

Registration Date:	22-Dec-2017	Application No:	P/17238/000
Officer:	Janet Ferguson	Ward:	Chalvey
Applicant:	Mr. Jonathan Edwards, SUR	Application Type:	Major
		13 Week Date:	23 March 2018
Agent:	Mr. Paul Reeves, Indigo Planning Aldermary House, 10-15, Queen Street, London, EC4N 1TX		
Location:	Slough Central Library, 85, High Street, Slough, SL1 1EA		
Proposal:	Construction of mixed use development (part ten, part nine, part six and part four storey) to provide two hotels totalling 244 guestrooms, two ground floor commercial (A1/A2/A3/A4) units totalling 379 sqm, and 64 self-contained residential units with a residential mix of 12 x studios, 28 x 1 bedroom units and 24 x 2 bedroom dwellings together with associated car and cycle parking, refuse storage and the installation of plant and equipment		
	(original description was for 62 residential units with a mix of 31 x 1 bedroom units and 31 x 2 bedroom units, which was revised in April 2018 to 69 self-contained residential units with a residential mix of 19 x studios, 24 x 1 bedroom units and 26 x 2 bedroom dwellings).		

**Recommendation:** Delegate to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

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

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

A) approval subject to:-

- 1) No new substantive planning issues being raised following the close of the consultation period and the resolution of the following;
- 2) The satisfactory completion of a s106 agreement to secure the affordable housing provision on the donor site located at Alpha Street Car Park for 14 residential units (application 00539/002), a review mechanism for affordable housing and infrastructure, compliance with the Travel Plan and a preclusion for future residents not obtaining parking permits; and

B) Refusal if, the s106 Agreement is not completed by 5<sup>th</sup> July 2019.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 Full planning permission is sought for a mixed-use scheme comprising two hotels on the corner of Wellington Street and William Street and a residential block on the High Street frontage with commercial floor space comprising flexible use of A1, A2, A3 or A4 floor space at ground floor level and a total of 64 residential units on the upper floors. The site is currently vacant following the demolition of the previous Library building in May 2017 and the site is enclosed by temporary hoardings and it measures 4,537 square metres in area.

2.2 The original planning application submitted to the Council in December 2017 was for 62 residential units which increased to 69 units by the applicant in April 2018 together with other minor alterations. Negotiations to resolve an issue around the amount of daylight reaching some of the flats in the neighbouring building known as Cornwall House has resulted in revised plans being secured in June 2018 reducing the number of residential units provided to 64.

2.3 The application proposes a total of 244 hotel guest rooms to be provided on the upper floors of the 10 storey building that fronts onto both Wellington Street and William Street and two distinct brands of hotel would be available within this part of the building. At ground floor level of commercial floorspace is proposed to ensure that an active street frontage on William Street and the High Street is provided. The revisions secured in June 2018 has also amended the amount of

commercial floor space that would be to 379 square metres.

- 2.4 At its highest, the residential element comprises a ground floor and 8 upper storeys (with lower floor to ceiling heights than the hotel) and would be located to the rear of the site but facing out onto the High Street and William Street frontages. Following amendments received in April 2018 the residential mix was changed to 19 x studios, 24 x 1 bedroom and 26 x 2 bedroom residential units. However, the residential mix has recently been revised further following amended plans received in June 2018. As a result, the proposed development now comprises a residential mix of 12 x studios, 28 x 1 bedroom units and 24 x 2 bedroom dwellings.
- 2.5 The hotel element would have a set back top storey with a plant screen provided at roof level and would measure a total of 32 metres at its highest and the residential block at the rear of the site and facing onto William Street would be 29.2 metres at its highest. It is understood that the residential units would provide housing available for purchase on the open market and the application does not include any on-site provision of affordable housing. However, the applicant is putting forward an existing site located at Alpha Street Car Park as a donor site for the provision of 14 affordable housing units related to the residential element that forms part of this submission. This application is also being considered on this agenda as a later item.
- 2.6 Vehicular access to the site would be available from the existing access from the High Street which would continue to serve the car parking at Cornwall House and the proposed servicing area which includes access to 4 disabled car parking spaces, cycle spaces for the residential occupiers and hotel staff and the refuse stores. Three separate pedestrian accesses will be provided off William Street to the upper floors of the 2 branded hotels and the residential component which are set within a mixture of commercial uses proposed at ground floor level.
- 2.7 Given the size of the redevelopment scheme and the amount of site coverage, it has not been possible to secure any amenity space or on-site landscaping.

### 3.0 **Application Site**

- 3.1 The application site is rectangular in shape and measures 0.45 hectares in size and is situated in the area of land between the intersection of Wellington Street, William Street and the High Street.
- 3.2 The site is currently vacant and cleared following the demolition of the Old Library building which occurred in May 2017. There are no buildings on the site and the boundaries are enclosed by temporary hoardings that appear to be over 2 metres in height.
- 3.3 Prior to the demolition works the site contained a public library that was originally constructed in 1974 and was formally known as the Robert Taylor Library after a former Mayor of Slough. This 3 storey building which had high floor to ceiling heights was designed by the county architect in a brutalist style and was

constructed in a mixture of concrete and large areas of glass at ground floor level and narrow slot windows in the upper floors.

#### 4.0 **Site History**

- 4.1 The site has little planning history and the most relevant application relates to an outline scheme approved in 2009 for the hybrid 'Heart of Slough' master plan for the redevelopment of Slough Town Centre.

S/00123/001 - Advertisement consent granted on 3 September 2001 for the display of a non illuminated sign measuring 750mm by 4075mm

P/14199/000 - Advertisement consent granted on 9 March 2009 for the display of 2 illuminated signs at the rear of 2 2 BT Phone kiosks.

P/14405/000 – Outline permission granted for a hybrid full application granted on 22 December 2009 for the redevelopment / reconfiguration of existing roundabout at Wellington and William Street, road and pavement improvements and enhancement of the public realm. Redevelopment of the four quadrant sites (Thames Valley University, Brunel Bus Station, Slough Public Library, Slough Day Centre and the Church of our lady immaculate and St Ethelbert) involving demolition of all existing buildings except the Church to provide 1,598 new dwellings; 48,708 sqm of (Class B1 Use) office space; a 120 bed hotel; a new bus station; 6,085sqm of community floor space (Class D1 use) including provision of a new library, Class A1 Use (Retail), Class A3 Cafe / restaurant, Class A4 Use (Pubs/Bars), Class D2 Use (Leisure) and associated public realm and parking.

S/00123/002 - Advertisement consent granted on 13 April 2018 for the display of images on the hoarding around the site.

#### 5.0 **Neighbour Notification**

##### **Brisbane Court, Buckingham Gardens**

Flats 1-25

##### **Buckingham Court, Buckingham Gardens**

Barrett & Thomson, Buckingham Court

##### **High Street**

My Council, Landmark Place;

1; 28; 48; 50; 56; 60; 74 & 64A; 66 & 66a; 68 & 68A; 70; 72; 74 & 74A; 76A; 78 & 78A; 80; 78 & 78A; 82; 84; 86; 88; 95; 97; 98 & 98A; 99; 100 & 100A; 101;103; 104; 107-109; 112 & 112a; 113; 115; 116a; 117-117A; 118; 119; 123; 124 & 124A; 127

##### **Highview Point**

Flats 1-19 , Highview Point, 92, High Street, Slough, SL1 1EL

##### **McKenzie Street**

1-9

##### **Regal Court**

Orega Slough Ltd Venn Group Ltd; Barclay Kane Ltd; Unify Corporation Uk Ltd;

Nielson Financial Services Ltd; Quilltire Ltd; Caterpillar Impact Products Ltd;  
Caterpillar;, B C S Global Networks

**The Village**

Audio & Electrical Centre; Bags & Baggage; Collectors Choice Ltd, Four Points;  
IT House. L P Sockshop; Megabite; Occasions; Pounds & Ounces; Rockys  
Food Store; Stans, The Raincoat Shop; Toys & Toys; Age Concern; Cyber  
World Uk Ltd

**Wellington Street**

St. Ethelberts Catholic Church, Wellington Street, Slough, SL1 1XU

**William Street**

1-4 & 2 Prudential Building, William Street, Slough, SL1 1XY  
Flat, Code, William Street, Slough, SL1 1XY

**Windsor Road**

1-5; 8 & 10, Windsor Road, Slough, SL1 2E8

- 5.1 No representations received.
- 5.2 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 12 January 2018 Edition of The Slough Express as a major development and due to the impact on the setting of a listed building. A number of Site Notices have been displayed at the site on 22 January 2018.

5.3 **Revised Application – April 2018 Neighbour Notification**

**Brisbane Court, Buckingham Gardens**

Flats 1-25

**Buckingham Court, Buckingham Gardens**

Barrett & Thomson, Buckingham Court

**Cornwall House**

Hexaware Technologies; Flat 1-55; Part fourth floor; Ground to second floors;  
Royal Bank of Scotland; Flat 1 – 55; Part fourth floor;

**High Street**

My Council, Landmark Place;

1; 28; 48; 50; 56; 60; 74 & 64A; 66 & 66a; 68 & 68A; 70; 72; 74 & 74A; 76A; 78  
& 78A; 80; 78 & 78A; 82; 84; 86; 88; 95; 97; 98 & 98A; 99; 100 & 100A; 101;103;  
104; 107-109; 112 & 112a; 113; 115; 116a; 117-117A; 118; 119; 123; 124 &  
124A; 127

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Flat, Code, William Street, Slough, SL1 1XY

**Windsor Road**

1-5; 8 & 10, Windsor Road, Slough, SL1 2E8

5.4 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 4 May 2018 edition of The Slough Express as a major development and due to the impact on the setting of a listed building. A number of Site Notices have been displayed at the site on 1 May 2018.

5.5 One letter of objection has been received from the owner of a flat located within the side elevation of Cornwall House and has raised objections on the following grounds:

- The 9 floors of the hotel is out of proportion to the surrounding buildings;
- The development will cause a significant loss of light to the apartments facing the new building;
- Many apartments will need 24-7 artificial light;
- The privacy of many of the properties will be significantly affected; and
- The design of the end wall facing Cornwall House which would be oppressive and ugly, the wall should be in keeping with Cornwall House and should be staggered away from Cornwall House as the floors rise.

The above issues are taken into consideration within the 'Impact on the Character and Appearance of the Area' and the 'Existing Residential Occupiers' sections of the Planning Assessment contained within this report.

5.6 **Revised Application – June 2018 Neighbour Notification**

**Brisbane Court, Buckingham Gardens**

Flats 1-25

**Buckingham Court, Buckingham Gardens**

Barrett & Thomson, Buckingham Court

**Cornwall House**

Hexaware Technologies; Flat 1-55; Part fourth floor; Ground to second floors;

Royal Bank of Scotland; Flat 1 – 55; Part fourth floor;

**High Street**

My Council, Landmark Place;

1; 28; 48; 50; 56; 60; 74 & 64A; 66 & 66a; 68 & 68A; 70; 72; 74 & 74A; 76A; 78 & 78A; 80; 78 & 78A; 82; 84; 86; 88; 95; 97; 98 & 98A; 99; 100 & 100A; 101; 103; 104; 107-109; 112 & 112a; 113; 115; 116a; 117-117A; 118; 119; 123; 124 & 124A; 127

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**McKenzie Street**

1-9

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Orega Slough Ltd Venn Group Ltd; Barclay Kane Ltd; Unify Corporation Uk Ltd; Nielson Financial Services Ltd; Quilltire Ltd; Caterpillar Impact Products Ltd; Caterpillar;, B C S Global Networks

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**Windsor Road**

1-5; 8 & 10, Windsor Road, Slough, SL1 2E8

- 5.7 Any representations to be verbally reported to Members of the Planning Committee or to be highlighted in the Amendment Sheet.

6.0 **Consultations**

6.1 Thames Water

No objection, subject to conditions relating to piling and a drainage strategy.

6.2 National Grid

No objection, subject to the imposition of informatives.

6.3 Environment Agency

No objection, subject to the imposition of informatives.

6.4 Natural England

No Comments.

6.5 Royal Borough of Windsor and Maidenhead

No Objection.

6.6 Historic England

No comments - do not wish to offer any comments - suggest that the views of specialist conservation and archaeological advisers are obtained.

6.7 Heritage Advisor (BEAMS)

Concern – Some harm to the setting (and significance) of the Church of Our Lady Immaculate and St Ethelbert recognised. An improvement to the design of the development, particularly the elevation facing William Street and further details of construction materials would be required.

The proposed development due to its scale, bulk / mass is considered to have a slight adverse impact upon the wider setting of the Church of Our Lady Immaculate and St Ethelbert and to therefore impact upon its visual significance.

However, this harm is considered to be less than substantial.

It is recommended a greater level of articulation and visual interest is provided to the main elevation fronting William Street and that the curve to the corner (of Wellington Street / William Street) is made more pronounced.

The application lacks detail in relation to the proposed construction materials and the plant screening on the upper level, further information on this at the application stage would be desirable.

## 6.8 Housing Officer

- Housing's preference is to seek on site provision of affordable housing.
- A donor site for the affordable housing would be considered.
- There is a concern in the donor site option; the proposal suggests that the funding to build the donor site will be from the sale of units at the library site. This means a substantial time delay in the delivery of affordable housing.
- The demand from the Housing Waiting List is for a higher proportion of family housing, so 2 beds or more are preferred. The - 6no. 1 bed flats and 8no. 2 bed flats are not ideal to have so any 1 beds however if we re-designed Alpha Street for more 2 beds, it would further reduce number of units.
- The normal requirement (without undergoing a viability assessment) is 25% but if a viability argument is presented the policy requirement is 30%. Therefore the 22.5. % falls below the policy compliant 30% (or 25%) so there is a case for seeking supplementary contribution.

## 6.9 Highways

Further information required as set out below:

- Parking bay dimensions in some drawings not being compliant with SBC standards;
- Number of disabled bays not being compliant with DfT guidance;
- Number of electric charging bays not being compliant with IAQM 2015 guidance;
- Vehicular visibility splays do not show required 2.4 x 43m;
- No pedestrian visibility splays (should show 2.4 x 2.4m);
- Concerns re: layout of service yard – Swept Path Assessments highlight potential conflict for some vehicle type manoeuvres when loading bays in use;
- Errors and discrepancies with TRICS trip generation assessment (spreadsheet attached shows review if you need it);
- Concerns regarding proposed alterations to kerbside designations on High Street in order to provide drop-off zone for site (including net loss of pay and display bays and concern re: length discrepancies and ability for a coach to safely ingress/egress the bay);
- Discrepancies regarding proposed quantum of residential cycle parking (68 and 72 referred to), design is not compliant with pre-app correspondence

- where SBC requested provision of individual 2.0 x 1.0m lockers; and
- 2 different courtyard layouts submitted with different number of parking bays, including revisions to number of disabled bays proposed (4 vs 2 – both of which are below the 5 required).

6.10 Crime Prevention Design Advisor  
Objection.

- Excessive permeability, unlimited access into the building over both hotels, allowing unobserved and unauthorised access into and throughout each hotel.
- Access control: one of the receptions is not manned – thus allowing unauthorised access into any floor.
- No surveillance: from reception over the core areas.
- Emergency egress areas: appear to allow those inside the building to give unauthorised access to those who are vulnerable or have no legitimate reason to be in the hotel.
- Hotel Bar area and reception location: they are together so that reception staff can help out in the Bar, thus taking them away for managing access into the building.
- Two hotel receptions: are linked via the gym, within turn are linked but access door to the rear of the gym, anyone could walk into this area without first going through reception.
- CTSA - dynamic vehicle assessment: should be conducted to ensure accidental or deliberate vehicle intrusion can be prevented.
- Residential block: no secure internal lobby, how will postal services be managed.

6.11 Lead Local Flood Authority

- Further Information required:
- The surface water drainage strategy in FRA is unclear and the FRA does not consult the geo-environmental assessment report produced for this site.
- The FRA indicates that it is not known whether the site has potential for the soakaways, however the soakage test results provided as part of the geo-environmental assessment clearly indicate that the underlying soil has potential for infiltration systems. The test results indicate that the soakage rates are varying between  $1.42 \times 10^{-5} \text{m/s}$  and  $3.17 \times 10^{-5} \text{m/s}$ .
- The re-assessment of the surface water drainage strategy based on the geo-environmental assessment report. A minimum of 1m required between the base of the soakaways/cellular soakaways and ground water levels to take into account seasonal variations in groundwater.
- The completed Slough Borough Council Surface Water Pro-forma.
- Evidence that the applicant understands the sensitivity of discharge points relating to the receiving water body. Where this is main river or discharging through contaminated land the LPA may have to consult the Environment Agency (EA).
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753.

- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the whole site; within different geologies and to a similar depth to the proposed infiltration devices. Tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930: 2015.
- Maintenance regimes of entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

## 6.12 Environmental Quality

### *Air Quality*

The applicant has provided an assessment on air quality but it is noted that the study area should have been agreed with the LPA; the area chosen is small. With future developments the area for the assessment should be agreed in order to assess the cumulative impacts of schemes within the town centre.

The site lies within the Town Centre Air Quality Management Area and for the purposes of this development it is necessary to ensure that air quality impacts will be acceptable for the future occupiers of the residential development and all the members of the public outside the development. It is not necessary to consider the air quality impacts for the future guests of the hotel.

The Officer states that the immediate area and site do not experience breaches of the air quality objectives for PM10 and PM2.5. In terms of the future occupiers of the residential development, there are some areas around the building at first and second floors where levels of N02 (nitrogen dioxide) will be above national air quality objectives (NAQOs). This will require mechanical ventilation for some of the development, however, this should not be considered to be a long term solution.

To help achieve better air quality levels for N02 in the town centre AQMA, the applicant is requested to provide both on- and off- site electric charging points, a contribution of £100,000 towards a town centre electric car club and all Heavy Duty Vehicles servicing the site to meet EURO VI emission standards. In addition, the Officer considers such conditions are required to mitigate the slightly adverse impact on a receptor on the façade of the building to the south of the application site.

In addition to this, the Officer has requested conditions requiring details to be submitted for a Construction Environmental Management Plan, the filtration measures to be fitted to the residential development, the boilers and the cooking extract system.

6.13 Noise

Concerns have been raised in respect of the noise impact assessment in that the technical submission has not assessed the impact on the residential development, that noise monitoring has been carried out for a limited period and that no details have been provided of the modelling and calculations arising from the noise monitoring that has taken place. The Officer has requested that either the noise assessment is undertaken again to meet the requirements of the relevant British Standard (BS), or that further justification in respect of the monitoring and how it complies with the BS is acceptable is provided.

6.14 Contaminated Land

No objection, subject to a standard condition requiring the developer to carry out a watching brief during site work and to make the Council aware of the presence of any unsuspected contamination encountered during the development.

6.15 Education

Welcome financial contribution and request that the contribution would go towards the expansion project at Marish Primary School, which will increase primary and SEN places.

6.16 Recreation

Welcome the financial contribution which is to be spent in Salt Hill Park in order to keep it up to Green Flag standards.

**Revised Plans (April 2018)** – submitted by agents acting for the applicant to increase the number of new residential units to 69 as well as external alterations.

6.17 Heritage Advisor (BEAMS)

The development has been slightly reduced in height and the roofscape improved, further details have been provided in relation to construction materials which seem suitable for the type of development.

The amendments all represent improvements to the initial submission however BEAMS still considers there will be a minor adverse impact upon the wider setting of the Church of Our Lady Immaculate and St Ethelbert, thereby leading to a slight impact upon its significance. As per the NPPF the slight level of harm is considered to be less than substantial (NPPF para. 134).

It is noted that the public benefits of the scheme have been highlighted and it is recognised the site is currently vacant and does not enhance the local area. The NPPF (para. 134) states that: *Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.*

It is for Slough Borough Council, as the decision maker, to weight up the low level of harm identified against the public benefits of the proposal, in this case the harm to the setting of the Church of Our Lady Immaculate and St Ethelbert is at the lower end of 'less than substantial'.

BEAMS subsequently confirmed that they did not raise 'no objection' to the scheme in the comments provided above as suggested by the planning agents acting for the applicant.

6.18 Housing Officer

The Affordable Housing Policy incentivises applicants to provide a policy compliant scheme without drawn out viability discussions, in which case 25% affordable housing is applicable. If they choose to negotiate on viability grounds and submit a viability assessment, the policy compliant requirement is 30%.

The preference is on-site, however will consider donor site, where completed units are provided.

6.19 Highways

No objection, subject to standard conditions and clarification on:

- The costings for the infrastructure for EV charging points;
- The loading bay position;
- The size of the refuse vehicle used in the tracking details;
- The need for the general waste and recycling bins to be clearly identified and quantified on the submitted plans;
- The applicant is seeking Bi-Weekly collections in order to reduce the number of bins required on site; it is unusual for collections to take place more than once a week;
- Recommend submission of waste strategy document to support the application;
- Details of the required 2 tier staff cycle store; and
- The staff cycle store interferes with the double doors on the hotel building and requires amendment to ensure that the ease of use and access is not hindered.

6.20 Crime Prevention Design Advisor

No objection, subject to the imposition of conditions and the original objection can be withdrawn and the necessary robust security requirements can be addressed as detailed plans are brought forward. This would ensure that crime prevention design is incorporated within the completed development.

6.21 Lead Local Flood Authority

Further information required regarding :-

- Surface water treatment. We need evidence/assessment to see that a correct level of treatment is provided as per the SuDS Manual C753 methodology (i.e. Simple Index method-for ref see chapter 26 of the SuDS Manual).
- The Calculations of the Justification Drainage report reads that Thames

Water has given consent for the foul water discharge, no evidence provided and confirmation from the Thames Water is required that they have spare capacity within the sewer system.

The agent acting for the applicant has provided details to respond to the above comments and any further consultation comments received will be reported to Members at the meeting of the Planning Committee through the Amendment Sheet.

**Revised Plans (June 2018)** – submitted by agents acting for the applicant to reduce the number of proposed residential units to 64 to address the daylighting issue and to respond to the comments raised by the Local Highway Authority.

6.22 Highways

Any further consultation comments received will be reported to Members at the meeting of the Planning Committee through the Amendment Sheet.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 National Planning Policy Framework

Core Policies - Achieving sustainable development  
Chapter 2: Ensuring the vitality of town centres  
Chapter 4: Promoting sustainable transport  
Chapter 6: Delivering a wide choice of high quality homes  
Chapter 7: Requiring good design  
Chapter 8: Promoting healthy communities  
Chapter 10: Meeting the challenge of climate change, flooding and coastal change  
Chapter 12: Conserving and enhancing the historic environment

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

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 12 (Community Safety)

7.3 Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping
- EN5 – Design and Crime Prevention
- OSC5 – Public Open Space Requirements
- T2 - Parking Restraint

- 7.4 Site Allocations DPD – Site Reference SSA13 ‘Heart of Slough’
- Comprehensive regeneration for residential, offices, hotels, bus station, library, retail, restaurants and cafes, drinking establishments, education, leisure, associated changes to the road network, improvements to public realm and parking.
- 7.5 Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist
- 7.6 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 Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough’s Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single ‘Composite Development Plan’ for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

- 7.7 The planning considerations for this proposal are:
- Principle of Development
  - Housing Mix and Affordable Housing
  - The Impact on the Character and Appearance of the Area
  - The Impact on Heritage Assets
  - The Impact on Amenity of Neighbouring Occupiers and Future Occupiers
  - The Impact on Air Quality
  - A Safe and Accessible Environment
  - The Impact on Highway Safety and Convenience
  - Surface Water Drainage
  - Infrastructure Requirements
  - Other Considerations

## 8.0 **Principle of Development**

8.1 The whole of the site was previously occupied by the Old Library building as well as areas of public space and footpaths to link to the High Street and the Train and Bus Stations. The site is not located within one of the defined 'Existing Business Areas' and as such given the very sustainable town centre location where a mixed use of a 2 hotels and a residential development would be a highly compatible use and supported by the Site Allocations DPD which allocates a mix of uses within the regeneration area. As a result, there would be no objection in principle to the redevelopment of the site for a mixed used scheme. Other local spatial policies, namely Core Strategy Policies 1 and 4 also support residential development in this town centre location and Core Policy 8 is concerned with encouraging sustainability.

8.2 In addition, further support to the principle of the development is found in national planning policy which aims to significantly boost the supply of housing and requires applications for housing development to be considered in the context of the presumption on favour of sustainable development.

## 9.0 **Mix of Housing and Affordable Housing**

9.1 One of the aims of national planning policy is to deliver a wide choice of high quality homes and to create sustainable, inclusive and mixed communities. This is largely reflected in local planning policy in Core Strategy Policy 4. The plans originally deposited with the Council in December 2017 proposed a total number of 62 residential units to be provided on the site.

However, un-solicited revised plans were submitted to the Council by the applicant in April 2018 to increase the number of residential units provided on site to 69. However, following negotiations further revisions received in June 2018 the application now proposes 64 residential units with an amended residential mix of 12 x studios, 28 x 1 bedroom units and 24 x 2 bedroom dwellings.

Whilst it is accepted that the Council does not have a specific adopted policy on an acceptable mix of accommodation, given the town centre location, it is considered that the mixture of studios, 1 bedroom and 2 bedroom units is satisfactory.

9.2 The Council's Core Strategy Policy 4 requires all sites of 15 or more dwellings (gross) to provide affordable housing at between 30-40% of the total number of dwellings proposed. The Council's guidance sets out its preference for on-site affordable housing delivery. In this particular town centre location and to regenerate this vacant site, the Council would accept the target of 30%. However, this policy is considered alongside the Developer's Guide which was last updated in September 2017. The Guidance sets a preference for new affordable housing to be provided on-site, but recognises that there may be some exceptional circumstances in which the provision of affordable housing off-site will be more beneficial. The application does not include a full justification

that sets out the exceptional circumstances that would apply in respect of accepting a donor site on this particular application. However, it is recognised that there would be some benefits in regenerating both of these town centre vacant sites.

9.3 The affordable housing will be provided on a donor site that is located at the Alpha Street North car park. This site is located in the town centre and is owned by Slough Borough Council but is subject to an option agreement in favour of Slough Urban Renewal (SUR). It has been identified for residential development but is financially unviable and currently has no prospect of development without additional funding. The Alpha Street car park site will provide 14 affordable units comprising 6 x 1 bed flats and 8 x 2 bed flats that will be tenure of affordable rent. The affordable housing provision for the Alpha Street site together with the current redevelopment scheme (following revisions in June 2018) would be 17.9%. This is calculated on the basis of the 14 units of affordable housing out of a total number of residential units (78 units) that are proposed on both sites. This affordable housing provision would result in a shortfall of 9 units of affordable housing.

9.4 Housing Officers in their consultation response on this planning application have referred to the adopted affordable housing policy which incentivises applicants to provide a policy compliant scheme without drawn out discussions on viability. In such circumstances, the updated Developer's Guide states that 25% provision of affordable housing would be applicable. Where an applicant chooses to negotiate on viability grounds which would involve the submission of a Viability Assessment, the policy compliant requirement is 30%.

The table below shows the affordable housing requirements taken from Developer's Guide (September, 2017) against the proposed levels of affordable housing based on a development of 25 to 69 new homes'.

<b>Type of Requirement</b>	<b>Developer's Guide Requirement</b>	<b>Proposed Development (as revised June 2018)</b>
Normal Requirement	30%	17.9%
Exemption (For brownfield sites where development viability is an issue)	25%	17.9%

9.5 Housing Officers have provided a consultation response which states that there would be a preference for the provision of affordable housing on the Old Library site, although Housing Officers will consider the use of a 'donor' site where completed units are provided. The delivery of these affordable housing units would be secured by way of a legal agreement prior to the occupation of the hotels should the principle of the donor site be accepted.

9.6 Despite the provision in the Developer's Guide to avoid protracted discussions on viability, the applicant has submitted a Viability Assessment which has been

closely looked at by Viability Consultants acting on behalf of the Council. The applicant has put forward an argument to justify that it is not viable for any affordable housing units to be provided on site based upon the projected costings, the absence of any interested Registered Social Landlord (RSL) and having regard to the value of the land. The Council's Viability Consultants have considered all of the information and have concluded that the proposed scheme cannot realistically make any additional affordable housing provisions, over and above those earmarked to be delivered on the Alpha Street site.

- 9.7 In addition, the Viability Consultants also refer of the need for the applicant to demonstrate the 'exceptional circumstances' to necessitate the use of a donor site to deliver affordable housing and note that such a case has not been explicitly put forward by the applicant. However, the information provided in the Viability Assessment confirms that the on-site delivery of affordable housing would severely impact upon viability and that the donor site would maximize the overall affordable housing delivery. On the basis of the conclusions and recommendations of the independent review by the Council's Viability Consultant, it is considered that the approach adopted in the submitted Viability Assessment is reasonable and the Council is prepared to accept the provision of 17.9% affordable housing on the donor site at Alpha Street car park. However, given that the proposals are not policy compliant, it is recommended that a review mechanism on viability should be included in the S106 to 'clawback' any affordable housing contributions in a situation where there may be different financial conditions.

## 10.0 **Impact upon the Character and Appearance of the Area**

- 10.1 The site lies at the corner of William Street, Wellington Street and the High Street in a prime town centre urban location that forms one quadrant of the 'Heart of Slough' that was previously considered as a hybrid application in 2009. The area is characterised by commercial uses on the ground floor with some residential units on the upper floors that are provided in a mix of building designs and heights. To the east is the contemporary Curve Library building, the grade II listed buildings at the Church of Our Lady Immaculate and St Ethelbert and St Ethelbert's Presbytery and the Queensmere Shopping Centre. To the north is the vacant Thames Valley University site and the Octagon site (which is subject to a current application) and 'The Works' and Porter Building that have recently been constructed in the town centre. To the south of the site is a mixture of 2, 3, 4 and 5 storey buildings and to the immediate west is Cornwall House which is a 6 storey building with an additional roof storey that was converted to a block of 48 residential units in 2016.
- 10.2 Townscape is made up of buildings, structures and spaces. It is the combination of these elements, their character and how they relate to each other that give the townscape an identity. In this case given the site's town centre and prominent location, there is an opportunity to shape the identity of the townscape by allowing a large scale form of development including a high building to act as a focal point for the town centre.
- 10.3 The hotel building would provide a total of 244 hotel guest rooms to be provided

on the upper floors of the 10 storey building. The hotel element would have a set back top storey with a plant screen provided at roof level and would measure a total 32 metres in height. The residential element comprises a ground floor and 8 upper storeys (of lower floor to ceiling height that the hotel) and would be located to the rear of the site but facing out onto the High Street frontage. The residential block would measure 29.2 metres in height on the William Street frontage but following the revisions received in June the residential block would now drop down to 14.2 metres in height adjacent to Cornwall House.

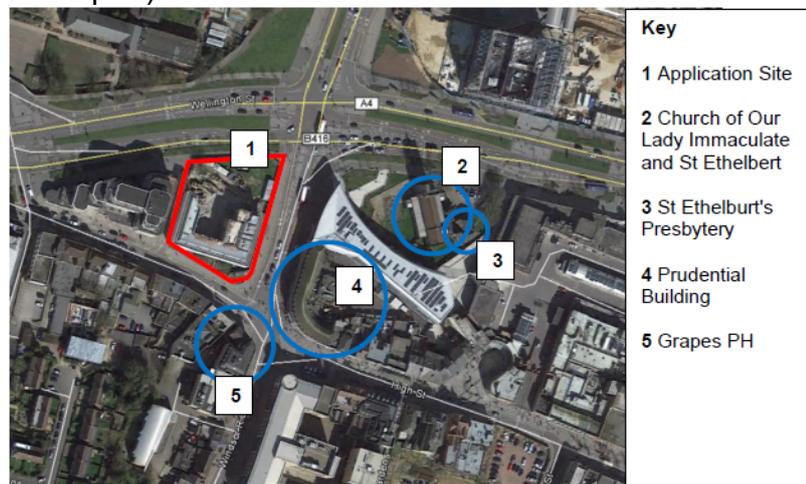
- 10.4 The taller part of the scheme represents a substantial building in terms of its scale, bulk and mass and together with the residential block located on the High Street frontage covers the majority of the plot. The hotel element would not have any significant relief with the minimal set back of the upper floor which is essentially a floor of plant and equipment with the elevational treatment comprising a louvered plant screen. This minimal set backs will not be appreciated because there is a very strong vertical appearance to the hotel building with the stacking of windows in a repetitive line over these floors and from the continuation of metal framing around these window openings.
- 10.5 In terms of materials, the redevelopment scheme is divided by a strong vertical emphasis for the hotel element of the scheme, whereas the residential block would adopt a horizontal treatment with the size and position of openings on each floor. All of the development would use cladding material of contrasting colour with grey / silver for the hotels and warmer brown, beige and a bold red colour for a feature panel within the residential part of the scheme.
- 10.6 The exact colours are yet to be agreed and will be subject to the submission of samples of materials, although Officers previously requested the submission of a sample panel to form part of the planning application. However, the images supplied in the Design and Access Statement give an indication of the colour of materials that are anticipated to be used in the redevelopment scheme.
- 10.7 The Design and Access Statement submitted by the applicant has also made reference to the use of cladding and confirms that:
- ‘The proposed development will comply with current Fire Code guidance for buildings taller than 18m and all parts of the external wall construction will be of limited combustibility. The external surfaces of the facing materials will also meet the recommendations given in the building regulations Approved Document B, for surface spread of flame’.
- 10.8 It is the overall scale and mass of the redevelopment emphasised by the taller eastern element of the scheme with its strong and vertical appearance and siting within the context of the 3 storey buildings that lie to the south of the site that will result in an abrupt change in the townscape. Whilst it is accepted that the impact upon the surroundings is domineering, given the intervening distance and viewed alongside the larger scale buildings found to the north and east of the application site, the proposed hotel building is considered to be an appropriate form of development that is more closely associated with a town centre

townscape. This is considered to address the objection raised in this regard.

- 10.9 Given the extensive site coverage, there is no opportunity for any soft landscaping or tree planting within the site which is disappointing, especially as this is often a useful tool to help break up the mass, bulk and scale of a particular redevelopment scheme. However, there has already been some tree planting outside the site and alongside the A4 which formed part of the 'Heart of Slough' outline scheme.
- 10.10 Core Strategy Policy 8 and Local Plan Policy EN1 require developments to be of a high standard of design. These policies are consistent with the NPPF which also requires development to be of a high quality design. The proposed development for the reasons set out above would have a satisfactory impact upon the character and appearance of the area and would comply with the general thrust of both local and national planning policy.

### 11.0 Impact Upon Heritage Assets

- 11.1 The most affected Heritage Assets that would be located near to the redevelopment site are the grade II Church of Our Lady Immaculate and St. Ethelbert which is approximately 75 metres to the east. Immediately adjacent to the church and east of it, lies the Grade II listed presbytery. It is understood that the Roman Catholic Church was built in 1909-10, in the perpendicular style of flint with stone dressings.
- 11.2 The Heritage Statement submitted on behalf of the applicant identifies that the nearest heritage assets are identified below and located at:
- Church of Our Lady Immaculate and St Ethelbert (List Entry Number: 1251719), Grade II listed (designated Heritage Asset);
  - St Ethelbert's Presbytery (List Entry Number: 1251386), Grade II listed (designated Heritage Asset);
  - The Prudential Building, William Street (non-designated Heritage Asset); and
  - The Grapes Public House, High Street (non-designated Heritage Asset - since redeveloped).



- 11.3 Section 66 of the Planning (Listed Buildings & Conservation Areas) act 1990 requires decision makers, in determining planning applications which affect a listed building or its setting, to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. The NPPF requires in considering the impact of a proposed development on the significance of a designated Heritage Asset that great weight be given to the asset's conservation. The more important the asset, the greater weight should be. National planning policy also states that significance can be harmed or lost through development within its setting. Further, the policy states that any harm or loss should require clear and convincing justification.
- 11.4 In terms of the NPPF, the applicant has provided through the Heritage Statement a description of the significance of the heritage assets affected and the contribution made by their setting, a summary of which is set out below.
- 11.5 Church of Our Lady Immaculate and St Ethelbert, and St Ethelbert's Presbytery
- 11.6 The setting of the Church and Presbytery has changed over time due to Improvements to the road infrastructure and more recently the construction of the Curve form a new boundary on the western and south edge, further separating the application site from the listed buildings.
- 11.7 The proposed development will be visible from certain points within the churchyard and the immediate setting to the Church and Presbytery. The proposed development would generally be seen rising above the Curve. The Heritage Statement comments that the views of the Church will therefore further emphasise the contrast between the historic architecture of the Church and the modern architecture of the Curve and the proposed development and would not therefore compete with or affect the appreciation of the listed buildings.
- 11.8 The Heritage Statement makes the point that the site does not contribute towards the significance of the listed buildings and that the proposal would replace this vacant site with a high quality contemporary development. This does not detract from the significance of the listed buildings, but would further encourage the appreciation of their architectural merits.

As a result of the above, the assessment concludes that there would be no harm to the significance of the listed buildings and will preserve their settings.

- 11.9 Prudential Building, William Street
- 11.10 The significance of the locally listed Prudential Building derives from its design and architectural interest. The Heritage Statement comments that the application site does not contribute towards the significance of the building and that the appearance of the locally listed building will be unaffected by the proposed development. For these reasons and given the improvement to the vitality of the

town centre, the Heritage Statement concludes that there will be no harm to its significance.

11.11 The Grapes PH, High Street

11.12 The 'Honeypot (formally known as The Grapes Public House), High Street' was locally listed in the saved Slough Local Plan (2004). However, the building has now been demolished and subsequently replaced. As such, the significance of the non-designated heritage asset has already been lost, and the current building is of no historic interest.

11.13 The Council's Heritage Adviser comments that the church spire of the grade II Church of Our Lady Immaculate and St. Ethelbert which makes it a prominent landmark building when travelling along Wellington Street. Historically churches were usually the tallest buildings within a town / village – giving them visual prominence and using height to highlight their importance. This prominence started to change during the 20<sup>th</sup> century with the construction of taller buildings becoming more commonplace in urban areas; these have the potential to harm the setting and significance of church buildings (and others) and this needs careful consideration – particularly when the cumulative nature of tall development is taken into account.

11.14 The prime conservation consideration is whether the proposal will preserve the setting (and thereby the significance) of these two grade II listed designated Heritage Assets. Having considered the originally submitted scheme, the Council's Heritage Advisor stated that:

- A greater level of articulation and visual interest is provided to the main elevation fronting William Street and that the curve to the corner (of Wellington Street / William Street) is made more pronounced.;
- The proposed development, by virtue of its scale, bulk / mass is considered to have a slight adverse impact upon the wider setting of St Ethelbert's Church and to therefore impact upon its visual significance. However, this harm is considered to be less than substantial (as referred to in paragraph 134 of the NPPF); and
- The application lacks detail in relation to the proposed construction materials and the plant screening on the upper level, further information on this at the application stage would be desirable.

11.15 Agents acting for the applicant provided an Addendum Report to the Heritage Statement which advised that:

*'Our view remains that there would be no harm. The contemporary design, in particular the curved frontage at the junction of the A4 and William Street, would generally be seen rising above the Curve. These views will further emphasise the contrast between the historic architecture of the Church and the modern architecture of the Curve and the proposed development. The simple, contemporary, rounded form of the Curve is respected and reflected in the proposed development'*

*Bearing this view in mind, the Addendum Report later concluded that:*

*'We therefore maintain that the proposal will result in no harm to the significance of the listed buildings and will preserve their settings'.*

11.16 Further comments were sought from the Council's Heritage Advisor regarding the revised plans put forward by the applicant and the Addendum Report from the applicant's agent. The further comments from the Council's Heritage Advisor recognised that:

- The development has been slightly reduced in height and the roof scape improved, further details have been provided in relation to the construction materials which seem suitable for the type of development;
- The public benefits of the scheme have been highlighted and it is recognised the site is currently vacant and does not enhance the local area.
- The additional information and amendments all represent improvements to the initial submission. However, there will be a minor adverse impact upon the wider setting of St Ethelbert's Church, thereby leading to a slight impact upon its significance. As per the NPPF the slight level of harm is considered to be less than substantial (NPPF para. 134).

11.17 However, the Council's Heritage Advisor confirmed that it is for the Local Planning Authority as the decision maker, to weigh up the low level of harm identified against the public benefits of the proposal, in this case the harm to the setting of St Ethelbert's Church which is considered to be is at the lower end of 'less than substantial'.

11.18 Paragraph 132 of the NPPF states that great weight should be given to the conservation of Heritage Assets, as they are irreplaceable and any harm should require clear and convincing justification. Paragraph 134 of the NPPF requires that where the harm identified to a designated heritage asset would be 'less than substantial harm', that harm should be weighed against the public benefits of the proposal.

11.19 The Planning Practice Guidance states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in paragraph 7 of the NPPF. It further advises that public benefits should flow from the proposed development and should be of a nature or scale to benefit the public at large and should not just be a private benefit. The public benefits put forward by the applicant are set out below, with a corresponding Officer response:

11.20

<b>Public Benefit</b>	<b>Officer Response</b>
The proposal comprises the redevelopment of a vacant brownfield site.	Both the NPPF and policies of the Core Strategy and the Local Plan require high quality developments that make the most efficient use of the land. It is a requirement of policy to deliver

	such development. However, harm has been identified to the Grade II listed Church, it is not considered that this is a public benefit. Limited weight should be afforded to this.
The proposed development forms a major investment in the wider 'Heart of Slough' regeneration scheme, contributing towards the urban renewal of the town centre, improving investor confidence.	It is agreed that this would be a public benefit given the desire to regenerate the town centre. However, this has not been quantified by the applicant. Moderate weight should be afforded to this.
Two hotels are to be delivered, catering to different requirements (high quality short and extended term stays) not currently provided for in Slough. This provision for both leisure and business travellers will provide custom for neighbouring businesses in the Heart of Slough and help regenerate the struggling town centre economy. Marriott is the world's largest hotel brand and will have a positive effect on the regeneration of the town centre.	It is agreed that this would be a public benefit given the desire to regenerate the town centre. However, this has not been quantified by the applicant. Moderate weight should be afforded to this.
The scheme makes a valuable contribution towards the supply of new homes.	A total of 69 new homes would make a contribution to housing delivery in the Borough but this is a requirement of national and local planning policy. Moderate weight should be afforded to this.
This is an efficient use of a site in a highly accessible and sustainable location. The location will encourage more sustainable transport choices for guests, staff and residents, which will also be promoted through the Framework Travel Plan, ultimately providing health benefits.	It is agreed that this would be a public benefit given the desire to regenerate the town centre. However, this has not been quantified by the applicant. Moderate weight should be afforded to this.
The new residential population on the application site will generate additional demand by increasing household spending in	It is agreed that this would be a public benefit given the desire to regenerate the town centre. However, this has not been

<p>the local area, as demonstrated within the socio-economic assessment contained within the Planning Statement Addendum.</p>	<p>quantified by the applicant. Moderate weight should be afforded to this.</p>
<p>The proposed development complements the contemporary architecture of the Curve building, and forms a visual gateway into the town centre.</p>	<p>Both the NPPF and policies of the Core Strategy and the Local Plan require high quality developments that also deliver a high standard of accommodation. It is therefore a requirement of policy to deliver such development. However, as set out in this report harm has been identified to the Grade II listed Church, it is not considered that this is a public benefit. No weight should be afforded to this.</p>
<p>It provides an active frontage along High Street, William Street and Wellington Street.</p>	<p>It is agreed that this would be a public benefit given the desire to regenerate the town centre. However, this has not been quantified by the applicant. Moderate weight should be afforded to this.</p>
<p>The proposed development will provide 50 to 54 net additional full-time equivalent permanent jobs within a range of sectors in the hotels and commercial ground floor units.</p>	<p>It is agreed that this would be a public benefit given the desire to regenerate the town centre and provide employment opportunities. Weight should be afforded to this.</p>
<p>The net additional jobs will create gross value added to the Slough economy of £3.40 million to £3.67 million per annum. This significant economic benefit will be enjoyed in perpetuity.</p>	<p>It is agreed that this would be a public benefit given the desire to regenerate the town centre and provide employment opportunities. Weight should be afforded to this.</p>
<p>The proposed development will include a construction phase which will generate turnover and temporary employment for local construction firms and related trades.</p>	<p>The additional temporary turnover and jobs would be welcome but they will be of a limited number during the construction phase. Limited weight is afforded to this.</p>

When taken together in the round there is an argument to justify that the public

benefits would outweigh the harm that the proposal would cause. As such, the regeneration of this important town centre site, the provision of 2 different hotel brands and the introduction of active frontages within these parts of William Street and the High Street are considered to compensate for the 'less than substantial harm' which the Council's Heritage Advisor identified as being at the lower end of 'less than substantial' in this particular case.

- 12.0 **Impact on the Amenity of Future Residential Occupiers and Neighbouring Residential Occupiers**
- 12.1 *Future Occupiers*
- 12.2 The residential block located to the rear of the site would contain a total of 64 units which would comprise a mix of bedsits and 1 and 2 bedroom units. All of these residential units would have windows to the main living accommodation being the open plan lounge / kitchen areas and bedrooms. Bathrooms would not have a window but this is not uncommon given the non-habitable nature of such rooms but there would be the usual requirement for mechanical ventilation. Given the internal layout of these units, some of the accommodation would have deep living rooms / bedrooms which would mean that some residents could be around 4.29m from a window for the worst case scenario. These windows would either face out onto the High Street or across the hotel servicing area to the rear elevation of the hotel.
- 12.3 The residential units fronting the High Street would be located over 18 metres away from the upper floors of the High Street buildings with an intervening road which would provide a consistent relationship for upper floor residential units that is already available within this town centre location. The units to the rear of the residential block would have an outlook of the whole rear wall of the hotel building at 9 storeys and at approximately 13.8 metres away (at its closest point) which is less than ideal. However, any future occupiers would be aware of this relationship prior to investing and moving into these particular flats and on balance, the outlook for the future occupiers of the entire residential units taken as a whole is regarded as acceptable.
- 12.4 In terms of sunlight and daylight, the applicant has provided a technical report based on British Research Establishment (BRE) guidance, which has assessed the level of light that can reach the inside of the proposed residential units. The analysis has used the Average Daylight Factor (ADF) as a form of measurement which essentially measures the amount of daylight reaching a new habitable space which in this case is provided in the residential block. The British Standard code of practice for daylighting recommends an ADF value of 5% for a well day lit space and 2% for a partly daylight space. It is accepted that below 2% the room will look dull and electric lighting is likely to be turned on. The British standard code of practice also gives minimum values of ADF of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

- 12.5 As far as the redevelopment scheme is concerned, the areas where there is concern about daylighting for the new accommodation is in respect of the flats facing the rear elevation of the hotel and looking out over the servicing area. The daylight report accompanying the application highlights that there are 5 living rooms (one per floor) that have an ADF lower than the 1.5% British Standard recommendation. However, for the affected flats, the bedrooms included within the accommodation all have an ADF value greater than 1% which provides some justification for accepting a lower value for the living rooms that do not comply with the standards. As far as sunlight is concerned, the material submitted with the application confirms that all of the living rooms facing due south would pass the sunlight test as required by the BRE guidance. However, it is accepted that the north facing rooms opposite the rear elevation of the hotel would not receive direct sunlight. It is accepted that the day and sun lighting levels that would be available for the new residential units to the rear of the site are not ideal and would not offer a good standard of accommodation. However, given the constraints of the site and the benefits of the redevelopment scheme, the lack of sunlight reaching some of the rooms is not so severe as to justify the refusal of permission.
- 12.6 In terms of overlooking, it is clear that there would be an element of mutual overlooking between the rear facing residential units and the rear hotel rooms facing out onto the servicing / parking area. However, given the transitional nature of the hotel guests and the fact that future residential occupiers would be aware of this relationship, it is not considered that a sustainable argument could be justified on overlooking and loss of privacy grounds. It is accepted that there would be some overlooking from buildings surrounding the development but given the existence of the intervening roads and distances involved, this relationship is considered acceptable. It is important to note that there is a generally a flexibility for considering higher density schemes that are located in town centre locations and on this basis the application is regarded as acceptable and that there would be no sustainable objection on overlooking or loss of privacy grounds.
- 12.7 The future occupiers of the development would not have access to any outdoor amenity space provided within the development. Whilst this is unfortunate, there is a future aspiration for the redevelopment of the TVU site to secure a large amount of open space / amenity area would be available for use by the wider public including residents of this development.
- 12.8 Furthermore in terms of seeking publically accessible outdoor spaces, the future occupiers of the development would be able to walk or cycle to the nearby Hershel public open space where they could use for informal recreational activities and/or Upton Court Park where they could carry out both informal and formal recreational activities.
- 12.9 The site lies within a town centre where there is more activity throughout the day than would be expected in more suburban locations. While there may be some nearby uses that may lead to noise and disturbance it is not considered that the impact would be significant for future occupiers of the residential flats. The future living conditions would be acceptable and notwithstanding this the residents of

the development would be likely to be aware of the environmental factors associated with this site's town centre location.

12.10 *Existing Neighbouring Occupiers*

12.11 The nearest and most affected neighbouring properties in respect of the redevelopment site are the flats that are now provided in the adjacent building known as Cornwall House located at Nos. 55-57 High Street. Cornwall House was originally built as an office building, although planning permission was granted in September 2014 for the change of use of the building into 53 flats. There have been several applications to vary the approved plans in 2015 (under application number P/05898/024 and P/05898/028), but the principle of the residential use of Cornwall House was initially established in 2014. It is understood that these flats have been occupied for at least 2 years. It should be noted that 5 flats are provided over the first, second and third floors that are provided on the side elevation of Cornwall House. Four of these flats contain 1 bedroom and the flat on the corner facing out onto Wellington Road has 2 bedrooms. The corner flats are dual aspect but the three middle 1 bedroom flats are single aspect and are deep rooms. An extract from the approved plans granted under application P/05898/028 is provided below.



Opposite the site, the upper floors of the neighbouring properties located at nos. 74A, 76A, 78A, 80, 86 High Street are also in residential use. There are a number of commercial uses located opposite the site, although it should be noted that these uses would not be afforded the same level of protection in amenity terms as the neighbouring residential uses.

12.12 Daylighting

12.13 In terms of daylighting, the applicant has provided an additional technical lighting report based on British Research Establishment (BRE) guidance, which has assessed the impact of the new development in lighting terms upon the living conditions of the occupiers of the nearest residential properties as outlined above. The assessment has been carried out by comparing the impact of the previous library building with the proposed redevelopment scheme. The assessment provides technical data about the amount of lighting that would reach the inside of these neighbouring residential properties once the redevelopment scheme is constructed.

12.14 The original daylight report submitted with the original application highlighted that there would be a substantial loss of light to 41 windows located primarily

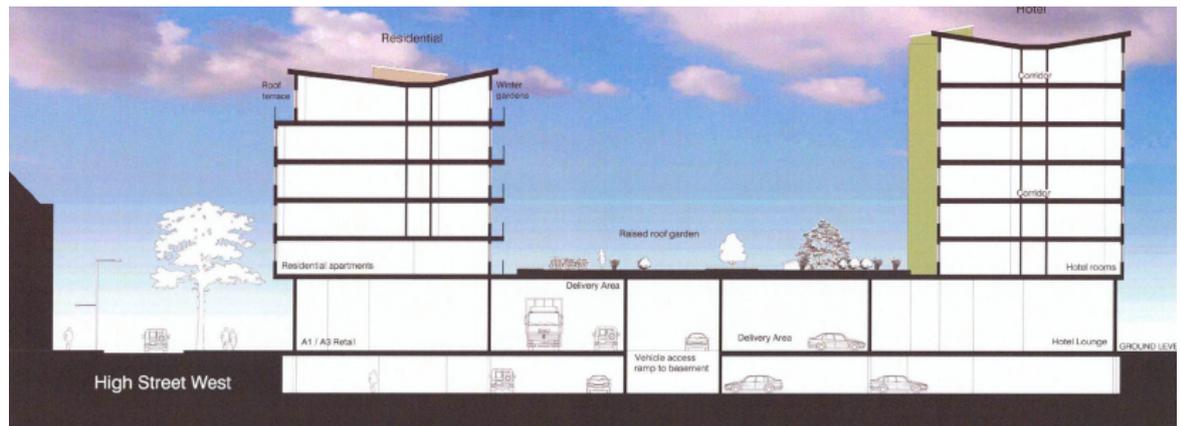
within the side elevation of Cornwall House provided over the first, second and third floors. The results of the daylight data were of such a serious concern that the Local Planning Authority appointed the author of the BRE Daylighting Guidelines to provide independent advice regarding the submitted daylight assessment.

12.15 The independent advice states that the analysis of the original daylight report led to a view that the proposed development was considered to have a significant loss of light for 24 single rooms (on the side elevation of Cornwall House) provided over the first, second and third floors, which was well outside of the BRE Guidelines. Nine of these affected rooms are living rooms (3 flats on each floor) and eleven bedrooms were also seriously affected with a range of impact classed as a 'moderate to major adverse impact' because all of the rooms to the flats are affected and the loss of light experienced would be well outside the BRE Guidelines.

12.16 In its original form, the daylight report produced on behalf of the applicant had not included an assessment of the impact of the scheme upon the residential uses located within the upper floors of the High Street properties. The revised daylight report makes reference to one window for no.78A High Street and eight windows at no.80 High Street falling marginally outside of the BRE Guidelines which was classed as a 'minor adverse effect'.

12.17 The original daylight report has since been updated to reflect the changes arising from the increase in the number of residential units put forward by the applicant and following negotiations to address the serious concern on daylighting grounds which has resulted in the reduction in the number of proposed residential units from 69 to 64 units. Agents acting for the applicant have compared the daylighting for the current scheme alongside the indicative drawings that accompanied the hybrid outline scheme for the 'Heart of Slough' that was approved in 2009, extracts are provided below.





- 12.18 The most recent revised daylight assessment was received on 19 June 2018 has taken into account the recent revision to the scheme to reduce the number of residential units. These amended daylighting figures are not dissimilar to the values that would be generated by the envelope of the building height and mass in the outline hybrid scheme. The up-to-date daylight assessment does indicate that the revisions would provide an improvement to the daylighting to these rooms when compared with the original submission. The impact would be classed as 'moderate adverse impact' for the three first, second and third floor flats as the loss of light is not now very far below the guidelines, although it is recognised that all of these rooms serving these flats would appear to be affected.
- 12.19 The BRE Guidelines does make provision in Appendix F for a Local Planning Authority to allow a permitted scheme to be used as an alternative benchmark. In view of the analysis and comparison of the current proposal with the hybrid outline scheme, it is accepted that the latest revised scheme results in improvements to some of the middle flats contained within Cornwall House, although it should still be recognised that greater losses of light still exist for bedrooms in close proximity and facing the hotel element of the scheme. One such example is a bedroom forming part of a second floor flat on the Wellington corner of Cornwall House where an objection has been received. The owner of the flat states that the proposal would lead to a significant loss of light to the apartments facing the new building and that many apartments will need to use artificial light all the time. According to the submitted daylight assessment, the windows of the bedroom and the living room of the objector's property would not comply with the BRE Guidance. However, the living room is served by another window that faces onto Wellington Road which would increase the daylighting to this habitable room. As far as the bedroom is concerned, there would be a need to rely on artificial lighting more of the time, although the BRE Guidelines makes allowances for bedrooms being considered as 'less important'. Whilst the impact on lighting to objector's flat is fully appreciated, it is not considered that the impact is so severe to justify the refusal of permission.
- 12.20 In conclusion and taking into account the material consideration of the outline scheme and given the wider benefits of the proposal which would regenerate Slough town centre, it is considered that the areas with marginal deviation from the BRE Guidelines in daylighting terms is not so significant to warrant the refusal of permission.

12.21 Sunlight

12.22 As far as sunlight is concerned the proposed redevelopment scheme is considered to be acceptable in terms of the sunlight levels reaching the neighbouring residential properties. The loss of sunlight to the properties located within Cornwall House comply with the BRE Guidelines, although it is accepted that one living room would have an annual loss of sunlight outside of the guidelines. The High Street properties would not have an issue with regards to loss of sunlight given the fact these neighbouring windows face due North.

12.23 Outlook

12.24 The previous Old Library building was located in close proximity (approximately 9m away) from the side windows of Cornwall House and extended across just over half of the depth of the entire site. Given the form and height of this building which extended to 3 floors with a high floor to ceiling height ratio, the occupiers of the existing residential flats on the High Street side of Cornwall House, would have experienced a degree of enclosure and poor outlook prior to the demolition of the Old Library building.

12.25 In view of the height, bulk and form of the redevelopment scheme and its relationship to Cornwall House, there would continue to be areas where the poor outlook would exist, albeit at either end of the residential and hotel parts of the development. The hotel building would be located 10.5m away from Cornwall House at its closest point and would extend over 10 storeys (including the plant storey) that would extend to a maximum height of 32m. Whereas the residential block would be 9.5m away and would be 14.2m at its closest point to Cornwall House but would extend up to 29m (excluding the lift over-run). This relationship does not provide a good standard of amenity but given the comparison with the form and height of the previous Old Library building means that it would be difficult to resist the current proposal.

12.26 Overlooking

12.27 The new hotel and residential buildings would both contain one window opening over each floor on the side elevations facing Cornwall House. To avoid overlooking and loss of privacy issues, a condition has been recommended requiring the use of obscure glazing in these openings. There will be a greater number of windows introduced into the rear elevation of the residential block, although these openings are at an oblique angle and are not considered to justify an overlooking issue. A great number of windows are proposed within the central core of the hotel which faces onto the rear servicing area, although the relationship to Cornwall House is viewed as acceptable given the distances involved. For these reasons, it is not considered that the objection raised by the occupier of Cornwall House could be sustained on loss of privacy grounds.

12.28 An objection has been received from a resident living in Cornwall House concerned about the design of the end wall facing Cornwall House which is considered oppressive and ugly. The letter of objection suggests that the wall

should be in keeping with Cornwall House and be staggered away from Cornwall House as the floors rise. This objection is understood and it is unfortunate that the height, bulk and massing of the hotel is in such close proximity, but it is recognised that the flat that is affected is dual aspect and benefits from an outlook over Wellington Street and given this situation the objection raised is not considered sustainable to justify the refusal of permission.

- 12.29 It is also accepted that there would be a gap between the hotel and residential construction where some occupiers of Cornwall House would not experience the same degree of enclosure and poor outlook, although it is recognised that the views would be of the rear servicing area in the foreground and the hotel in the background. It is understood that the outline hybrid consent had intended for residential gardens to be provided on a raised podium level with car parking underneath, but it is unfortunate that this feature has not been included within the current application. However, as it stands and comparing the proposed development alongside the envelope of the previous library and the impact that this building had on the adjoining residential occupiers, it is not considered that a refusal on outlook grounds could be justified.

#### Noise

- 12.30 A Noise Impact Assessment has been carried out which notes that the road traffic noise is the most significant impact upon the proposed residential element and the long stay hotel element of the scheme. While it is noted that the Noise Impact Assessment submitted by the applicant does not adequately deal with the points raised by the Environmental Protection Officer, it will be possible for both the relevant parts of the long stay hotel and residential development to achieve suitable internal acoustic conditions using mechanical ventilation, high performance wall constructions (where necessary) and acoustic double glazing to mitigate the impact for those apartments facing adjacent roads.

- 12.31 As there will be a technical solution it is therefore not considered necessary to require the deficiencies in the submission to be carried out at this stage. As such, the mitigation could be secured by condition by requiring that prior to commencement of development the final design of the glazing and any other mitigation such as high performance wall constructions. In addition to this, other conditions are recommended by the Environmental Protection Officer such as the noise levels for the plant and equipment and delivery times associated with the operational stages of the development to meet with the relevant British Standard in order to deal with noise transmission through the residential development from rooftop plant and to protect the living conditions of the apartments facing into the courtyard. In addition, a Construction and Environmental Management Plan is recommended to deal with the noise associated with the construction stage.

#### 13.00 **Air Quality**

- 13.1 The application site is situated within an Air Quality Management Area (AQMA) for the Town Centre where there is a potential for exposure to air pollution for future occupiers of the residential development. In this case, occupiers at the

first and second floors of the proposed development would be exposed to unacceptable levels of nitrogen dioxide. There would also be a 'slight adverse' impact to a receptor within an existing building to the south of the application site.

- 13.2 The Council's approach is that all development within or adjacent to an AQMA should take all reasonable and practicable measures to firstly avoid air quality impacts, where they cannot be avoided to mitigate impacts as far as practicably possible, and where residual impacts remain, no matter how small, to contribute towards offsetting air quality measures to ensure a sustained approach to air quality management.
- 13.3 In terms of the new development, for feasibility and design reasons it would not be possible to replace the residential apartments at the first and second floors with alternative uses. As it is not possible to avoid the impact, therefore to mitigate the impacts for future occupiers of the residential development it is reasonable to require details of the mechanical ventilation and clean air filtration systems to be provided by way of a condition of the permission. It would not be possible to require such mechanical ventilation to the receptor to the south side of the application site because the applicant does not have control to enable such ventilation to be installed into existing windows.
- 13.4 Notwithstanding the above, the Environmental Protection Officer advises that the development should be required to meet certain requirements that can be secured by condition and by S106 Agreement, in order that air quality in the AQMA can be improved in the medium to long term. The Officer considers that mechanical ventilation should only be used in the short term to deal with poor air quality impacts.
- 13.5 It is understood that designated car parking for hotel guests will be made available within the existing Burlington Road Public Car Park – this is not part of the planning application. As this is an existing public car park, any traffic generated and associated emissions from vehicles are currently occurring within the locality. The hotel guests will make use of the existing public car parking spaces at Burlington Road Public Car Park and as such trip generation and the consequential impacts on local air quality cannot be taken into account.
- 13.6 As it is not possible to control the public car parking and as the low emission strategy is not yet formally adopted, it is therefore not possible to justify a financial contribution of £100,000 towards a town centre electric club or to require electric charging points and a rapid electric charger within the Burlington Road Public Car Park. In addition, a Travel Plan will be secured which will be used to encourage travel to and from the whole development by alternative modes than the car which should further help to contribute to reducing pollutants. Notwithstanding that it is not considered reasonable to require the applicant provides the mitigation, as noted in the report from a viability perspective this development cannot support both infrastructure provision and affordable housing. In this case, it is considered that securing the affordable housing on the Alpha Street site is the priority over infrastructure provision.

13.7 In terms of the other conditions required by the Officer, it is recommended that these are relevant and necessary to deal with air quality for the operation stage, these being: details of boilers to be installed, the cooking extract system serving commercial cooking areas and that all Heavy Duty vehicles servicing the hotel to be EURO VI emission-compliant. Given the limited car parking on site it is not considered necessary to secure electric vehicle charging and management of the spaces for the operational phase of the development. For the construction stage, it is considered reasonable to require a Construction Environmental Management Plan to deal with the effects of dust and other air quality matters during the construction phase.

#### 14.0 **Safe and Accessible Environment**

14.1 Paragraph 69 of the NPPF requires planning decisions to promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

14.2 A mixed use development of this size with 244 guest hotel rooms and the recently revised 64 residential units would increase the level of activity in this part of the town centre; with more people coming to and from the development throughout the day along with the natural surveillance from the apartments onto the surrounding streets, this would naturally increase the feeling of safety within this area. However, there would be areas of the development where criminal activity and acts of anti-social behaviour could take place.

14.3 The Council has therefore consulted the Thames Valley Police Crime Prevention Design Adviser to provide input regarding the issue of crime arising from the proposed development. The main issues are set out below.

#### 14.4 Ground Floor Permeability and Unrestricted Access

14.5 The fundamental concern from the Thames Valley Police Crime Prevention Design Adviser relates to the unrestricted and excessive access and movement opportunities through both hotels. The plans for both hotels do not include an adequate reception desk or presence which means that any member of the public could walk into this lobby unchallenged and gain unrestricted access to all 'private' guest corridors / bedroom of both hotels. As a result of these strong concerns, the applicant has provided additional information confirming agreement to work with Thames Valley Police on the security and access control issues which is to be dealt with by planning condition.

#### 14.6 Rear Service Yard Emergency Egress Doors (from Hotel Cores) and Smoking Area

14.7 Other areas of concern relate to the emergency doors onto the rear servicing area could be accessed by unauthorised individuals. As a result a condition is recommended requiring further information on the access arrangements for the security of the rear egress doors including the proposed locking mechanism and that confirmation that the doors will be alarmed. As no information has been

submitted regarding a designated smoking area a further condition is recommended requiring the submission and approval of the location, details and design of the smoking area / shelter.

14.8 William Street Building Fascia

14.9 In order to address previous concerns raised by the Thames Valley Police Crime Prevention Design Adviser about preventing accidental or deliberate intrusion into the proposed buildings, revised plans have been received in April 2018 which now includes bollards to be located between the pillars of the hotel building. Whilst the principle of introducing these bollards is acceptable further information is to be secured by condition around a vehicle impact assessment and the testing of the proposed bollards.

14.10 Laminated Glazing

14.11 From a counter terrorism perspective, the Thames Valley Police Crime Prevention Design Adviser has requested the use of laminated glazing as this can reduce the amount of injuries caused by fragmentation from standard or toughened glass. As a result a suitably worded condition is recommended requiring the use of laminated glass.

14.12 External Areas and Vehicle Access

14.13 Whilst it is accepted that the proposed security gates and fencing are effective in preventing unauthorised access to the site, the gates would be in frequent use (as they would be shared by the residents of Cornwall House). This could lead to issues around open tail-gating by unauthorised individuals as well as an impact on the durability of the gates. As a result a condition is recommended that requires visually permeable fencing, for the gates to meet a specific standard and their use to be controlled by remote release from within the hotels.

14.14 Courtyard Access

14.15 The Thames Valley Police Crime Prevention Design Adviser has raised a concern about a conflict between residents wishing to use the either the refuse store or accessing the cycle store and the potential for hotel guests to gather in the rear area and the need to include recessed bin stores and for the emergency egress door from the apartment lobby. In addition, a request has been made to segregate the cycle store into smaller secure units with electronic lock release controlled by fob.

14.16 Formal Surveillance - CCTV

14.17 It is understood that crime and anti-social behaviour are more likely to occur in areas that lack natural surveillance and where criminals or their activities do not attract attention. Where natural surveillance can not be achieved, surveillance in the form of the introduction of CCTV cameras is to be secured by condition. It is important to note that the condition would seek to ensure that the cameras cover the vehicle and pedestrian gates as well as the buildings and should include full

details about how the surveillance system is to operate.

14.18 Residential Block

14.19 The Thames Valley Police Crime Prevention Design Adviser welcomes the revised plans which include the provision of residential post boxes within a secure entrance lobby and including access control on each floor. However, a concern has been raised by the Thames Valley Police Crime Prevention Design Adviser about the opportunity to use the emergency stairwells to enable anti-social behaviour or criminal activities to take place. As a result a condition is recommended to achieve robust access control throughout the whole development.

14.20 Summary

14.21 In summary, the Thames Valley Police Crime Prevention Design Adviser considers that the proposed development is excessively permeable lacking in access control and security and there are many areas where unauthorised access can be gained.

14.22 However, in order to resolve these issues a number of conditions have been recommended to ensure that the redevelopment scheme is acceptable in terms of crime prevention and in order to comply with paragraphs 58 and 69 of the NPPF, Slough Core Policies 8 and 12 and adopted policy EN5.

15.0 **Impact on Highway Safety and Convenience**

15.1 Access

The vehicular access to enable off-street servicing will take place from the existing shared access road off the High Street that serves Cornwall House and the former Library building prior to its demolition. Alterations are proposed to the existing access road which would be widened to form a 'shared-surface' arrangement with an approximate width of 5.0 metres. A barrier controlled entry system is to be introduced which includes the provision of an intercom system to the hotel reception which would allow access to the rear servicing area and enable vehicles to wait safely off the highway. Visibility splays of 2.4m by 43m should be able to be achieved at this access but the Highway Authority requests that a plan be submitted demonstrating this, which is to be secured by condition.

15.2 Pedestrian access to the residential and hotel land uses is proposed from the east of the site via William Street and pedestrian access to the two retail units is proposed from the south of the site via High Street. Cycle access is proposed via the altered vehicular access shared and used by residents of Cornwall House.

15.3 Car Parking

- 15.4 There has been an agreement that 80 car parking spaces off-site in the Burlington Road car park that are to be used by the hotel guests. Material on occupancy rates included within the Transport Assessment indicates that there is sufficient capacity for 80 spaces to be allocated within the car park for hotel use.
- 15.5 In addition, four disabled parking bays are proposed within the rear servicing courtyard and have been revised to accord with the Council standard dimensions and two of these disabled bays are to be fitted with slow electric charging facilities. It is accepted that the electric charging provision should be compliant with IAQM 2015 guidance which states that electric charging space requirements of 1 per 10 residences and/or 1 per 1000m<sup>2</sup> of commercial land use should be provided. The current application would involve a shortfall of between 6 and 11 electric charging points.
- 15.6 However, given the limited space that is available on the site and the small amount of car parking that is proposed as part of the redevelopment scheme, it is not possible to secure any further charging points as part of the current application.
- 15.7 As far as car parking for the new residential element of the scheme is concerned, the proposed development does not provide any car parking spaces for these residential occupiers, which would be compliant with the advice contained in the Developers Guide (Part 3) in respect of town centre site locations. To minimise the impact on on-street parking, the applicant is willing to enter into a S106 Agreement precluding future occupiers from obtaining parking permits.
- 15.8 Cycle Parking
- 15.9 The proposed cycle parking for the residential part of the development totals 75 cycle spaces following the revisions in June 2018) and would accord with the Council's minimum standards. Given the absence of on site car parking for residential occupiers, and taking into account the Travel Plan objective of promoting and supporting sustainable travel modes, the Local Highway Authority in their consultation response states it is unfortunate that a higher ratio of car parking has not been achieved.
- 15.10 The residential cycle parking is proposed to be sited within one large communal store which would not comply with the Council guidance which usually requires the provision of individual cycle stores of 2.0m x 1.0m. However, given the extent of the development's site coverage and the servicing and disabled parking requirements, regrettably it has not be possible to secure additional cycle parking as part of the current application.
- 15.11 Cycle parking for the staff of the hotels and commercial uses is proposed in a cycle storage rack that would accommodate 6-8 cycles as set out in the June revised plans. In addition, no dedicated facilities have been proposed for staff such as lockers and showers, although the applicant has stated that staff could have access to some of the hotel facilities on the upper floors. However, no

details of the staff facilities have been provided and so this is to be secured by planning condition.

15.12 Refuse Collection

15.13 The application in its original submission was incomplete regarding the number and layout of the bin stores provided for the commercial and residential uses. The application has since been revised and now includes an accurate number of bin stores but the annotation of separate general waste and recyclable stores has still not been received, which is now to be secured by condition. As far as refuse collection is concerned, it is understood that the bin stores are located within the maximum operator carry distance that is usually regarded as acceptable.

Revised vehicle swept path assessments have been submitted to demonstrate that a rigid goods vehicle can access and turn within the rear servicing area.

15.14 Servicing

The Transport Assessment includes details of the proposed delivery and the servicing of the site and includes material from Cycas, who is the company managing both hotels on site. The Transport Assessment states that there is expected to be a maximum of 15 delivery and servicing movements per day and that vehicles will have an average dwell time of 15 minutes. In view of the requirement for close liaison between the hotel and other commercial operators on the site, it is recommended that a condition is imposed requiring a detailed servicing strategy to be agreed and approved by the Local Planning Authority.

15.5 Trip Generation

The Transport Assessment includes a comparison of the trip generation between the previous library use and the mixed used redevelopment scheme. The Local Highway Authority initially had a few issues with the calculation and methodology of the residential trip rates and as other sites had not been used in the analysis. Whilst it is accepted that the approach which has been used is not best practice, the applicant has advised that this was previously agreed with the Local Highway Authority. As far as the discrepancies and errors with the trip generation included within the Transport Assessment, the Local Highway Authority have since confirmed that these are unlikely, by themselves, to materially affect the report conclusions.

15.16 Travel Plan

15.17 A Framework Travel Plan has been submitted by the applicant which covers the mix of uses proposed within the site but is focused on the hotel land use; this approach is acceptable considering the limited size of the residential and retail elements of the scheme.

The interim targets based on TRICS derived modal split information is to reduce car driver trips by 7% and increase cycling and walking by 5% and 2%

respectively – these indicative mode shift targets are acceptable. Further reviews of the Travel Plan by a Travel Plan Co-Ordinator and the funding of a cycle hire docking station on William Street are welcomed by the Local Highway Authority and is to be secured by a legal agreement.

15.8 Conclusion

In conclusion, following the submission of revised plans, the application is considered as acceptable in highway terms and would accord with Core Strategy Policies 7 and 8 and Local Plan Policy T2. This is subject to the imposition of standard conditions and informatives.

16.0 **Surface Water Drainage**

16.1 A Ministerial Statement from December 2014 confirms the Government's commitment to protecting people from flood risk. This Statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of 'flash flooding'. Such flooding occurs when rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back-up of water to the surface. Both Core Strategy Policy 8 and paragraph 103 of the NPPF requires developments to not increase flood risk.

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

16.3 The Lead Local Flood Authority (LLFA) has been consulted several times on the information that the applicant has provided in respect of drainage. Following the submission of information submitted in May by the applicant, the LLFA has recently requested the submission of further technical information regarding the surface water treatment. In addition, the LLFHA is seeking clarification and evidence that Thames Water has given consent for the foul water discharge.

16.4 In response to the latest comments raised by the Lead Local Flood Authority (LLFA), the agents have recently provided a response and any further consultation comments will be reported to Members at the meeting of the Planning Committee through the Amendment Sheet.

17.0 **Sustainable Design and Construction**

17.1 The Council's current Core Strategy 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 residential development 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.

17.2 As a result there is an expectation that sustainability measures should be an integral part of the design of the building rather than be a bolt-on to the development. In fact, the application which was submitted in December 2017 included a Sustainability Assessment which concluded that Photovoltaic Panels and Air Source Heat Pumps are the only renewable energy sources which could be accommodated on the application site. In addition, the revised Planning Statement submitted in April 2018 states that the sustainability requirements were not raised during the pre-application discussions and, as a result, the application proposals were not designed to achieve these targets. The agents state in the revised Planning Statement that 'due to the late stage at which this requirement was raised, it has not been possible to calculate the amount of renewable energy that could feasibly be provided on site, as this would require further modelling work to be undertaken'.

17.3 There is a policy requirement under Core Strategy Policy 8 as well as the Developers Guide Part 2 and 4 to consider the issue of sustainability and there was reference in the pre-application letter dated July 2017 to these policies. It is unfortunate that the applicant has not provided a specific option to achieve renewable energy provision as part of the proposed development. However, it is recognised that 90sqm of roof space could be utilised to provide renewable energy that is to be secured by way of planning condition although it is accepted that the applicant is going to fall well short of the standard sustainability requirements.

#### 18.0 **S106 Contributions**

18.1 Discussions on the original scheme initially reached an agreement on the level of contributions necessary to off-set the impact of the proposals. Whilst figures for the contributions towards Education and Recreation were initially agreed in principle, these have since been withdrawn by the applicant following the most recent revisions which reduced the overall number of residential units and led to further viability issues.

18.2 It is disappointing that it is not possible to secure the Education and Recreation infrastructure contributions that would be expected given the scale of redevelopment scheme that is proposed for this town centre location. However, bearing mind the viability argument the only other option available would be to consider looking at reducing the amount of affordable housing provision, but given that this is to be provided in a purpose-built block of affordable homes on the Alpha Street Car Park site, there is no easy solution to reduce this element of the scheme. As a result, the Council accepts the absence of both Education and Recreation contributions in this particular case but they will be included as part of the review mechanism which is also proposed for the affordable housing.

#### 19.0 **Planning Conclusion**

19.1 There are a number of benefits to the scheme namely the redevelopment of a vacant site in a sustainable location and the contribution to the supply of much-needed housing and the provision of two hotels. As part of the housing supply

there would also be 14 units of affordable homes on a donor site which is welcomed, albeit below the requirements of policy. Additional people in the town centre will help to support the regeneration of the town centre.

- 19.2 While there are some areas of the development which are substandard in respect of the internal daylight levels to some of the new flats it is considered that, on balance, the living conditions for the future occupiers for the most part will be satisfactory. In addition, it is likely that the development could incorporate sustainable design and construction measures including minimising surface water flood risk. Furthermore the proposals will not have a harmful impact upon air quality or upon highway safety and convenience.

20.0 **PART C: RECOMMENDATION**

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

A) Approval subject to:-

- 1) No new substantive planning issues being raised following the close of the consultation period and the resolution of the following;
- 2) The satisfactory completion of a s106 agreement to secure the affordable housing provision on the donor site located at Alpha Street Car Park for 14 residential units (application 00539/002), a review mechanism for affordable housing and infrastructure, compliance with the Travel Plan and a preclusion for future residents not obtaining parking permits; and

B) Refusal if the s106 Agreement is not completed by 5th July 2019

20.2 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

1. Time Limit

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

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

2. 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) Location Plan 1:1250, received on 22/12/2017

(b) Drawing No. OLS-FEA-B1-00-DP-A- 1200H received on 14/06/2018

(c) Drawing No. OLS-FEA-B1-00-DP-A- 1201F received on 14/06/2018

- (d) Drawing No. OLS-FEA-B2-00-DP-A- 2200H received on 14/06/2018
- (e) Drawing No. OLS-FEA-B2-01-DP-A- 2201G received on 14/06/2018
- (f) Drawing No. OLS-FEA-B2-02-DP-A- 2202F received on 14/06/2018
- (g) Drawing No. OLS-FEA-B2-03-DP-A- 2203G received on 14/06/2018
- (h) Drawing No. OLS-FEA-B2-04-DP-A- 2204F received on 14/06/2018
- (i) Drawing No. OLS-FEA-B2-05-DP-A- 2205F received on 14/06/2018
- (j) Drawing No. OLS-FEA-B2-06-DP-A- 2206G received on 14/06/2018
- (k) Drawing No. OLS-FEA-B2-07-DP-A- 2207G received on 14/06/2018
- (l) Drawing No. OLS-FEA-B2-08-DP-A- 2208F received on 14/06/2018
- (m) Drawing No. OLS-FEA-B2-R1-DP-A- 2209E received on 14/06/2018
- (n) Drawing No. OLS-FEA-B1-10-DP-A- 2210F received on 14/06/2018
- (o) Drawing No. OLS-FEA-B2-ZZ-DE-A- 4300F received on 14/06/2018
- (p) Drawing No. OLS-FEA-B2-ZZ-DE-A- 4301D received on 14/06/2018
- (q) Drawing No. OLS-FEA-B2-ZZ-DE-A- 4302D received on 14/06/2018
- (r) Drawing No. OLS-FEA-B1-ZZ-DE-A- 4310C received on 14/06/2018
- (s) Drawing No. OLS-FEA-B1-ZZ-DE-A- 4311C received on 14/06/2018
- (t) Drawing No. OLS-FEA-B1-ZZ-DE-A- 4321C received on 14/06/2018
- (u) Drawing No. OLS-FEA-B2-XX-SH-A- 7030P4 received on 14/06/2018
- (v) Drawing No. OLS-FEA-B1-01-DP-A- 2201F received on 10/04/2018
- (w) Drawing No. OLS-FEA-B1-02-DP-A- 2202F received on 10/04/2018
- (x) Drawing No. OLS-FEA-B1-03-DP-A- 2203F received on 10/04/2018
- (y) Drawing No. OLS-FEA-B1-04-DP-A- 2204F received on 10/04/2018
- (z) Drawing No. OLS-FEA-B1-05-DP-A- 2205F received on 10/04/2018
- (aa) Drawing No. OLS-FEA-B1-06-DP-A- 2206F received on 10/04/2018
- (bb) Drawing No. OLS-FEA-B1-07-DP-A- 2207F received on 10/04/2018
- (cc) Drawing No. OLS-FEA-B1-08-DP-A- 2208F received on 10/04/2018
- (dd) Drawing No. OLS-FEA-B1-09-DP-A- 2209F received on 10/04/2018
- (ee) Drawing No. OLS-FEA-B1-10-DP-A- 2210E received on 10/04/2018
- (ff) Drawing No. OLS-FEA-B1-ZZ-DE-A- 4312A received on 10/04/2018
- (gg) Drawing No. OLS-FEA-B1-ZZ-DE-A- 4313B received on 10/04/2018
- (hh) Drawing No. OLS-FEA-B1-ZZ-DE-A- 4321B received on 10/04/2018
- (ii) Drawing No. OLS-FEA-B1-ZZ-DE-A- 4323B received on 10/04/2018
- (jj) Drawing No. OLS-FEA-B1-ZZ-DS-A- 3200C received on 10/04/2018
- (kk) Drawing No. OLS-FEA-B1-ZZ-DS-A- 3201C received on 10/04/2018
- (ll) Drawing No. OLS-FEA-B1-ZZ-DS-A- 3202C received on 10/04/2018
- (mm) Drawing No. OLS-MHT-S1-00-DP-E- 5122P3 received on 10/04/2018
- (nn) Drawing No. OLS-MHT-S1-00-DP-E- 5830P3 received on 10/04/2018

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. Details and Samples of Materials

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

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

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

4. Bin Storage

Prior to first occupation of the development, a 'refuse management strategy' to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The 'refuse management strategy' shall update plan OLS-FEA-B2-00-DP-A-2200 Revision H and shall include the annotation of the separate general waste and recyclable bin stores. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

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

5. Cycle Parking

The development shall not be occupied until the cycle store has been provided in accordance with approved plan OLS-FEA-B1-00-DP-A-1200 Revision H. The cycle store shall be retained thereafter for cycle storage at all times unless otherwise agreed in writing by the Local Planning Authority.

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

6. Working Method Statement

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

(i) control of noise

(ii) control of dust, smell and other effluvia

(iii) control of surface water run off

(iv) site security arrangements including hoardings

(v) proposed method of piling for foundations

(vi) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site

(vii) the route of construction traffic to the development

(viii) the use of 'vehicles site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning

within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance.

(ix) Considerate construction certification

(x) Phasing / Timings plan

The development shall then be carried out in accordance with the approved scheme for the duration of the construction works or as may otherwise be agreed in writing by the Local Planning Authority.

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

#### 7. Surface Water Drainage

The surface water control measures shall be carried out in accordance with the following details:-

- Flood Risk Assessment (FRA) (Rev 2, Dated: 24/10/2017)
- Site Investigation & Geo-Environmental Assessment Rev 1 (Ref: MES/1711/TER030-Nov 2017)
- Old Library Slough Drainage Maintenance Document (dated 25 April 2018)
- OLS-TER-ZZ-00-DD-S-900103 Rev P1 Details
- OLS-TER-ZZ-00-DP-S-900102 Rev P1 GA Exceedance Flow Path Mark Up
- Pre Dev Response Ref DS6038250 12-09-17
- Surface Water Drainage Pro-forma Old Library Site
- Calculations of Justification Drainage report(ter-cal-100002-2781.uk01-lph drainage-c)
- Steve Haswell's email (dated 11 June 2018)
- Rigidstorm-X4 Stormwater Treatment System Data sheet
- Thames Water email (dated 18 December 2017)

The surface water control measures shall be retained thereafter and the drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

#### 8. Surface Water Drainage

No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilized contaminants in line with paragraph 109 of the National Planning Policy Framework.

9. Piling (Environment Agency)

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

REASON To ensure that the proposed development does not harm groundwater resources in line with paragraph 109 of the National Planning Policy Framework and Position Statement of the Environment Agency's Groundwater Protection: Principles and Practice.

10. Piling (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 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 impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

11. Drainage Strategy (Thames Water)

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

12. Visibility Splays

The development shall not be occupied until vehicle visibility splays of 2.4m by 28m to the left and 2.4m by 48m to the right and pedestrian visibility splays of 2.4m x 2.4m 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 of the carriageway.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy 10 of the adopted Core Strategy 2006-2026.

#### 13. Disabled Car Parking Spaces

The scheme for parking, manoeuvring and servicing the site indicated on plan OLS-FEA-B1-00-DP-A-1200 Revision H 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 In the interests of ensuring that the use benefits from satisfactory disabled car parking provision in the interests of the amenities of the area, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

#### 14. Contaminated Land

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

Reason: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

#### 15. Remediation (Environment Agency)

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:  
All previous uses;

- Potential contaminants associated with those uses;
  - A conceptual model of the site indicating sources, pathways and receptors; and
  - Potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

#### **Reason**

To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 109 of the National Planning Policy Framework.

#### 16. Verification Report (Environment Agency)

Prior to any part of the permitted development being occupied a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

**REASON** To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

#### 17. Noise, Ventilation and Filtration

Prior to the first installation of any plant, equipment and machinery, including ventilation and filtration plant and ducting, along with the noise calculations and hours of operation, full details shall be submitted to and approved in writing by the Local Planning Authority. The details shall also include the materials and colour of external flues and ducts and special attention shall be given to the following:

- (i) Ducting height (at least 1 metre above roof-ridge height of nearest building).
- (ii) Take in to account whether ductwork would need to pass across premises not in the control of the applicant.

The development hereby permitted shall be carried out in accordance with these approved details and shall be retained as approved and shall be maintained in good working order unless otherwise approved by the Local Planning Authority.

REASON To protect local existing and future occupiers of the development from nuisance 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.

#### 18. Live Music

All of the approved A1- A4 licensed premises and those holding live music, as part of this development, shall not be permitted to operate until details of all measures to provide acoustic insulation for the containment of internally generated noise, and acoustic ventilation have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be carried out and completed before the use commences and shall be retained maintained in good working order at all times.

REASON To protect local existing and future occupiers of the development from nuisance 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.

#### 19. Sound Limiting

Details of a sound limiting device shall be submitted to and be approved in writing by the Local Planning Authority, prior to the first occupation of any part of the building. The sound limiting device shall be installed prior to the use of the ground floor units and retained thereafter and shall be maintained in good working order at all times.

REASON To protect local future occupiers of the development from nuisance 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.

#### 20. Deliveries

Deliveries by any vehicle used for commercial purposes shall only be made to or from the site between the hours of 07.00 and 21.00 hours Monday to Fridays and between 08.00 and 20.00 on Saturdays and between the hours of 10.00 and 17.00 on Sundays, Bank and Public Holidays.

REASON To protect local existing and future occupiers of the development from nuisance 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.

21. Hours of Use

The ground floor commercial unit/s shall not open to customers between 2300 hours and 0700 hours the following day on any day of the week.

REASON To protect local existing and future occupiers of the development from nuisance 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.

22. Noise Attenuation and Filtration

No dwelling shall be occupied until details of the proposed attenuation and filtration details relating to the installation, management and the maintenance of the NOx filtration and air quality intakes and the low NOx boilers have been submitted to and approved by the Local Planning Authority in accordance with the approved details. The development hereby permitted shall be carried out in accordance with these approved details and shall be retained as approved and shall be maintained in good working order unless otherwise approved by the Local Planning Authority.

REASON In the interest of the living conditions of residents in particular reducing noise pollution and ventilation of rooms when windows are closed, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008.

23. Smoking Area

Before any external smoking area is brought into use details shall be submitted to, and approved in writing by, the Local Planning Authority. The smoking area shall be built in accordance with the approved details and retained thereafter.

REASON In the interests of protecting residential amenity in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

24. Shop Fronts

The windows in the shop front elevations from the commercial uses fronting onto the High Street shall be constructed in clear glass and there shall be no obstruction behind the glass that would prevent that restricts views into the ground floor unit(s).

REASON In the interests of protecting the visual amenity and vitality and viability of Slough town centre in accordance with the provisions of Policies S1 and EN1 of The Adopted Local Plan for Slough 2004 and Policy 12 of the adopted Core Strategy 2006-2026.

25. Windows

No windows, other than those hereby approved, shall be formed in the end elevations of the hotel and residential buildings that adjoin Cornwall House without the prior written approval of the Local Planning Authority.

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

#### 26. Windows

The windows to be created in the end elevations of all floors of the hotel and residential building (facing Cornwall House) shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The window(s) shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

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

#### 27. Lighting Scheme

The occupation of the residential units shall not take place until details of a lighting scheme (to include the location, nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

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

#### 28. Crime Prevention – Security Measures

The development hereby approved shall not be occupied until full details of the physical security measures concerning access control, including the security of the rear access doors including the locking mechanism and alarms, the static vehicle security barriers and laminated glazing the visually permeable fencing and gates and the CCTV surveillance system to be introduced for both of the hotels, the residential development, the access and rear servicing area hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approval of the requirements of this condition will require consultation with and the agreement of the Thames Valley Police Crime Prevention Design Advisors and the necessary information required for the approval of these measures is set out in detailed Informative 6.

The development hereby permitted shall be carried out in accordance with these approved details and shall be retained as approved unless otherwise approved by the Local Planning Authority.

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

29. Crime Prevention - Residential Dwellings Physical Security Condition  
No development shall commence until details of the measures to be incorporated into the development demonstrating how Secured by Design Homes 2016 accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved strategy details, and shall not be occupied or used until these details have been approved by the Council. To assist the applicant in achieving this condition, a number of observations and recommendations are included in Informative 7.

REASON In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026

INFORMATIVE(S):

**1. Section 106 Legal Agreement**

The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

**2. Highway Matters**

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

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 / 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.

The applicant must obtain a license from Slough Borough Council for maintaining the highway verge (once dedicated) fronting the application site under Section 142 of the Highways Act 1980.

The applicant is advised that advisory signs denoting the presence of the public footpath or bridleway crossing the site are required. Please contact the Rights of Way Officer at Slough Borough Council in this respect.

3. **Hours of Construction.**

During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the application site.

4. **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. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from

Thames Water Developer Services will be required. The contact number is 0800 009 3921.

With regard to water supply it is the responsibility of the developer to ensure that there would be sufficient capacity for the future residents of the development. Prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

**5. Advice to Applicant from the Environment Agency**

In order to fully meet the requirements of our recommended conditions, we would like to offer the following commentary on the submitted Site Investigation. The Site Investigation considers that the historical land uses suggest a low risk of contaminated soils being present on site. From other unrelated investigations we have viewed for this site, there is a possibility of a vehicle repair garage being operational in the area of the library. Historical maps show that the library was located on the eastern side of Williams Street and later on the western side and so the actual location of the garage is unclear and needs to be identified to determine if this would coincide with the location of the proposed development.

Additionally this report indicates that a site investigation was undertaken in the Autumn of 2017. Findings from this report indicate a standing water level at approximately 4.75 m bgl. We therefore question why no groundwater samples were collected and analysed for water quality.

**6. Foul Drainage**

New development should be connected to the public mains (with the prior written approval of the statutory undertaker) where possible. Proliferation of individual treatment plants can cause deterioration in local water quality (ground and surface water). This would be contrary to the principles of the EU Water Framework Directive<sup>1</sup>) and is supported by paragraph 109 of the National Planning Policy Framework which requires the planning system to ensure the environment is not adversely affected by water pollution. If it is shown not to be feasible to connect to the public foul sewer, you may need an Environmental Permit from the Environment Agency.

**7. Crime Prevention Informative 1 (Relating to condition no. 28)**

**Physical Security:**

- i. Physical security shall be incorporated into the construction of both Hotels in accordance with Secured by Design best practice, this will include, along with other matters, the minimum physical security standards for all external door including fire egress doors and communal interconnecting doors; windows; and where necessary Laminated glazing (as detailed by the CTSA and confirmed by the applicants within document Response to CPDA).
- ii. Lighting; detailed lighting plans for public accessible rear service area (ideally compliant with BS 5489).
- iii. Boundary treatment: confirmation of type and style of 2.0m boundary

treatment with electronic controlled vehicle and pedestrian gates (fob and remote release from Office or Hotel reception).

iv. CCTV: This will need to include a CCTV operational study, together with a detail CCTV layout should be submitted and approved prior to installation. Position and specification of CCTV cameras, monitored or recording. Consultation with Licencing Officer and Local Police Senior Management may be required. CCTV can have a positive impact on crime, especially when implemented as part of a wider package. However, CCTV should not be considered as an alternative to good design. CCTV is most effective when combined with good lighting and designed to counter a set of offences, and supported by management, continuous monitoring and adequate response.

**B) Appropriate Access Control:**

- i. Access control into and between both hotels, including RI Hotel Reception on Williams Street,
- ii. Interconnecting Ground floor door linking Moxy and RI Lobby and stairwells
- iii. Egress/access doors from reception lobbies into rear service yard.
- iv. RI access controlled lifts
- v. Access control of Electronic Vehicle and Pedestrian gate.

*To assist the applicant in achieving this condition the applicant would need to be aware of the following comments and recommendations:*

- a. *The retention of: "The ground floor street entrance door will now be 100% access controlled from RI reception by way of camera and intercom. Guests arriving will buzz reception. Staff will monitor their progress to reception via CCTV "*
- b. *The applicant has advised that new arrivals without keys at RI ground floor will only be able to move further into the hotel via the lifts which will only proceed to RI reception level 9. However, potential offenders not wishing to be observed by reception staff can simply exit the lift and use the stairs to access any of the guest floors on both hotels, it would be difficult to continuously monitor these alternative route or indeed locate an offender. This could be problematic and may well require further consideration within detail design.*
- c. *The applicant has advised that guests with an access key card will also be able to access their room floor only. It's acknowledged that lift controls will prevent the lift from stopping at unauthorised levels. However, It should be noted that a determined individual can simply access any floor of either hotel via the stairwell, I reiterate, given the crime risk, this excessively permeability is likely to be problematic as it provides opportunity for unauthorised individuals to be in areas where they have no right be; could serve criminal behaviour and act as escape routes, previous solution that support Fire safety Approved document B and security have previously been proposed and I have offered to work with the applicants fire engineers to find a common solution.*
- d. *The applicant has advised that The RI lift core is a fire protected area with escape to Williams street. The door at the western side of the*

*lift core is access controlled by guest key*

*e. The applicant has advised that “The escape door into the service yard is an emergency exit only. To ensure this is not used as an access door, it is recommended that fire door have no external furniture.*

*f. The applicant advises that “The service yard is a restricted area without access for the public. The only guest accessing the service yard would be disabled drivers by prior appointment with reception”. How guests will be prevented from accidentally or deliberately entering the service yard will need to be verified during detailed design. As these doors will not be secured (Fire doors) and could be ‘propped open’ by guest or staff. Hotel activity in this areas may well have a negative effect on residents privacy and quality of life*

*g. Smokers are not permitted to access the service yard I refer to my previous comments.*

*h. The applicant has advised that “The access doors from the RI Ground floor to Moxy ground floor require a key card, on both sides”. I note that there are two doors shown. I’m unsure why two access controlled doors are required in such close proximity? Further information as to their function will be sought within the detail design.*

*i. The applicant has advised that “There is CCTV throughout the hotels and in the service yard”. Details as to the location, type and style of camera or if these will be observational, or identification purpose cameras have not yet been received, I refer to the RI and Moxy Security condition A: (iv)*

### **C) Static Vehicle Security Barriers:**

A “Vehicle Dynamics Assessment’ (determination of appropriate vehicle security barriers) for the development hereby approved shall be submitted and agreed in writing with the Local Planning Authority following consultation with Thames Valley Police Counter Terrorism Security Advisor (CTSA).

*To assist the applicant in satisfying this condition the following information needs to be taken into account:*

*Static vehicle security barriers should be installed along the perimeter of the building on the William Street and High Street aspects to create stand-off. The greater the stand-off which is the distance between a VBIED (Vehicle Borne Improvised Explosive Device) and its objective – the better. Therefore where there is scope to push such measures further out away from the building this is to be encouraged as it will increase the stand-off and help to mitigate or lessen the effect of hostile vehicle encroachment and/or a penetrative (ramming) attack. The barriers should be holistic, meaning that no four-wheeled vehicle should be able to get behind the placement of them. In order to mitigate against the threat, the chosen barriers should be those that have been successfully tested to and are installed as per the below standard. IWA 14-1:2013 Vehicle security barriers part 1: Performance requirement, vehicle impact test method and performance rating; A new international ISO International Workshop Agreement that combines and updates elements from PAS 68,*

*PAS 69, ASTM F 2656 and CWA 16221, as well as new content. It specifies the essential impact performance requirement for a vehicle security barrier (VSB) and a test method for rating its performance when subjected to a single impact by a test vehicle not driven by a human being. IWA 14-2:2013 Vehicle security barriers part 2: Application A new international ISO document providing guidance for the selection, installation and use of vehicle security barriers (VSBs) and describes the process of producing operational requirements (ORs). It also gives guidance on a design method for assessing the performance of a VSB. - See more at: <https://www.cpm.gov.uk/hostile-vehicle-mitigation>*

*Barriers should be installed at no more than 1.2 metres apart and with a minimum height of 600mm. In order to assess vehicle velocity from either direction a 'vehicle dynamics assessment' should be carried out as this would assist in determining appropriate vehicle security barriers for the location.*

#### **8. Crime Prevention Informative (Relating to condition no. 29)**

There is a requirement for all external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 tested to BS EN 1627 resistance class 3 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of capturing and recording images of individuals using the door entry panel. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat

Segregation (providing physical security: promoting ownership and community cohesion safe guarding vulnerable residents): Larger developments incorporating multiple flats, can suffer adversely from crime (see crime analysis above) and antisocial behaviour if unrestricted access to private residential areas is provided, the option to move freely between floors combined with the lack of natural surveillance within the core areas increases the need to maintain ownership of these areas via physical security measures.

In order to prevent unauthorised access onto and between residential floors I ask that. Secondary security doors sets that isolate each core from private residential corridors be installed these must also meet the minimum physical security standards of PAS 24:2012 These in turn must be controlled by an electronic remote release system with intercom audio link to apartments.

This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance. Each resident being assigned access to the floor on which their dwelling is located. .

Fire egress stairwells must also be controlled on each floor, allowing unrestricted access into the stairwell, and unrestricted access to a place of safety, not from the stairwell into communal corridors, to reduce the risk of them being used for anti-social behaviour or criminal activities. Fire egress stairwells should then be controlled on the ground floor preventing access into the stairwell, to reduce the risk of them being used for anti-social behaviour or criminal activities. Unrestricted egress, from the corridor into the stairwell via the lobby, should also be provided at all times. SBD recommends no more than 25 flats should be accessed via either of the access control methods above

Access control system: In large developments the technology by which the access control system operates is outlined within UL 293, however it should provide the following attributes:

Access to all communal entrance the building via use of a restricted electronic key fob, card or key

- Vandal resistant external door entry panel with an integral camera.
- Remote release of communal entrance from the dwelling.
- Audio/visual communication between the occupant and the visitor.
- Capture (record) images in colour of people using the door entry panel.
- Battery back-up facility of the resident entry features of the system in the event of a power failure for up to 6 hours.
- Unrestricted egress from the building should be afforded to the user in the event of an emergency or power failure.
- For this development every event of the entry system both visitor and resident should be recorded and stored for 30 days.

Residential door Sets: Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.

Cycle Stores: The applicant has confirmed that the cycle s stores will all benefit for robust doors and be access controlled via electronic fob.

## **9. National Grid Guidance.**

It is the applicant's responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these items can be found on the National Grid Website (<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>).

This communication does not constitute any formal agreement or consent for any proposed development work; generally or with regard to Cadent and/or National Grid's easements or wayleaves nor any planning or building regulations applications.

Cadent Gas Ltd, NGG and NGET or their agents, servants or contractors do not accept any liability for any losses arising under or in connection

with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

### **Affected Apparatus**

The apparatus that has been identified as being in the vicinity of your proposed works is:

Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity)

### **Requirements**

#### **BEFORE carrying out any work the applicant must:**

- Carefully read these requirements including the attached guidance documents and maps showing the location of apparatus.
- Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted.
- Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47
- Avoiding Danger from Underground Services' and GS6
- Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk>
- In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.

### **10. Cooking Extract System and DEFRA Guidance**

The cooking extract system serving the restaurant shall be installed and maintained in accordance with DEFRA 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' an Odour Assessment shall be undertaken and the details shall be approved by the local planning authority.

### **11. Piling Thames Water**

There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact

Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

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. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

The proposed development is located within Source Protection Zone 2 of a groundwater abstraction source. These zones are used for potable water sources for public supply for which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at [GroundwaterResources@Thameswater.co.uk](mailto:GroundwaterResources@Thameswater.co.uk) or by telephone on 0203 577 3603. Reason - To ensure that the water resource is not detrimentally affected by the development.

Thames Water requests that further information on foundation design be submitted for detailed consideration. This will include –

- a. The methods to be used
- b. The depths of the various structures involved
- c. The density of piling if used
- d. Details of materials to be removed or imported to site.

More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at [GroundwaterResources@Thameswater.co.uk](mailto:GroundwaterResources@Thameswater.co.uk) or by telephone on 0203 577 3603. Reason – to better assess the risk to water resources from the construction of the foundations.