and appearance terms. The houses are all either pebbledash rendered (such as the application dwelling) or otherwise covered in a smooth render and most properties along Moreton Way have converted their front gardens into driveways, to provide parking for at least two vehicles.
- 3.2 The host property is attached to no.10 Moreton Way, its rear garden is approximately 23m deep and consistent with garden depths on this side of Moreton Way. The application site also contains a large, detached outbuilding located at the very end of the garden which appears to be similar in size, or slightly smaller than, outbuildings in neighbouring gardens such as at No.20 and No.34 Moreton Way.
- 3.3 The site is not subject to any planning constraints that would prevent the development in principle.

4.0 **Relevant Site History**

- 4.1 There is no recorded planning history for this property, although the outbuilding in the rear garden has been constructed since the dwelling was originally built.

5.0 **Neighbour Notification**

- 5.1 The application was publicised by site notices displayed on 17 June 2022, in accordance with Town and Country Planning (Development Management Procedure) (England) Order 2015 and The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020.
- 5.2 At the time of writing, no comments or objections have been received from neighbouring properties.

6.0 **PART B: PLANNING APPRAISAL**

6.1 **Policy Background**

The proposed development is considered having regard to the National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Saved Policies H14, H15, EN1 and EN2 of the Slough Local Plan 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, adopted January 2010.

- 6.2 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).

- 6.3 The NPPF 2021 makes it clear that good design is essential, stating at paragraph 126:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”

- 6.4 Good standard of design is embedded in Core Policy 8 (Sustainability and the Environment) as well as within Policy EN1 (Standard of Design) of Slough Local Plan. Core Policy 8 of the Slough Core Strategy states that all development should be sustainable, of a high quality, and should improve the quality of the environment. To achieve high quality design, development should, amongst other things, respect its location and surroundings and reflect the street scene and the local distinctiveness of the area.

- 6.5 Policies H15, EN1 and EN2 of Slough Local Plan (2004) further 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. The Council’s Residential Extensions Guidelines, Supplementary Planning Document, adopted January 2010, provides guidance to interpret and implement Core Policies and Local Plan policies regarding design.

- 6.6 The following saved policies are lifted from the adopted Slough Local Plan 2004:

Policy H14 (Amenity Space) states

The appropriate level will be determined through consideration of the following criteria:

- a) type and size of dwelling and type of household likely to occupy dwelling;*
- b) quality of proposed amenity space in terms of area, depth, orientation, privacy, attractiveness, usefulness and accessibility;*
- c) character of surrounding area in terms of size and type of amenity space for existing dwellings;*
- d) proximity to existing public open space and play facilities; and*
- e) provision and size of balconies.*

- 6.7 Policy H15 (Residential Extensions) states:

Proposals for extensions to existing dwelling houses will only be permitted if all of the following criteria are met;

- a) there is no significant adverse impact on the amenity of adjoining occupiers;*

- b) *they are of high quality of design and use materials which are in keeping with both the existing property and the identifiable character of the surrounding area.*
- c) *They respect existing building lines and there is no significant adverse impact on the existing street scene or other public vantage points.*
- d) *Appropriate parking arrangements are provided in line with the aims of the integrated transport strategy;*
- e) *an appropriate level of rear garden amenity space is maintained.*

6.8 Policy EN1 (Standard of Design) states:

Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:

- a) *scale;*
- b) *height;*
- c) *massing/bulk;*
- d) *layout;*
- e) *siting;*
- f) *building form and design;*
- g) *architectural style;*
- h) *materials;*
- i) *access points and servicing;*
- j) *visual impact;*
- k) *relationship to nearby properties;*
- l) *relationship to mature trees; and*
- m) *relationship to water courses.*

These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused

6.9 Policy EN2 (Extensions) states: *Proposals for extensions to existing buildings should be compatible with the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original structure. Extensions should not result in the significant loss of sunlight or create significant overshadowing as a result of their construction.*

6.10 The planning considerations for this proposal are:

- Design and impact upon the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Amenity space
- Highways and parking

7.0 **Design and impact upon the character and appearance of the area**

7.1 The proposed side extension would extend further forward than the existing side element but would still be set back from the principal elevation and would therefore appear subservient to the host dwelling. Although the height, at a maximum of 3.25m, would make this extension higher than the adjoining neighbour's side element, this is not considered to be harmful in the streetscene. There is a similar example at No.20 Moreton Way where this property has a taller side extension than its adjoining neighbour at No.22.

7.2 From the street, the proposed extension would therefore appear small in scale, and the majority of the extension is located to the rear and will not be visible from the highway. With regard to materials, these are considered to be appropriate and would match those used in the existing front porch. The use of aluminium windows and doors is also considered acceptable, and the materials should be secured by condition.

7.3 It is therefore considered that the proposal accords with Saved Policies H14, H15, EN1 and EN2 of the Slough Local Plan 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, adopted January 2010 and Core Policy 8 of the Slough Core Strategy (2008).

8.0 **Impact upon on amenity of neighbouring occupiers**

8.1 As set out in the proposal section above, the proposed extension would have a maximum height of 3.25m and would extend beyond the rear elevation of No.14's (not attached to the host property)side element by 1m and beyond the rear elevation of No.10 by 3m. Given the limited impact on No.14, it is not considered that this 1m wall beyond their attached single storey part would be harmful, nor would the height of the extension result in any overbearing or overshadowing of their dwelling. The ground floor shower room does extend farther forward than the existing garage but the neighbour at No.14 does not contain any side facing windows that would be affected. It was noted at the time of the site visit that the front facing window and door in this neighbour's single storey side element is obscure glazed in any case, and therefore offers no outlook to the room it serves.

8.2 With regard to the impact on No.10, a 3m extension will have some limited impact upon their dining room, although the plans suggest it would not breach a 60-degree angle measured from the centre of the dining room window. It should also be noted that a 3m deep extension is very typical of householder extensions, including those that can be achieved through exercising permitted development rights and furthermore, accords with EX20 of the Residential Extensions Design Guide. Therefore, the proposal is considered to be of an acceptable scale, height and depth with regard to the impact on this neighbour.

8.3 Notwithstanding that the impact on neighbours is considered to be acceptable, it is considered necessary and appropriate in this instance to impose a planning condition to ensure that the flat roof of the extension is not used as a balcony or sitting out area as this would likely result in significant overlooking of neighbouring properties. It is also recommended a condition be imposed restricting the insertion of side windows in the development.

8.4 It is therefore considered that the proposal complies with Saved Policies H12, H15, EN1 and EN2 of the Slough Local Plan 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, adopted January 2010, and Core Policy 8 of the Slough Core Strategy (2008).

9.0 **Amenity Space**

9.1 EX48 of the Residential Extensions Guidelines requires a minimum garden depth of 15 m (or 100m²) for a four-bedroom house. It should be noted that the

fourth bedroom in this case is also a home office and is intended to future-proof the property for the applicant should the need arise for ground floor living.

9.2 Due to the construction of the outbuilding in the rear garden, the depth between the proposed extension and the outbuilding would be approximately 14m and therefore slightly short of this requirement. However, it is not considered that this would be harmful enough to warrant refusal of the application, particularly as the outbuilding could be demolished at any time, thus meeting this criterion. The distance between the proposed extension and the rear boundary is circa 19.5m. As such the proposal is considered acceptable.

10.1 **Highways and Parking**

10.2 There is an existing driveway which accommodates one vehicle and on-street parking is available along Moreton Way. If the front garden were to be converted into a driveway, as most neighbouring properties have already done, then it would likely be possible to accommodate a further two parking spaces, however it is not considered reasonable to insist upon this, given how little greenery there is along this part of Moreton Way. As such, the property would need to benefit from three parking spaces and these could be provided at the front of the site. It would not be reasonable to refuse the application in relation to highway safety.

11.0 **Other material considerations**

11.1 It is noted that the plans include a red dashed line to indicate the outline of a 6m deep prior approval application, however no such application exists, nor is it clear whether the neighbours would object to an extension of this size. Therefore, no weight can be given to this suggestion and there is no fall-back position in this case. Notwithstanding this, the proposal is considered acceptable on its own merits.

11.2 Officers have had due regard to the applicant's personal circumstances in requiring these extensions to accommodate their needs. These are a material consideration and should be given limited positive weight in decision making. As set out in this report, the proposal is considered acceptable on its own merits, when assessed against planning policies, and so a favourable outcome is not dependent on their personal circumstances in this case.

12.0 **PART C: RECOMMENDATION**

12.1 The proposal is considered to comply with the Development Plan and permission should therefore be approved, subject to the planning conditions listed in Section 1 of this report.

MEMBERS' ATTENDANCE RECORD 2022/23
PLANNING COMMITTEE

COUNCILLOR	25/5	29/6 Cancelled	27/7	28/9	26/10	30/11	14/12	25/1	22/2	29/3	24/4
Carter	P										
J Davis	Ap										
Akbar	P										
Dar	P										
Gahir	P										
Mann	P										
Mohammad	P										
Muvvala	P										
S Parmar	P										

P = Present for whole meeting
Ap = Apologies given

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

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