

## **PLANNING APPLICATION REPORT**

App No	P/01272/012	Applicant	T Atwal, SN Langley Ltd
		Agent	N Broderick, NMB Planning Ltd
Received	22nd October 2019		10 Church Road, Alderton, Tewkesbury, GL20 8NR
Officer	Alistair de Joux		
Level	Full Planning Committee	App Type	Full Planning
Ward	Langley St. Marys		

Proposal	Demolition of existing structures and redevelopment of the site for a part single through to a part five storey building to accommodate 41 residential units, with associated parking and amenity provision.
Location	The Former Willow Tree, 62 , Station Road, Langley, SL3 8BT

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



## 1.0 **SUMMARY OF RECOMMENDATION**

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

A. Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure financial contributions towards
  - education, and
  - sustainable transport improvements including electrical vehicle infrastructure, public realm and landscaping enhancements and provision of Travel Plan and Section 278 highways / access works;
  - the cost of making a Tree Protection Order on important elements of landscaping within the site;
- (ii) to secure five on-site shared ownership affordable units with a late review mechanism to secure financial contribution (subject to sales values achieved for market units) towards providing off-site affordable housing;
- (iii) the implementation of the long-term landscape management plan for the development; and
- (iv) finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 30 October 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

1.2 The proposal comprise a major planning application, therefore the development is required to be determined by Slough Borough Council Planning Committee.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

2.1 This report relates to the submission of a full planning application for a building with elements ranging from one to five storeys in height, with the predominant element being four storeys high. It would accommodate 41 residential units, to comprise 15no. 2-bedroom units, 23 no. 1-bdr. and 3 no. studio flats. Parking for 28 cars would be at the rear of the building including two spaces to disabled standards, 14 of which would be fully or partially within undercrofts at the rear of the building and with the remaining 14 spaces in the open. Secure cycle storage would be provided within the building for 41 cycles, and an additional parking bay for delivery vehicles would be located at the front of the property adjacent to the vehicle entrance. A plant room is proposed in the south west corner of the site, accessed from Alderbury Road.

2.2 Access and servicing would be from the Alderbury Road frontage, including the main resident's entrance and lobby, secure vehicle access

with an internally recessed sliding gate, and separate doors to the bin store and plant room. Internal access would also be provided between the entrance lobby and bin store, and to the cycle store.

- 2.3 Planting of advanced grade trees to the rear of the property, adjacent to the boundary with the adjacent house at 119 Alderbury Road, is an integral part of the scheme, and landscaping is also an important part of the treatment of the front of the development including tree planting within the highway verge on the Alderbury Road frontage. Five ground floor flats would have small private gardens or patios, which would be screened with hedges or informal planting. Four of these would be provided on the Station Road frontage while the fifth would wrap around the corner of both street frontages, at the north-eastern corner of the building.

### **3.0 Application Site**

- 3.1 The site is a 0.17 hectare site, located at the corner of Station Road and Alderbury Road. Langley Railway Station is located approximately 60m to the north east of the site, while Langley Business Centre is located on the opposite side of Station Road. The closest main buildings there vary from two to five stories in height. On the southern frontage of the site, Alderbury Road is a residential road that is characterised by two storey semi-detached houses with a suburban character and has double yellow lines for the application site frontage and slightly beyond to no.115 on the northern side of the road; it is also within a controlled parking zone, limited to residents between 0800- 1900 hours Monday to Saturday or waiting limited to 1 hour.
- 3.2 The site abuts the GWR London-Slough rail line on its northern side, and part of the eastern side of the site is located within a scheduled 'Road Widening Line'. The site is not within a Conservation Area and is in Flood Zone 1 where there is a low risk of flooding from rivers and the sea and national policy advises the overall aim should be to steer new development to Flood Zone 1. .
- 3.3 The site is occupied by the former public house building which is for the most part two storeys high, with a steeply pitched roof over the majority of the structure. The public house was historically known as The Willow Tree, and prior to that as the North Star. More recently, it has been known as the 'Millionaires' restaurant. A car wash has also operated recently within the curtilage of the site. The building's principal elevation fronts Station Road, from which it is accessed. It is set back within the site and this frontage is dominated by hard surfacing utilised for car parking/turning and servicing. The land rises steeply up to the railway line, whilst simultaneously the highway drops to allow vehicles to pass under the railway bridge. There is a steep grassed embankment separating the highway from the application site across much of this frontage. Along the Alderbury Road frontage, the site is enclosed by a 1.8m high wall, with a small section of fence.
- 3.4 As well as being within close proximity of Langley Railway Station, it benefits from being served by local bus services, with a Slough Bike's docking station located adjacent to the site, and it is also within walking distance of the Harrow Market local shopping centre at a distance of approximately 270m. The site falls outside Slough Town Centre boundary, which is about 2.8 kilometres distant. (All of the above

distances are straight line measurements.

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

4.1 The relevant planning history for the site is set out below (this excludes applications for advertisement consent and withdrawn applications).

**P/01272/010** Change of use of part of car park to Car Washing / Valeting Service (Sui Generis) (Retrospective). Approved with conditions and informatives, 8 December, 2014.

**P/01272/011** Demolition of existing structures and redevelopment of the site for a part three, part four and part six storey building to accommodate 51 residential units, with associated parking and amenity provision. Not yet determined. (Note: This application has been held in abeyance pending the outcome of the current application, but is on the agenda for consideration by Members at tonight's meeting).

#### **5.0 Neighbour Notification**

5.1 Neighbour consultation letters were sent out on 6<sup>th</sup> November 2019 and, following receipt of amended drawings, a further letter was sent to neighbours on 20<sup>th</sup> May 2020. A full list of neighbours consulted is included at Appendix A. A site notice was also posted, on 2<sup>nd</sup> July (dated 30<sup>th</sup> June) 2020.

The following responses have been received:

- Character impacts:
  - Overdevelopment of the site, height / scale and appearance is out of keeping with the surrounding area; harm to / impact on character of village.
  - Any redevelopment of the site should not be greater than three storeys in height.
  - Against planning rules for village character.
  - Density is too high. Any redevelopment should be for houses with parking, in keeping with character of the area.
  - Insufficient landscaping; use of trees for screening will have only a limited mitigation impact on privacy of neighbours, and concerns regarding impacts of roof gardens structurally and maintenance.
  - Questions regarding landscaping on the street frontage.
- Amenity impacts on neighbouring properties:
  - Loss of sunlight.
  - Noise from roof-top terrace.
  - The acoustic report is hard to understand with regards to other noise impacts.
  - Glare from windows.
  - Loss of privacy particularly from the balconies and roof terrace.
  - Overbearing impact.
  - 3m acoustic boundary fence in previous proposal is not included in the proposal but should be.
- Traffic and car-parking:
  - Not enough parking provision. Each flat should have one allocated parking space.

- Increased traffic congestion, including impact from Mansion Lane closure. This already makes local access (e.g. to Health Centre) very difficult.
- Additional parking demand that will be generated on Alderbury Road.
- New vehicle entrance would be too close to junction.
- Future residents should not be granted car parking permits.
- Lack of emergency access.
- Clash with road-widening proposals.
- Incorrect statement that Alderbury Road is covered by a CPZ.
- Construction impacts:
  - Construction traffic impacts.
  - Proximity to high voltage railway lines.
  - Wish to avoid offloading on street frontage(s), if planning permission is granted.
- Amenities of future residents at the site:
  - Unit sizes are too small.
  - Noise from railway development.
  - Lack of lifts in the building; there will be one lift only so concerns over malfunction.
  - Concerns re fire safety of future occupiers.
  - Cheap quality of internal materials.
  - Lack of amenity / recreation space.
- Local issues impacted on by the development:
  - Poor air quality.
  - Increased pressure on local schools, doctors and other infrastructure.
  - No affordable housing or education contribution.
  - Loss of employment.
  - Question need for more flats.
- Sustainability impacts:
  - No re-use of materials, no energy efficiency measures / no rooftop PV panels, and impact on environment.
  - Potential contamination.
  - Potential flooding.
- Other concerns:
  - Inaccuracies in drawings and incomplete set of CGIs. Confusion over grid lines on the drawings and building line as shown on the drawings.
  - Reduction in property values. The site has already been allowed to run down.
  - Housing is needed for young people in the area.
  - Loss of public houses is an issue; use as a pub or community centre would be a better use.
  - This is one of the oldest buildings in Langley.

## 5.2

An ePetition was submitted in objection to the application, which ran from 11<sup>th</sup> November 2019 to 9<sup>th</sup> December 2019. The ePetition was signed by 412 people, and raised the following issues:

- Greater road congestion and more localised air pollution; already traffic in Langley is unbearable at peak times.
- Lack of parking for residents within the development (28 spaces across 41 units, equating to an allocation on 0.65 per unit) - where will all of the other cars park?

- The effect on the character and appearance of the surrounding area and the living conditions of nearby residents with particular reference to the overbearing presence, visual intrusion and loss of privacy.
- By virtue of its depth, height and associated bulk it would not be in keeping with the current 2 storey houses on Alderbury Road.
- This building would also create an unacceptable degree of overlooking of neighbouring and adjacent properties; the proposal would therefore be detrimental to the amenities enjoyed by the occupiers of the neighbouring properties and beyond.

5.3 It is noted that the site notice had not been displayed for 21 days prior to the completion of this report. Any additional responses will be reported to Planning Committee in the Amendment Sheet which will be issued ahead of the scheduled Committee meeting.

## 6.0 **Consultations**

### 6.1 SBC Senior Scientific Officer, Environmental Quality (EQ) Team

The information compiled during the Preliminary Investigation and the Preliminary Conceptual Site Model, identified the potential for a very low to moderate risk of contamination to be present on site. Thus, further intrusive investigation is considered to be necessary to quantify the risks to the proposed human health receptors.

It is also recommended that a discovery strategy must be prepared and kept on-site at all times, and must demonstrate a clear allocation of responsibility for reporting and dealing with contamination.

Conditions are recommended for any planning permission that is granted.

### 6.2 SBC Technical Officer - Air Quality

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO<sub>2</sub>, annual average). The Council adopted the Slough Low Emission Strategy 2018-25 (LES) on the 17<sup>th</sup> September 2018.

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

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

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

In line with the Slough Low Emission Strategy, the scheme is considered to have a MINOR impact on air quality. The scheme requires an assessment of potential exposure of future residents to concentrations of NO<sub>2</sub> and the integration of Type 1 Mitigation measures, contained in the LES Planning Guidance.

Station Road has one diffusion tube NO<sub>2</sub> monitoring location, and another on Langley Road close by. Annual NO<sub>2</sub> concentrations at these sites are approaching the Air Quality Objective (AQO) of 40ug<sup>3</sup>, so it is suggested that an exposure assessment is conducted for NO<sub>2</sub> on future residents.

### *Mitigation Requirements*

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. The report states 4 spaces will have access to electric charging facilities. This is acceptable. (*Officer note: The number of EV charging points has been increased in-line with Highways and Transport requirements; refer to Section 6.8 in this report.*)
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report
- The curtilage of the development site is circa 10 metres from Station Road and therefore it is strongly recommended that appropriate green infrastructure is incorporated, to provide a barrier to potential air quality pollution arising from road traffic. The developer should provide evidence of suitable green infrastructure prior to implementation. (*Officer note: this is discussed at Section 15 of this report, under Air Quality.*)

### 6.3 SBC Technical Officer - Environmental Noise

A noise assessment was undertaken by Anderson Acoustics Ltd, using both continuous unattended and short term attended measurement methods. It was identified that the main noise sources were road traffic from Station Road, and rail movements to the north. Measurements were taken from Thursday 20<sup>th</sup> June to Monday 24<sup>th</sup> June 2019, to ensure both weekday and weekend measurements were obtained. This is a suitable approach.

The northern façade experienced highest noise levels, followed by the eastern façade. Acoustic design principles have been applied by ensuring bedrooms are away from the highest impacted facades and balconies are not positioned on northern facades.

It is also proposed that plant and enclosure will be located in the south-western corner of the development and also air conditioning condensers, which will contribute to noise levels on site. As the background levels at night were measured at 40dB, plant noise should not exceed 30dB at the nearest residential receptor.

- (*Officer note: air conditioning condensers are located within the car park undercroft area on the western side of the building, approximately 15m from the boundary with 119 Alderbury Road.*)

Although external amenity does not meet BS8223 standards for external noise, efforts have been made through acoustic design to minimise noise on balconies, for example, installing walls on the north facing edge. This is acceptable as there is open space nearby.

To ensure residents are protected from environmental noise, detailed mitigation measures are specified.

All mechanical ventilation with heat recovery must include acoustic attenuation.

It is recommended that the glazing and ventilation strategy is applied, to ensure that noise does not cause disturbance to future residents of the development. These mitigation measures shall be installed on site prior to first occupation of

the development and shall be maintained in a usable condition at all times thereafter. This is to prevent nuisance arising from noise and to accord with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2016, Development Plan Document, December 2008.

Construction noise has not been considered in this assessment. It is expected that demolition and construction noise will cause disturbance to existing residents in the area therefore an assessment is required which outlines the impacts and how they can be mitigated. Prior to the plant, machinery and equipment hereby approved first being brought into use, a suitably qualified person should conduct a BS4142:2014 Noise Assessment. This shall determine the expected noise emissions and ensure the cumulative plant limit level can be achieved, which shall be submitted to the Local Planning Authority for approval in writing. The noise rating level emanating from the proposed plant and equipment shall not exceed 0dB above the existing prevailing background levels that exist in the absence of the development and predicted 1m from the nearest residential boundary. Once approved, the plant and equipment shall be operated in accordance with the approved Noise Assessment.

Once on site plant has been confirmed (plant in SW corner and air conditioning condensers), a supplementary noise assessment is required to ensure that noise levels do not exceed background noise levels at nearest residential receptor. This must be submitted to and approved by the Local Planning Authority prior to commencement.

#### 6.4 SBC Education

The Education Department will require a contribution for all school categories, early years, primary, secondary, post-16 and SEND. The east of Slough has a particular pressure on places in all sectors.

#### 6.5 SBC Housing

There has been no new-build shared ownership delivered since 2017-18 at the BT Langley site. The council maintains its own intermediate housing list and prioritises applicants who live and work in Slough (together with Government categories). So we would very much welcome on-site provision of shared ownership units (1 and 2 beds, latter preferred) as you have indicated below. As all the units are one tenure a RP (Registered Provider) is more likely to be interested in acquiring and managing the properties, and may be able to seek Homes England funding. Low-cost home ownership applicants are not too distinct from open market purchasers so effectively the units can be tenure blind. For affordability for people living and working in Slough we would wish to set the shared ownership no higher than 2.5% of unsold equity.

It is disappointing that the FVA has determined only a financial contribution of £374,073 is viable, however Housing's strong preference is for on-site shared ownership.

#### 6.6 Lead Local Flood Risk Authority - Hampshire County Council

The general principles for the drainage proposals are acceptable; no objection subject to the condition recommended below, which requires the submission of detailed drainage information prior to the development commencing.

#### 6.7 SBC Tree officer / consultant:

The soft landscape proposed along side Station Road and Alderbury Road provides for new street trees and soft landscaping which is broadly acceptable. However this is located on the land that is shown as adopted public highway. Special agreement will be required to enable this aspect of the development.

Trees are proposed within a court yard and will required below ground level rooting areas to ensure the successful establishment and growth

Green roof and terraces are proposed and subject to details this approach is supported.

The submitted landscape plan provides a good level of tree and shrub planting that will help to soften the larger building.

The scheme does not require the loss of any trees with significant visual tree amenity. The submitted landscape plan provides a good level of tree and shrub planting that will help to soften the larger building.

Following review of details of tree planting at rear of building and on western boundary, received 12 May 2020, the following additional comments were received:

- The root balls fit into the planters.
- The species selected are acceptable and will provide some level of green screen.
- Below surface rooting areas have been indicated on the plan as discussed (full details to be provided).
- Irrigation is specified.
- The proposed boundary treatment is shown as a brick wall. There is a very high risk that as these trees develop they will impact on the wall. The foundations must be on pad and beam piles so that tree roots can grow out under the wall. There is a risk that as the stems grow in diameter the tree stems will impact on the wall itself, a 500mm gap has been allowed but birch can grow to 600mm in diameter. A wooden fence may be more appropriate.

## 6.8 SBC Transport and Highways:

The proposed development comprises the replacement of the existing building with a new building containing 41 flats (1 x studio, 25 x 1 bed and 15 x 2 bed). The existing vehicular access to Station Road will be closed and a new access created to Alderbury Road. Below is a summary of all Highways and Transport concerns and issues raised during the discussion of this proposal and the agreed changes to the proposal.

### 6.8.1 *Access Arrangements:*

The Transport Statement (TS) proposes for the existing vehicular access to Station Road to be closed and a new access to be created at Alderbury Road 28m from the Station Road and will have an access width of 5.0m.

The proposed access in the TS is suggested to have visibility splays of 2.4 x 43m to the right (to the west) and 2.4m x 28m to the left (to the east). The Design & Access Statement (D&A) proposes for the approach roadway to be reduced to 5m and it will be gated.

The LHA largely accepts the proposed access arrangements including the proposed road width of 5m and the visibility splays. It is proposed only residents will be allowed to access the gated development, whilst all other servicing and refuse collection will be done using the loading bay which is acceptable by the LHA. The LHA required the access to the plant room be provided outside of the

gated development in case of emergencies which will require quick and easy access to the plant room and this was agreed by the applicant and amended.

#### 6.8.2 *Car Parking:*

The TS states the Council has agreed a relaxation of the parking requirement to 0.65 spaces per unit.

Therefore, the TS suggests for the proposed 41 unit scheme a provision of 28.6 spaces. The proposed site layout shows the provision of 28 spaces, which is therefore compliant. The TS also advises that in respect to the overspill of parking on the surrounding roads the development will include obligations that the residents of the proposed flats will not be eligible to apply for parking permits for the permit parking areas in the vicinity. The TS also proposes for the development will also fund for the provision of a car club space close to the development site. These matters will be contained within the S106 agreement for the development. The TS states the parking spaces will be 2.4 x 4.8m and 2 disabled spaces with the 600mm wide hatched areas will also be provided. The TS also proposes for Four electric charging points spaces to also be provided. The TS also used the Autotrack software to consider the ability of the medium sized cars to manoeuvre in and out of the key parking spaces within the proposed site layout. Not all spaces have been assessed as many are arranged in a typical layout that complies with the Council's normal design standards. The layout has been redesigned since the pre-application discussions to ensure no parking space is located adjacent to a full width wall.

Whilst the proposed parking provision falls short of the SBC parking standards, which require 1.25 parking spaces per 1 bed flat and 1.75 parking spaces per 2 or 3 bed flat, thus equating to 58.75 parking spaces for the proposed 41 flats (26no 1bed flats and 15no 2bed flats). This results in a shortfall of 30.75 parking spaces, however the LHA deems this figure to be excessive given the sustainable location as it would add to the high level of congestion and rising levels of harmful emissions and therefore is willing to accept a lower parking standard for this proposed development. The proximity to sustainable modes of travel and amenity facilities e.g. Langley railways station, bus stops, Langley High Street shopping area, the existing cycle hire docks located outside the proposal in addition to a contribution towards the Slough Car Club scheme and other mitigation measures listed in this report make the proposed parking level acceptable through encouraging methods of travel other than the private car. The LHA confirms that these measures combined will adequately serve the development whilst also encouraging sustainable modes of transport and reducing the impact on air quality through reduced private car ownership.

The LHA confirms that the obligations to prevent residents from applying for parking permits will need to be secured via a S106 agreement.

The LHA agrees with the applicant in providing a car club space, however this will need to be through a contribution to the LHA towards the provision of a Slough operated car club bay, which will be publicly accessible. These matters will need to be secured via a S106 agreement.

The LHA required the applicant to track most of the car parking spaces proposed using the 2006 Large car from the European car category within AutoTrack, this is because all spaces must cater for all car types as there is no way to enforce the type of car owned by any particular occupant. Therefore, Slough BC's standards require all parking bays to accommodate a large car, where non-standard geometry is used. However, given constraints on-site due to the limited space the LHA and applicant have agreed for the site management company to

the reserve the right to reallocate parking spaces to residents based upon need such as ownership of large car would warrant a suitable space being offered. Disabled parking bays have been amended as per Slough BC's geometric standards to 4.8m x 2.4m +1.2m perimeter on 3 sides in addition. Where parking bays had vertical obstructions (i.e. wall or fence) on one side of the bay, the parking bays have been widened to 2.7m x 4.8m e.g. parking space 6. Where car parking spaces lacked the 6m aisle width, the applicant has amended the car parking layout by removal of the extra landing area proposed to be used by pedestrians. This is because the shared surface area would be sufficient to serve this development for both pedestrians and cars. The TS proposed four Electric Vehicle (EV) car parking bays, however this fell short of SBC standards. Therefore, the LHA required the applicant to provide a minimum of 10% active EV car parking spaces plus chargers, whilst 100% passive EV infrastructure is also provided. Therefore, the applicant will need to provide a total of 6no car parking spaces with active EV infrastructure excluding disabled car parking spaces. This has been agreed by the applicant and the LHA suggest that the applicant ensures all bays have passive EV provision with conduits to suitable locations and check on the available electrical infrastructure to ensure that a supply for all spaces are obtainable in the future. Incoming mains power supplies should also be provided for even if they are not used immediately as the cost of making new connections later can be prohibitively expensive. The applicant will need to ensure that the car park complies with design recommendations for multi-storey and underground car parks complying with the (Fourth edition) ICE basement and multi-storey car parks.

#### 6.8.3 *Cycle Parking:*

The D&A Statement proposes to have 41 secure cycle spaces. The D&A proposes one secure cycle store to be located on ground floor level and to be access from the private car park, with an internal access too. The proposed cycle storage provisions of each store are in line with Slough cycle storage provision requirements.

The D&A proposes a Hook and Hang cycle storage solution within the cycle store. The LHA stated the proposed hook and hang cycle parking system for all 41 spaces would not be suitable for all users, therefore we required a mix of conventional cycle parking stands with some hook and hang cycle parking. The applicant agreed and proposed a mixture of 4no Sheffield Stands providing parking for 8no bikes, 15no 2-Tier Bike Racks providing parking for 30no bikes, 1no Wall Mounted Hook and Hang rack providing parking for 2no bikes and 1no Rail for 1no large cycle, providing a total of the required 41no cycle parking spaces. Which is now acceptable.

#### 6.8.4 *Refuse Arrangements:*

The TS proposes for the storage of waste to be close to the proposed access. This will minimise the carry distance and dwell time for collection vehicles. The D&A Statement proposes for the bin store door to be relocated to the front of the building for direct access. The D&A Statement proposes to have a total of 3936L capacity for refuse and 2173L for recycling for the 41 residential units which complies with recycling and waste standards set by Slough Council. The D&A Statement also proposes to have one lockable refuse store at ground floor level, which will be accessible externally by a double louver door and internally by the secondary entrance lobby (onto the car park). Drawing number: 1910-099 Revision PL07 demonstrates 4no 1100L Eurobins for refuse storage and 6no 360L bins for recycling.

The LHA accepts the location of the proposed refuse store, however the capacities mentioned above for the proposed development of 41 flats fall slightly short of the SBC refuse standards. The LHA requires 97L of refuse capacity per flat and 53L of recycling capacity per flat. This equates to 3977L of refuse capacity which is complaint and 2173L of recycling capacity. Whilst, for a flatted development of this scale, the LHA expects all waste to be stored and collected from 1100L Eurobins, therefore the 6no 360L wheelie bins for recycling waste needs to be replaced with 2no 1100L Eurobins. The bin store aisle width is 1090mm, only 5mm width than the bins meaning that all bins would need to be perfectly stacked tight against the wall, also it poses a safety risk to operatives who may catch their fingers trying to manoeuvre the bins given the extremely tight width making it difficult to move the bins around. The bins store needs to be made wider to accommodate a central aisle of at least 1400mm The applicant agreed to all the above amendments and the refuse store was enlarged and 4no 1100L Eurobins for refuse waste and 2no 1100L Eurobins for recycling waste has now been proposed on their site plan (drawing number: 1910-099 Revision PL07) and is acceptable by the LHA.

#### 6.8.5 *Delivery and Servicing Arrangements:*

The TS proposes for service and delivery vehicles to attend the site from the Alderbury Road carriageway in the same manner that existing dwellings in that road are served.

The proposed delivery and servicing arrangements are acceptable for occasional deliveries, however regular deliveries such as; parcels and food shopping should be accommodated off the highway. It is noted that the applicant has suggested the delivery and servicing will be done in the same manner as the existing dwellings on the street however, the proposal of 41 flats is a high-density development as opposed to individual dwellings. Regular deliveries to the 41 units would end up parking on the double yellow line close to the junction with Station Road posing road safety concerns therefore these must be accommodated off the carriageway so as not to affect the safe flow of traffic on the highway. Various discussions were carried out with the applicant to consider alternative options to avoid deliveries occurring from the highway and therefore a loading bay including a turning zone was agreed to be provided to address the above concerns. The LHA required the applicant to track a 7.5 tonne box van accessing and leaving the loading bay. The applicant complied and the tracking drawing number: 18.71 - 007 demonstrates a 7.5 tonne box van access, turn using the turning head and leave the loading bay easily, thus the LHA accepts the provision of the loading bay adjacent to the site.

#### 6.8.6 *Traffic Generation:*

TRICs has been used to provide traffic generation figures for the 2 peak periods; AM and PM and the TRICs report can be found in Appendix 1 of the TS. The TRICs assessment in the TS suggests for the proposed development of 41 flats, the AM 2-way traffic will be 8 cars and the PM 2-way traffic will total to 12 cars.

The apartment trip rates are based on reasonably similar sites, although the sites are much smaller than the proposed development except for one. It also appears that the sample size of nine is quite small. It is however understood that in using site selection parameters in TRICs to improve the alignment of the TRICs sites with the proposal site, sample size inevitably decreases. The residential trip rates extracted from TRICs in the top table on page 9 of the TS are otherwise correct (spot checks have been made on TRICs). However, the trip rates in table 3.1 in Appendix 1 of the TS are incorrect. They appear to differ from the trip rates listed within the table on page 9. The applicant identified the arithmetical error and

amended the trip rates accurately/ Moreover, the predicted vehicle trip rates for the proposed development appear to be incorrect in both table 3.2 in Appendix 1 of the TS and in the bottom table on page 9. The trip rate calculated for the AM Peak Hour IN and PM Peak Hour IN are correct, however the trip rates calculated for AM and PM Peak Hour OUT and 2-way are calculated incorrectly. These were amended by the applicant and resubmitted with the correct traffic generation totals.

#### 6.8.7 *Road widening:*

A plan showing critical dimensions has been provided with this report for the applicant to confirm the accuracy of the road widening line against their plans. It has also been confirmed that only part of the land within the road widening line is under the applicant's control with the rest of the land belonging to either the local highway authority or Network Rail. The local highway authority requires the land within the road widening line under the applicants control to be dedicated as Public Highway at no cost to the Council, this should be secured within the s106 agreement.

#### 6.8.8 *Mitigation:*

Generally, there is a preference for non-capacity mitigations first; i.e. mitigation measures to reduce demand for car travel, rather than to build more road and junction capacity. This is partly because capacity enhancements can potentially create induced demand for more car trips. But there can be circumstances when capacity enhancements are appropriate.

Following full review of the TS, D&A Statement, other relevant documents submitted within the application and also following detailed discussions with the applicant, the LHA has agreed upon the following mitigation measures which are to be secured within a s106 agreement.

- (i) The applicant is to dedicate to the local highway authority, as adopted highway, the land under the developer's control which lies within the road widening line as identified on indicative scheme plan titled (xxx). This area is to be constructed as either adoptable footway or verge and dedicated at no cost the Council and will allow the Council to implement further road widening along Station Road Langley in the future and is to be secured within the s106 agreement.
- (ii) It has been agreed that a contribution towards the Slough Car Club scheme can be used as a mitigation measure against the reduced levels of parking being offered on site.
- (iii) A contribution of £40,000 towards the car club has been deemed appropriate for this development. This contribution would allow for the TRO relating to the car club, parking bay construction, EV charging infrastructure, maintenance, enforcement and free membership for residents of the development to encourage the use of the car club. This contribution would help mitigate against the reduced on-site parking provision whilst supporting the Council's low emission strategy.  
The site is appropriately situated adjacent to a Slough Cycle Hire Dock and the LHA seeks a contribution of £5,000 towards additional cycle hire bicycles which it deems appropriate given the reduced parking provision agreed for this site. The additional capacity on the cycle hire network will reduce private car trips and encourage the use of sustainable modes of transport by giving residents who do not wish to own a bike, an additional travel option and therefore supports the Council's low emissions strategy.
- (iv) This site seeks to maximise the use of the sustainable and public transport options by encouraging residents to use it and limiting private car ownership levels. The LHA supports this given the rising levels of harmful emissions in

- the borough and as such seeks a contribution of £10,000 towards improving sustainable and public transport facilities in the vicinity of the site.
- (v) The LHA seeks a £6,000 contribution towards a parking study in the vicinity of the site to allow any impacts as a result of the development on existing residents to be assessed allowing the LHA to take appropriate action to mitigate against these impacts.

## 6.9 Heritage Advisor (BEAMS)

The application is for the demolition of the existing public house and redevelopment of the site.

The public house is set back from Station Road and lies just to the south of the railway line. Langley railway station lies on the north side of the railway line, this station building is not statutory listed but is considered to be of local architectural and historic merit (a non designated heritage asset). The station is on the original line of the Great Western Railway which opened on 4 June 1838, but the station at Langley was not opened until 1845. The current station building dates from 1878.

The public house is of brick construction with various gabled and hipped roofs and later extensions.

The history of the public house has been briefly assessed within the Design and Access Statement, section 2.4 states that:

*'There is evidence of a public house (The North Star P.H) present on site from the early 1800. While the footprint and the location on site remain the same, it is difficult to tell whether any features remain from the original building. The current building is of Victorian character and seems to have been mainly built in the late 1800.'*

....The Design and Access statement shows a public house from the 1870's OS map, no earlier mapping, such as the Tithe Map (if available) has been provided to confirm whether the public house dates to circa pre-1840 or post 1840 - this would be helpful.

The public house has clearly been extended and altered by a considerable amount since its construction (as evidenced by the OS maps). The architectural significance of the actual building should be looked at in more detail but externally it looks to be a 19th century building. It is thought likely the Public House was built to serve the railway station in the mid 19th century but it is also possible that it may contain older fabric. It would be useful to establish whether the public house is a mid to late 19th century building or potentially older (and therefore with potential to be considered a non-designated heritage asset).

If the site is redeveloped as proposed the proposal would have no impact upon the setting of any designated or undesignated heritage assets in the vicinity.

The following additional comments were provided after a visit to the site by the Council's Heritage consultant on 9<sup>th</sup> July 2020):

The site visit was very helpful in establishing that while there has been a public house on this site since at least the first half of the nineteenth century and possibly earlier the building that exists today is largely or entirely twentieth century built between the 1920s and 1950s.

There was no evidence of historic fabric visible in the main front range. The fixtures and wall and ceiling finishes are all modern within the ground floor while the first floor had a mid century character particularly seen in the panelled doors and banisters. The roof space was inspected and the roof structure is clearly modern as is that of the two story rear extension, both are likely to date from the mid twentieth century reconstruction.

Where there was an appearance of possibly earlier fabric is in the two single storey hipped roofed extensions to the side and rear. The historic maps indicate that the extension to the rear cannot be early however it is possible that some older bricks were used in its construction as there is a visible change between it and the two story rear extension.

The side extension might conceivably have some original in situ brickwork as the earlier buildings extended to the southern boundary in this area however, internally the roof structure is clearly modern although externally its red clay tiles appear to be older and there is no way of knowing if they were reclaimed on or off site.

In conclusion it seems that earlier brickwork has been reused in the rear single storey extension but it is not part of the original building. The side extension also has some earlier brickwork and may be a remnant of the earlier building but it has an entirely new roof structure doors and windows. The main range is entirely new and dates from the mid-twentieth century.

If you are to approve this application a condition should be added requiring an historic building record is made of the building to Historic England Level 2.

#### 6.10 Network Rail

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start.  
[assetprotectionwestern@networkrail.co.uk](mailto:assetprotectionwestern@networkrail.co.uk).

There is to be no interference with any of Network Rails attached structures both during and after completion.

Further comments and requirements for the safe operation of the railway and protection of Network Rail's adjoining land are included in this report as informatives which should be included in the decision notice if the application is approved.

Network Rail must have 24/7 access to the infrastructure so at no time can access gates or right of access be blocked.

The developer must ensure that at no time during the demolition or construction

process any persons or equipment are within 3metres of the running line or overhead line equipment.

It is advisable that the boundary of the proposed property is accessible to the developer and future inhabitants so that issues relating to the structures and vegetation on their land can be resolved without the need to access railway property which can be costly and time consuming.

Finally, in the case of demolition the area must remain clear enough that train drivers and anyone working in the area can work safely and see approaching trains. If at any time this is not the case, please ensure that signallers or the BTP are contacted.

#### 6.11 Thames Water

Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application, subject to an informative be attached to any planning permission to advise the minimum pressure to be provided.

#### 6.12 Ecology consultant

Following submission of an updated Bat Survey report provided and submitted by the applicant (Bat Survey Report GS Ecology 12/05/2020), all considerations relating to biodiversity raised in our response in April 2020 are now addressed. Therefore, we recommend approval with the following recommendations:

- If at any time following the start of demolition works, a bat roost or evidence of a bat roost is observed, all work would need to cease until a suitably licensed bat ecologist has been consulted and advice sought on how best to proceed under current laws and legislation. Where a bat roost is identified, destruction of the roost would usually need to be covered by a European Protected Species (EPS) Licence obtained from Natural England. The planning authority would need to have sight of any mitigation strategy developed for a licence application in order to address their obligations under The Habitats and Species Conservation Regulations 2018 (as amended).
- If demolition is delayed for more than one-year after the date of the bat survey (January 2020), repeat bat surveys should be undertaken. As no biodiversity enhancement to ensure a biodiversity net gain is achieved in line with NPPF 2019 policies of obtaining Sustainable Development is included within the development, we consider our previously recommended enhancements in accordance to Appendix 4 of the Open Space Preliminary Roost Assessment Report 2018 that:
- A lighting strategy must be designed and implemented to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014). The lighting strategy should be submitted to the LPA for approval avoiding light spill on neighbouring boundaries and network railway.
- Installing a minimum of two integrated or wall mounted bat bricks or bat boxes, mounted on trees or buildings in the site should be included under suitably worded condition(s).
- Inclusion of bird nesting provision in the form of at least one bird boxes within mature trees or buildings elevation.
- We welcome the innovative sustainable design detailed Standerwick Land Design: Landscape Design Documents inclusive of planting schedule 2019, however have not received any confirmation that the substitution of *Crocsmia* 'Lucifer' a problematic species for nature conservation has been substituted for another similar species to the same visual effect.

6.13

### Berkshire Archaeology

The application was submitted with a supporting historic environment assessment which considered the archaeological potential for as-yet unknown heritage assets.

The conclusions of this assessment found that the potential impact of the proposals and the potential for surviving archaeology could be refined by further investigation. The undertaking of a borehole/auger survey, or scheme of archaeological test pitting, to better determine the potential for in-situ archaeological levels would represent a suitable way forward. This would likely then be followed by limited, targeted, archaeological evaluation to determine the surviving archaeological potential.

In addition, any further geotechnical investigations should be subject to archaeological observation by a suitably qualified archaeologist, to supplement the above scheme.

I am satisfied that these works can take place following the grant of any planning permission, ahead of any other development works, including demolition, and therefore should be secured against the grant of any permission with a suitable condition.

It is therefore recommended that the following condition is applied should permission be granted in order to mitigate the impacts of development. This is in accordance with Paragraph 199 of the NPPF which states that local planning authorities should *'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'*.

In view of the nature and scale of the development and the low likelihood of the potential archaeology, should it exist, meriting preservation in situ, field evaluation through trial trenching would represent an appropriate initial phase of work in order to determine the archaeological potential and levels of previous truncation and the need for any further phases of work

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

#### **7.1 National Planning Policy Framework 2019:**

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 10: Promoting high quality communications
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

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

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

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

Core Policy 1 – Spatial Vision and Strategic Objectives for Slough  
Core Policy 4 – Type of Housing  
Core Policy 5 – Employment  
Core Policy 6 – Retail, Leisure and Community Facilities  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment  
Core Policy 10 – Infrastructure  
Core Policy 12 – Community safety

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

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

7.4 Other Relevant Documents/Guidance

Slough Borough Council Developer's Guide Parts 1-4  
Proposals Map 2010

7.5 Planning and Compulsory Purchase Act 2004

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

The revised version of the National Planning Policy Framework (NPPF) was published in February 2019. Planning Officers have considered the

proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

## **8.0 Planning Assessment**

8.1 The planning considerations for this proposal are:

- Principle of development
- Design quality and impact on the character and appearance of the , area, including trees and landscaping
- Impact on the amenities of neighbouring occupiers
- The amenities of the development for future occupiers
- Highways, transport and parking
- Impact on heritage assets
- Air quality
- Noise
- Flood risk and surface water drainage
- Sustainable design and construction
- Ecology
- Affordable housing
- Other Infrastructure and Section 106 requirements
- Other issues raised by interested parties

## **9.0 Principle of development**

9.1 The site is currently occupied by the former public house and ancillary car parking. It is not within a protected employment area, and the former public house is not an asset of community value under the Localism Act 2011. The proposal would result in the loss of building / use that would provide a small number of jobs, although it would also provide short term employment during the construction phase of the development. No objection is raised in terms of the loss of the site as a restaurant with ancillary employment.

9.2 The Borough does not currently have a five year housing land supply as required by the National Planning Policy Framework. The site is in a sustainable location with good public transport use, a range of retail facilities, Langley College, the Memorial Ground all within walking distance. In light of this and the lack of objection on grounds of loss of employment noted above, the residential use of the site is therefore considered to be acceptable in principle.

9.3 The form of housing development proposed within the site is however in conflict with Core Strategy Policy 4, which sets out that:  
*Within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.*

9.4 The impacts and acceptability of apartment development in this location is

assessed in the following sections of this report.

## **10.0 Design quality and impact on the character and appearance of the area**

- 10.1 The National Planning Policy Framework 2019 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.
- 10.2 The proposal would represent a marked change in scale as compared to that currently existing at the site. Houses to the west in Alderbury Road, and opposite to and directly south of the site at 58 and 60 Station Road are all two stories in height, while elsewhere typical building heights on this site of Station Road are up to three storeys high, as at Scholars Walk. Buildings on the opposite side of Station Road at Langley Business Park, include Clare House which is a four-storey high brick building of modern appearance with a significantly higher service core constituting a fifth storey.
- 10.3 The existing building is a former public house of quite traditional appearance that pre-dates the surrounding development, and is set-back from the edge of Station Road at distances that vary between 16 to 18m (disregarding a light single storey smoking structure that does not appear to have been the subject of any planning permission). In plan form the proposed layout consists of elements of differing heights. The largest part of the structure would be a main four storey block occupying most of the eastern side of the site, with a front entrance from Alderbury Road and prominent balcony structures on the longer Station Road frontage. This would be topped by a fifth floor level that would be recessed on all sides, most markedly from the Alderbury Road building line. The building would progressively step down from four storeys along its southern street frontage towards 119 Alderbury Road, through three and two storeys providing apartment accommodation down to a single storey plant-room, while to the rear of that and alongside the garden at 119, ground level development would consist of a parking court with prominent tree planting adjacent to the boundary with 119. Street frontage landscaping is proposed on land within the applicant's ownership on the Station Road frontage and on the wide verge of highway land on Alderbury Road, together with a 2 to 4m setback within the site boundary, and paved access for resident's vehicles and those on foot, along with a delivery vehicle parking bay.
- 10.4 Location of the highest element, the largely four storey block with its recessed fifth storey, would coincide with the location of the main two-storey high structure of the existing public house along with much of the existing car park up to the northern boundary of the site and space to the front of the building towards Station Road. Viewed from the Alderbury Road frontage, the existing building's high chimney closest to 119 Alderbury Road and the adjacent south facing first floor windows are aligned very closely to the western elevation of the four-storey high block. Towards the Station Road frontage, the application drawings show set backs of 2.5 to 4.7m from the site boundary (5.5m to 10m from the existing edge of the road surface). On the southern side the building would be located closer to the boundary with the public highway than the existing building, which is defined by the modern brick boundary wall, with a 2m to 4m setback along this frontage. This compares with the existing

separation distances from this street frontage of about 6.7 m to the front corner of the main two-storey portion of the building, and 2m to the flank wall of the smaller single storey pitched roof element on the southern side. This part-four, part-five storey block would result in a significant building that would be just under 40m wide along the Station Road frontage.

- 10.5 The one, two and three storey elements of the building would provide a transition in heights between the four / five storey block and the two-storey houses of Alderbury Road. The single storey plant room would be aligned with the front building line at 117 and 119 Alderbury Road, while the two and three storey elements would step forward 1.4m towards the street in line with the front of the four-storey block. Taken together, the 1, 2 and 3 storey elements would occupy a little under half the width of this façade of the building.
- 10.6 The highest 5 storey high element would be set back from the front building line on Alderbury Road by the full depth of the two and three storey parts of the building (10.6m) and by 2.4m on the sides and rear. These setbacks are such that the highest level of the building would be visible from the south along Station Road mainly in longer views with greater visibility in views from the east, west and, across the railway line, from the north as well as in views from passing trains. This element's height would be similar to that of the curved brick end wall facing the site at Clare House, the office building within the north-west corner of the Langley Business Centre on the opposite side of Station Road.
- 10.7 The proposed building would be strikingly modern in appearance, with large window openings and, on the Station Road frontage, projecting balcony structures that will provide a strong vertical emphasis particularly to the main four storey high element and will assist in providing a degree of articulation to this elevation and help to break up its mass. High quality materials and finishes are proposed, with brick cladding predominating. Reconstituted stone would be used across the ground floor level on both street frontages, and would also be used divide the window openings between each floor level and to cap the walls atop the stepped roof lines up to fourth floor level. Dark gray powder coated aluminum would clad the partial enclosures which would help to screen the northern side of the balconies facing Station Road from railway noise, and black metal work would be used on both street frontage. Landscaping is a key element of the proposal, including the mature structural plantings along the western boundary as noted above. These plantings are considered integral to the scheme, as they would provide an important screening buffer between the development and the rear gardens of residential properties to the west. Subject to securing high quality exterior materials and landscaping by condition, it is considered that the building and overall development will be of very high design quality.
- 10.8 The proposal entails a reorientation of the way buildings address the road frontages of the site. The former public house currently faces towards Station Road, with Alderbury Road being very much a secondary side frontage to the property. While the public house may once have been much more open along this frontage, at present it is closed off by the modern brick wall noted above as the front boundary on this frontage. Alderbury Road would become therefore become the more active frontage for the property and it is considered that the proposal successfully addresses both street scenes.

10.9 The impact of this revised frontage as well as the proposal's scale, layout and appearance will undoubtedly have a strongly urbanising effect within an area which in the immediate vicinity of the site is largely suburban in character. Essentially, it would transpose the more urban scale of Clare House across Station Road to provide a landmark building in place of the more domestically-scaled former public house. It is considered that the site is capable of absorbing a more urban scaled building, and that this would be appropriate to the changing nature of the area around Langley Station; the current outline planning application at Langley Business Centre, ref. P/00437/093, is evidence of the extent of future change that is likely to come forward in this locality. The building would be more highly visible from rear gardens at properties on the north side of Alderbury Road than is the case with the existing building, although as noted above this would be mitigated by mature structural plantings which will provide a screen between the development and adjacent rear gardens. Overall, the benefits of the scheme in providing 41 additional residential units including an element of affordable housing must be weighed in the planning balance against what may be perceived as a marked change in character and any harm that might arise from that. This is further assessed below.

#### **11.0 Impact on the amenities of neighbouring occupiers**

11.1 The proposal has been assessed for loss of amenity for nearby residential neighbours.

##### Privacy

11.2 Impacts on privacy could arise from overlooking from habitable room windows, from balconies, or a combination of the two. Overlooking from habitable room windows would be primarily to the west, with properties at 119, 117, 115 and 113 Alderbury Road at increasing distances (and hence with diminished potential impacts) from the application site. Possible impacts to neighbours on the opposite side of Alderbury Road have also been assessed.

11.3 At the rear of the building, west-facing habitable windows at first to third floor levels would be located 17m from the shared boundary with 119 Alderbury Road and 26 - 27 m from the shared boundary between numbers 119 and 117. Windows in the fourth-storey accommodation would be set a further 2.5 m away from these boundaries (so 19.5m to number 119 and 28.5 - 29 m from 117 Alderbury Road). The council has no guidance on separation distances from windows at new-build apartments to existing properties, although the Residential Extensions SPD design guide advises that, in extensions - *window positions should avoid direct overlooking of neighbouring properties including gardens* (Standard DP8). While this guidance is specific to residential extensions, it is a principle that extends to other forms of development, with the caveat that overlooking can be mitigated by sufficient distance and orientation of windows.

11.4 Two flats on the stepped-down part of the building that primarily address the Alderbury Road frontage, one each at second and third floor levels, also have windows and a balcony that face the flank wall at number 119. The flank wall at this property has a single first-floor window which is obscure glazed, suggesting its use as a bathroom which would be consistent with other houses built to a similar floor plan within the locality. The balcony at this second floor flat would be located a minimum of 11m from this neighbouring window and the windows in the proposed flat would

be separated from it by 13m. The corresponding distances for the third floor flat are 17m and 20m. There are no flank wall windows and no balcony in the first floor flat on this side of the proposed building. Mitigation of potential impacts on this neighbour is considered in the following paragraph.

11.5

Potential views from the west facing flats towards rear-facing windows of adjacent houses on Alderbury Road would be from the flats in the development closest to the railway line, and then only at very acute angles. Minimum distances from those flats to rear windows at number 119 are in the order of 30m to 33m. Due to the extent of these angles (lines of view would meet those windows at angles of less than 45 degrees), it is not considered that there would be any detrimental loss of privacy within these neighbouring dwellings. However in the absence of other mitigation, there could be a perception of overlooking, and actual overlooking of occupiers in their gardens which could be detrimental. While for the area directly to the rear of 119 and 117 some interruption of views would result from the presence of an existing single story extension at the rear of number 119, it was acknowledged that the number of west-facing flats with balconies in the scheme, as originally submitted, would have resulted in considerable harm for occupiers of these properties and also to their neighbours to the west to a lesser extent. A number of amendments to the scheme as first submitted have therefore been incorporated into the amended drawings now being considered, as follows:

- (i) Deletion of all balconies from the single aspect west-facing flats in the four-storey part of the building.
- (ii) Where obscure glazing was intended for the deleted west-facing balconies in the application as originally made, obscure glazing has now been added to the lower half of habitable room windows.
- (iii) Reduction in size of the two remaining west-facing balconies, which are provided for one flat at second and one at third floor level, close to the Alderbury Road frontage as noted in paragraph 11.4 above. These are triple aspect flats on the south-west side of the building, facing the flank wall at number 119 as also noted above. Amendments to the drawings have reduced these balconies from large rooftop terraces as initially proposed to the relatively modest area of 5 sq.m each.
- (iv) As part of the development proposals, advanced grade specimen trees within the car park at the application site and adjacent to its western boundary, which would be 8m to 10m high when planted, will provide screening from and mitigation of views. This has been subject to considerable amendments and refinement during the course of the application, resulting in a mix of evergreen and deciduous types (deciduous being those that lose their leaves in winter). Particular attention has been paid to ensuring that an adequate underground soil volume will be provided to ensure the future viability and health of this landscaping.
- (v) These trees will need to be subject to a Tree Protection Order, to be funded by the applicant.
- (vi) Obscure glazed screening will also be provided around the edges of the flat roofed areas at second and third floor level, for the purposes of screening out any direct views that would otherwise remain towards the rear of the adjacent Alderbury Road properties both from the smaller balconies at these levels and from west facing windows. These will be at the perimeter of these flat roof areas. It is important to note however that the larger parts of these roofs will not be used as

balconies or terraces, as the application provides for these areas to be provided as green roofs. A condition is recommended to that effect.

11.6 While landscaping alone cannot be relied on to avoid potential overlooking, it is considered that in combination with the other measures incorporated in the scheme with regards to impacts on neighbouring properties, the proposal would not result in detrimental impacts on the adjacent neighbouring properties to the west.

11.7 Scope for overlooking from the road frontage has also been considered, particularly with reference to potential overlooking from the fifth floor level front terrace and the two west-facing balconies adjacent to the south-west (front) corners of the two second and third floor apartments noted above. Minimum distances from the proposed development to the flank wall and garden of the house opposite the site on Alderbury Road, at 60 Station Road, are set out below. These separation distances and the angle of potential views are set at increasing distances with each building height increase along the Alderbury Road street frontage:

- second floor flat windows to flank wall at number 60:	32m
- second floor flat windows to rear garden at number 60:	31m
- third floor balcony to flank wall rear garden:	32m
- fourth floor windows to flank wall:	33m
- fifth floor level communal terrace:	38m

11.8 While these separation distances are themselves sufficient to minimise the effects of any overlooking, the communal terrace would be set in 3m from the front of the building, as well as 1.5m on each side, so that users of the terrace would be well back from the edge and any direct views from this level would be minimised. In addition the two flank wall ground floor windows at number 60 are partially screened by an existing boundary wall, while the single first-floor window is obscure glazed (this is also consistent with other houses built to a similar floor plan within the locality). Other neighbours on the opposite road frontage are further from the application site, and set at increasingly acute angles as well as increasing distance. It is therefore considered that there would be no detrimental impacts on the privacy of neighbouring occupiers on the opposite side of Alderbury Road.

11.9 There are no residential occupiers at the Business Centre opposite side of Station Road, so overlooking is not an issue on this side of the property.

#### Daylight and sunlight

11.10 The application includes a Sunlight and Daylight Report which assesses impacts on neighbouring properties. This models pre-development direct sunlight and daylight levels reaching the windows for 117 and 119 Alderbury Road, and the corresponding post-development situation. The analysis demonstrates that the proposals would not be harmful in terms of sunlight and daylight impacts towards these adjoining residential properties.

#### Noise from roof-top terrace

11.11 A number of objections raise issues of potential noise and disturbance from use of the roof-top terrace adjacent to the corner of the building. While this amenity space would provide a valuable asset for residents at the development, it is nevertheless acknowledged that it is difficult to

exercise control over the use of outdoor spaces by groups of residents. A clause in the section 106 agreement should provide adequate control and safeguards to ensure there is no loss of amenity

## **12.0 The amenities of the development for future occupiers**

- 12.1 The Sunlight and Daylight Report also models availability of light for flats within the proposed development. This report has been amended to take into account any impact on future occupiers resulting from the changes made to mitigate overlooking impacts to the west, as noted above at paragraph 11.5, that include the introduction of obscure glazing in west-facing habitable room windows. The assessment has demonstrated that all habitable rooms will have access to acceptable levels of daylight.
- 12.2 Additional requirements of ventilation will be required by condition.
- 12.3 All flats comply with the internal minimum floor area standards set out in the Council's SBC Developers Guide Part 4 supplement (November 2018) *Space standards for residential development*, including storage space.
- 12.4 The proposals include two fully accessible car parking spaces and the plans show wheelchair recharging stations in two of the ground floor units. Council's section 106 guidance Part 2 *Developer Contributions and Affordable Housing* (Section 106) refers to high levels of the need for housing for disabled residents across all tenures. While the requirement set there for 5% of homes on all developments of 25 or more dwellings to be wheelchair accessible applies specifically to affordable housing, in order to ensure that an acceptable proportion of the flats in this development are built to disabled access standards a condition is recommended to ensure that a minimum of two flats in the development are provided to Part M(3) standard (wheelchair user dwellings).
- 12.5 About half of the flats in the development would have their own balconies (21 of the 41 flats). All residents would have access to a landscaped rooftop terrace which would be 71 sq.m in area. As noted above, the use of this terrace would be limited to the hours of 7 a.m. to 8 p.m.

## **13.0 Highways, transport and parking**

- 13.1 Paragraph 106 of the NPPF 2019 states that in town centres local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 13.2 Paragraph 108 states that in assessing specific applications for development, it should be ensured that:
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - b) Safe and suitable access to the site can be achieved for all users; and
  - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 13.3 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts

on the road network would be severe.

- 13.4 Paragraph 110 of the NPPF states development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 13.5 The Transport and Highways officer has provided detailed comments at Section 6.8 in this report, which include an account of how issues have been considered and resolved during the course of the application. As noted there, All significant aspects of the proposal have now been addressed and we are now content from a Highways and Transport perspective. A number of additional submissions will be required by conditions, if planning permission is granted. This includes a Delivery and Servicing Management Plan (DSMP), Car Park Management Plan (CPMP), Construction Environmental Management Plan (CEMP), and Construction Management Plan (CMP).
- 13.6 Financial contributions towards sustainable transport infrastructure and Highways works are sought from the developer, as noted in Section 20 below.
- 13.7 Highways officers have identified a possible conflict with the road widening scheme on Station Road during the final stages of writing this report. This is currently being investigated, and will be reported in the Amendment Sheet which will be issued ahead of the Committee meeting.

#### **14.0 Impacts on heritage assets**

- 14.1 Paragraph 189 of the NPPF 2019 advises that applications should include information on the significance of any heritage assets affected by development proposals, including any contribution made by their setting. Appropriate desk-top assessments and where necessary a field evaluation should be provided where a site includes or has the potential to include heritage assets with archaeological interest.
- 14.2 Paragraph 190 of the NPPF 2019 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset), taking into account the available evidence and any necessary expertise.
- 14.3 Paragraph 194 of the NPPF 2019 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
  - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

14.4 Berkshire Archaeology has commented that there are potential archaeological implications associated with development in this area due to adjacent spot finds of Iron Age and Roman material, with potential interest in the wider area. A desk based archaeological assessment should therefore be undertaken in order to identify areas of land that had been impacted least by past development, in order to direct an archaeological trial trench evaluation. However, given the past development impacts it is likely that any archaeological material that has survived is unlikely to merit preservation *in situ*. Therefore archaeological mitigation can be undertaken following the grant of any development proposals, in line with a Written Scheme of Investigation which will be required by a condition as recommended below.

14.5 The closest designated heritage assets are the Grade II listed Langley Hall is located to the south of the site at a distance of 340m together with separately listed walls. Langley Station is locally listed and therefore a non designated heritage asset, and is within close proximity to the site at a distance of 60m. The Council's heritage consultant has confirmed that there will be no detrimental impact on the settings of these heritage assets. The Council's consultant also advised that an internal inspection should be made to establish whether the public house is a mid to late 19th century building or potentially older, with potential to be considered a non-designated heritage asset, and this was arranged for and undertaken on 10<sup>th</sup> July 2020. As noted in the detailed comments at section 6.9 above, the heritage consultant advised that the site visit establishes that the building that exists today is largely or entirely twentieth century built between the 1920s and 1950s. Some older fabric was noted at the site, but it appears that this was reused at the time that the current building was constructed. Conditions are recommended to require an historic building record to be made before / during demolition of the building to Historic England Level 2, and for the reclamation of historic materials from the existing building.

#### 15.0 **Air quality**

15.1 Paragraph 170 of the NPPF 2019 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

“...preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality...”

15.2 An Air Quality Assessment has been submitted with the application. This assesses the suitability of the site for the proposed development and whether any significant air quality impacts are expected as a result of the construction and operation of the proposed development. The Council's Air Quality officer has provided detailed comments and requested a number of measures be taken to mitigate impacts on air quality during both construction and operational / post-occupation phases of the development. Electric vehicle re-charging infrastructure is included in the section 106 mitigation package, as also required to comply with the Council's current car parking requirements, and conditions are recommended to cover the following points:

- A detailed technical study to ensure that acceptable internal levels

of air quality are provided, including the methods and equipment that will be incorporated into the development to achieve this.

- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. This shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report, with construction vehicles to meet a minimum Euro 6/VI Emission Standard.
- All heating systems shall meet the emission standards laid out in Table 7 of the Low Emission Strategy Technical Report.
- Incorporation of appropriate green infrastructure / planting to be incorporated into landscaping to provide a barrier to potential air quality pollution arising from road traffic. The developer should provide evidence of suitable green infrastructure prior to implementation.

15.3 The ground floor units will be located about 10 metres from the existing Station Road and frontage, The Environmental Health Officer (Air Quality) has recommended that appropriate green infrastructure is incorporated for these units, to provide a barrier to potential air quality pollution arising from road traffic. This requirement will be incorporated into conditions regarding the landscaping plan for implementation immediately after completion of construction, and into a long-term landscape management plan.

## **16.0 Noise**

16.1 Paragraph 170 of the NPPF 2019 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

“...preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability...”

16.2 A Noise Assessment was submitted with the planning application, which identified that the key noise sources affecting the site are road and rail traffic. The Council’s Noise Officer has provided detailed comments, which highlight requirements for the need to ensure

- adequate control of noise during construction,
- impacts from external noise for future occupiers of the development and
- impacts from noise within the development on neighbouring occupiers.

16.3 Amendments to the submitted scheme that include deletion and reductions in the size of balconies and terrace would result in future residents being less exposed to noise than in the original scheme. Nevertheless it will be necessary to ensure that adequate controls are provided on the above aspects of the scheme, to ensure that the development is acceptable in terms of noise both for existing and new residents around and within the site. These controls are provided by the recommended conditions.

## **17.0 Flood Risk and surface water drainage**

17.1 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF

2019 require development to be directed away from areas at highest risk of flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

17.2 A Flood Risk Assessment and Surface Water Drainage Strategy have been submitted with the application. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal and fluvial flooding. The site is at a medium risk of surface water flooding.

17.3 The Council's surface drainage consultants have received this submitted strategy and have no objections, as noted in Section 6 of this report, subject to a condition to require details of a Sustainable Drainage System (SuDS) to be submitted and approved by the Local Planning Authority.

## **18.0 Sustainable design and construction**

18.1 Energy and Sustainability Statements were submitted with this application. These provide for a combination of energy efficiency measures and renewable energy technologies including air source heat pumps and photovoltaic panels to achieve an 18% reduction in CO2 emissions as compared to a Building Regulations (Part L 2013) compliant scheme. This provides an improvement over the Council's minimum target of a 15% improvement. Conditions are recommended to ensure that the requisite equipment is installed and the reductions achieved in the operation of the development.

## **19.0 Ecology**

19.1 Paragraph 17 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

19.2 An existing bat survey that had been carried out in 2018 was submitted with the application, and following advice from the Council's ecology consultant, an updated survey was carried out 7<sup>th</sup> May 2020. This included a dusk emergence survey using specialist equipment. No evidence of roosting bats was identified and it was confirmed that the existing building is not currently used by roosting bats. A small presence of commuting bats was identified, and recommendations for inclusion of ecology enhancements were made in the report. The recommended enhancements include a bat box, a bird nesting box, and wildlife friendly species in the landscaping, and can be secured by condition as recommended below.

## **20.0 Affordable housing**

20.1 Core Strategy 4 requires all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

20.2 NPPF 2019 at paragraph 62 requires that:

*...planning policies should specify the type of affordable housing required, and expect it to be met on-site unless:*

- a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and*
- b) the agreed approach contributes to the objective of creating mixed and balanced communities.*

NPPF paragraph 64 sets out that:

*Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.*

20.3 The application includes a Financial Viability Assessment (FVA) prepared by Montagu Evans (dated 9<sup>th</sup> October 2019). This sets out a case that the proposed scheme is unable to support any affordable housing while remaining viable, due to the site's high existing use value and the site's location directly adjacent to railway lines. This FVA explains that this location results in increased construction costs as compared to other sites, and has the effect of lowering achievable sales values.

20.4 The Montagu Evans FVA has been reviewed on the Council's behalf by BPS Chartered Surveyors. The initial findings of the review were that, contrary to the findings of the FVA, the development would in fact support a development surplus, which could therefore go towards providing an off-site affordable housing contribution. Further discussion between the parties has resulted to adjustments on development costs, and the original findings by BPS were further adjusted to reflect amendments in the scheme that removed balconies from a number of the apartments. The Second Addendum by BPS report shows an improvement in viability, with a development surplus of £374,073. While the development would not provide a policy compliant position with regards to affordable housing, the provision of a financial contribution towards off-site contribution would be justified in this case.

20.5 In response to the latest BPS findings and subsequent discussion around affordable home ownership as provided for by NPPF paragraph 64 as noted above, the applicants have offered the provision of four on-site affordable units. The Council's viability reviewer advises that the proposal could support five affordable units. As well as seeking greater compliance with local policies, this is consistent with NPPF paragraph 64 which also advises (in a footnote) that the 10% minimum affordable ownership units should be "As part of the overall affordable housing contribution from the site".

20.6 Other key points in regards to affordable housing are as follows:

- The BPS Report and Addenda on behalf of the Council note that the scheme appraisals exclude the value of capitalised residential ground rents, and recommends there is provision in the Section 106 agreement to limit the ability to levy ground rents, in order to provide consistency with the basis of valuation adopted in the applicant's FVA.

- The SBC Developers Guide Part 2 *Developer Contributions and Affordable Housing (Section 106)* requires that:

*If a development, supported with a viability assessment, is agreed without being policy compliant re affordable housing policy it should be noted that the Section 106 planning obligation will include a review mechanism i.e. viability would be re-assessed at a later date. The obligation would only be applicable after a defined period from planning permission such that if development is well underway in a reasonable timescale there will be no need to carry out a review of viability.... The review would establish if development values rise above development costs after permission is granted such that more affordable housing or an equivalent payment could be provided. Any additional affordable housing or payment justified by the review would take account of developers return for the site and be capped at the normal policy compliant level.*

- 20.7 Provisions to limit the ability to levy ground rents and to include a review mechanism would need to be secured within a section 106 planning obligation. In order to encourage an early start to be made to the development and in line with the above advice, it is recommended that the review mechanism would apply only if the development has not been substantially commenced within 15 months of any planning permission being granted. It is further recommended that “Substantial commencement” be defined within the section 106 agreement that includes laying of the floor slab for the building. This would effectively ensure that site preparation works would need to have commenced within approximately 12 months of the planning permission, in order for the review mechanism not to be triggered.

## **21.0 Other infrastructure requirements / Section 106**

- 21.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. In addition to affordable housing provision noted in the previous section, the following additional Section 106 contributions are made necessary by the development:

- £40,000 Sustainable Transport Contribution towards Slough Car Club scheme;
- £5,000 Sustainable Transport Contribution towards Slough Cycle Hire Dock;
- £10,000 Other Sustainable and Public Transport Contribution towards Slough Cycle Hire Dock;
- £6,000 Locality parking study;
- Off-site works subject to s278 Highways Act agreement, including street parking; and
- £93,189 Education contribution.

- 21.2 As noted in the Recommendation at Section 1 of this report, the section 106 agreement will also be required to meet the cost of making a Tree

Protection Order on important elements of landscaping within the site and to restrict use of the roof terrace to between the hours of 7 a.m. and 8 p.m.

## **22.0 Other issues raised by objectors**

22.1 Other issues identified by objectors are noted as follows:

22.2 Inaccuracies in drawings, incomplete set of CGIs and confusion over grid lines and building line as shown on the drawings:

- The application has been subject to a number of revisions, which have been added to the Council's website pages for this application.
- Amended CGIs have also been added to the website as provided by the applicant.
- A new roof plan drawing with gridlines removed and all levels of roof shown has been provided and is also available on the website.

22.3 Reduction in property values:

- Consideration of impacts on property values is not a planning consideration.

22.4 Housing is needed for young people in the area:

- While the discussion on affordable housing at Section 20 of this report is not specific to housing need in any one age group, this need is implicit in the Council's affordable housing requirements.

22.5 Loss of public houses is an issue:

- This is considered in Section 9 in this report.

22.6 This is one of the oldest buildings in Langley:

- This is considered in Section 14 in this report.

## **23.0 Planning Conclusion**

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

23.2 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.

23.3 The application has been evaluated against the Development Plan and the NPPF, including the core planning principles of the NPPF and whether the proposals deliver "sustainable development."

23.4 The report identifies that the proposal largely complies the relevant saved policies in the Local Plan and NPPF. However, as noted at paragraph 10.9 in this report, the proposal's scale, layout and appearance will undoubtedly have a strongly urbanising effect within an area which at present is largely suburban in character. In that respect, the application does not fully meet Core Strategy Policy 8's aim that development should reflect the street scene and the local distinctiveness of the area. It is noted that the character of the locality is expected to change in the relatively near

future as other development comes forward. The benefits of providing 41 additional residential units must therefore be weighed against what is perceived by many neighbouring property occupiers as an unacceptable change in character that will detract from the amenities of the area. It is noted that the Borough has a significant shortfall in the delivery of housing completions in all tenures, and it is noted that negotiations are continuing on the delivery of affordable housing, either on or off-site, or a combination of both. The outcome of these negotiations aside, it is considered that the impact on the character of the area is outweighed by the provision of the additional residential accommodation that would be provided by the granting of planning permission. The Council cannot demonstrate a 5 year supply of housing land and therefore the tilted balance of the NPPF is engaged. The proposal would not result in significant and demonstrable harm and is representative of sustainable development; it is therefore recommended for approval subject to the satisfactory completion of the S106 agreement.

23.5 The proposal is considered to be consistent with guidance given in the National Planning Policy Framework, Core Policies 7 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H14, EN1 and EN2 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010. The application is therefore recommended for approval, subject to completion of a section 106 agreement to secure:

- A. The provisions outlined in Section 1 of this report, OR
- B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 30 October 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

## **PART C: CONDITIONS**

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

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

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

1910-001 PL01 received 22 October 2019

1910-002 PL01 received 22 October 2019

1910-098 received 24 June 2020

1910-099 PL07 received 30 June 2020

1910-100 PL07 received 30 June 2020

1910-101 PL03 received 24 June 2020

1910-102 PL04 received 24 June 2020

1910-103 PL04 received 24 June 2020

1910-104 PL03 received 14 April 2020

1910-105 PL03 received 14 April 2020

1910-110 PL04 received 24 June 2020

1910-111 PL03 received 24 June 2020

1910-112 received 24 June 2020

1910-120 PL01 received 24 June 2020

1910-121 PL01 received 14 April 2020

SLD/HG105-T1 received 12 May 2020

Design and Access Statement

Sustainability Statement (XCO2, September 2019)

Energy Statement (XCO2, September 2019)

Ecology advice letter (CSA Environmental Ref: 4985/01/CSA, 06 May 2020),

Bat Survey (GS Ecology ref. ECO2580, 12 May 2020)

REASON: For the avoidance of doubt, to ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the NPPF 2019.

3. No development shall take place until a surface water drainage scheme for the site, based on

- (i) sustainable drainage principles that control surface water run-off as close to its source as possible through a sustainable drainage approach to surface water management (SUDS), and

- (ii) an assessment of the hydrological and hydro geological context of the development,

has been submitted to and approved in writing by the local planning authority. The scheme shall include a Whole Life Management and Maintenance Scheme for the Surface Water Drainage Scheme. The approved details shall be implemented before the construction of the proposed development commences, unless a timetable for its implementation in conjunction with construction, and prior to first occupation, has first been agreed as part of the approved details.

REASON: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage disposal systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and NPPF 2019 paragraphs 163 - 165.

4. A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions, and:
- (i) The programme and methodology of site investigation and recording.
  - (ii) The programme for post investigation assessment.
  - (iii) Provision to be made for analysis of the site investigation and recording provision to be made for publication and dissemination of the analysis and records of the site investigation
  - (iv) Provision to be made for archive deposition of the analysis and records of the site investigation
  - (v) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) The Development shall take place in accordance with the Written Scheme of Investigation approved under condition (A).

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Roman remains. The potential impacts of the development can be mitigated through a programme of archaeological work, in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 and the NPPF 2019 Chapter 16.

5. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period, non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance and that all heating systems (when the development is operational) shall meet the emission standards laid out in table 7 of the LES guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to highway users and in the interests of air quality in accordance with policies 7 and 8 of the Core Strategy 2006-2026 and the NPPF 2019.

6. No development shall begin until details of a Construction and Environmental Management Plan (CEMP) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- (i) location and operation of cranes,
  - (ii) control of noise,
  - (iii) control of dust, smell and other effluvia,
  - (iv) control of surface water run off, and
  - (v) site security arrangements including hoardings.

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

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

7. The findings of the Phase 1 - Preliminary Investigation Report (Job Reference: 17827/PIR\_R26/V1.2) identified the potential for contamination; thus, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

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

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

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

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

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

11. Prior to first occupation of the development, a site servicing strategy or Delivery and Servicing Plan (DSP) for the development including vehicle tracking, for the Development shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the development. The approved measures shall be implemented and thereafter retained for the lifetime of the commercial uses in the development.

REASON: In order to ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the Slough Local Development Framework Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the NPPF 2019.

12. No development beyond finished ground floor level / floor slab shall be undertaken until a supplementary noise assessment to include details of permanent on-site ventilation plant and other permanent noise-generating equipment has been submitted to and approved by the Local Planning Authority prior to commencement.

REASON: To ensure that noise levels do not exceed background noise levels at the nearest residential receptor, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the NPPF 2019.

13. No development beyond finished ground floor level / floor slab shall be undertaken until a detailed technical study means to ensure acceptable internal levels of air quality within the building, including the methods and equipment that will be incorporated into the development to achieve this, has been submitted to and approved in writing by the Local Planning Authority. The technical study will include an assessment of potential exposure of future residents to concentrations of NO<sub>2</sub> and the integration of Type 1 Mitigation measures as provided for in the Council's Low Emissions Strategy.

Reason: Annual NO<sub>2</sub> concentrations in the area are close to the maximum specified under the Air Quality Objective (AQO) / to ensure the health of future residents, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and paragraph 170 of the NPPF 2019.

14. Prior to the commencement of work on the relevant part of the buildings hereby approved, details of green roofs, including planting and maintenance schedules, and ecological enhancement measures for the development shall be submitted to and approved in writing by the Local Planning Authority. The green roofs shall be laid out on the building, prior to first occupation in accordance with the details as approved. The green roofs shall be permanently retained thereafter.

REASON: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with Policy 8 of the Core Strategy 2006-2026, guidance contained in the Council's Developer's Guide Part 4 (2008) and the NPPF 2019.

15. Flat roof areas not to be used as balconies or terraces unless specifically shown as such on the approved drawings. These areas will be provided as green roofs in accordance with the approved drawings, unless written approval is first given for use of part of the roof(s) for the purpose of providing photovoltaic panels in accordance with the approved Energy Statement and Sustainability Statement, which shall also demonstrate that the area of green roof concerned is not required to meet the requirement for surface water run-off to the site from being no greater than greenfield run off rates. Any renewable energy details approved in accordance with this condition shall be retained as such for the lifetime of the development unless replaced by features that provide improved energy performance, also in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.  
REASON: In the interests of surface water drainage, energy conservation and reduction of CO2 emissions, in accordance with Policy 8 of the Core Strategy 2006-2026 and the NPPF 2019 Chapter 14.
16. A Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas within the approved red line site plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The Landscape Management Plan shall be carried out as approved.  
REASON: In the interests of the visual amenity of the area, to ensure replacement trees are planted / replanted and to ensure a high quality public realm and open spaces in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the NPPF 2019.
17. Any tree which forms part of the approved landscaping scheme within the car parking area at the rear of the building and adjacent to the western site boundary which fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced no later than the next planting season by a tree of the same species, and of a size and maturity to be approved by the Local Planning Authority.  
REASON In the interests of the visual amenity of the area and of neighbouring properties and to ensure replacement trees are planted / replanted in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the NPPF 2019.
18. Any other tree, planter or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub or planter of a species, size and maturity to be approved by the Local Planning Authority.  
REASON: In the interests of the visual amenity of the area, to ensure replacement trees are planted/replanted and to ensure a high quality public realm and open spaces in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the NPPF 2019.
19. Prior to occupation of any part of the development, and in accordance with the recommendations of the Ecological Letter (CSA Environmental Ref: 4985/01/CSA, 06 May 2020), details of the location of Bird and Bat nesting Boxes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail in

addition to locations the design, size and material of the bird boxes and elevations and plans shall be provided to identify the bird boxes to the satisfaction of the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to any occupation of the development and shall be retained and maintained for the lifetime of the development.

REASON: To safeguard habitats for birds and bats and to deliver net gains in biodiversity in accordance Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 and with the NPPF 2019.

20. Within three months of first occupation of the development, evidence that the renewable energy technologies, sustainable design and energy efficiency measures that achieve the forecast cumulative on-site CO<sub>2</sub> savings of 19.0% against a Building Regulations Part L 2013 compliant scheme of otherwise identical design, as set out in the approved Energy Statement (XCO<sub>2</sub>, September 2019), have been implemented in accordance with the approved details shall be submitted and approved in writing by the Local Planning Authority. The approved details shall then be retained for the lifetime of the development, unless replaced by features that provide improved energy performance, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of energy conservation and reduction of CO<sub>2</sub> emissions, in accordance with policy 8 of the Core Strategy 2006-2026 and the NPPF 2019.

21. The cycle parking racks and storage facilities for 41 bicycles within the development shall be provided in accordance with the approved plans. The cycle facilities shall be implemented prior to the occupation of the relevant part of the development and shall be retained thereafter at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the NPPF 2019.

22. The development shall not be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority to demonstrate how the applicant has used reasonable steps to incorporate measures to comply with Secured by Design Award for the development including details of any proposed CCTV equipment. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to first occupation of the development, and the approved security measures shall be maintained and retained thereafter.

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

23. The noise rating level of plant associated with building services must not exceed typical background noise levels of the development site during construction and operation. The plant rating level limits to be achieved 1m from nearest window shall not exceed 40 LAeq T dB (during daytime) or 30 LAeq T dB (during 2200-0700 hours) at Noise sensitive receptor.

REASON: To ensure that nearby residents are not unduly affected by noise disturbance, in the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the NPPF 2019.

24. The 8 x Electric Vehicle charging points as shown on the approved plans must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at

least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The Electric Vehicle charging points shall be constructed to be fully operational and made available for use prior to occupation of the offices. The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

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

25. Notwithstanding the 8no. Electric Vehicle charging bays as shown on the approved plans, a Passive Electric Vehicle Charging Report shall be submitted to the local authority for approval in writing detailing how infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicles could be delivered, post occupation of the development. The report shall comprise evidence of the physical equipment, alterations to the car parking area and office building and any subterranean works required to convert passive Electric Vehicle charger spaces to active spaces along with the required power supply necessary to support the Electric Vehicle chargers. The report shall be submitted to the local planning authority prior to commencement of any development work. The future conversion of passive Electric Vehicle spaces to active spaces shall be carried out in accordance with the approved Passive Electric Vehicle Charging Report for the lifetime of the development.

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

26. No residential paraphernalia may be stored in front garden areas for the five ground floor units, on or within private balconies or in or on the communal terrace.

REASON: In the interests of the appearance of the development and visual amenities of the area, and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

## APPENDIX A

### Neighbouring property addresses notified

28, Alderbury Road, Slough, SL3 8DJ, 42, Barton Road, Slough, SL3 8DF, 18 Wren Court, New Road, Slough, SL3 8JL, 72, Alderbury Road, Slough, SL3 8DL, 1, Alderbury Road West, Slough, SL3 8DH, 40, Alderbury Road, Slough, SL3 8DJ, 8, The Pippins, Orchards Residential Park, Slough, SL3 6QB, 50, Barton Road, Slough, SL3 8DF, 18, Alderbury Road, Langley, Slough, SL3 8DQ, 39, Talbot Avenue, Slough, SL3 8DB, 91, Alderbury Road, Slough, SL3 8DL, 31, Newton Close, Slough, SL3 8DD, 58, Station Road, Langley, Slough, SL3 8BT, 36, Maryside, Slough, SL3 7ET, 82, Alderbury Road, Slough, SL3 8DL, 5, Alderbury Road, Langley, Slough, SL3 8DQ, 70, Alderbury Road, Slough, SL3 8DL, 22, Hinksey Close, Slough, SL3 8EB, 20, Alderbury Road, Langley, Slough, SL3 8DQ, 27, Alderbury Road, Slough, SL3 8DJ, 51, Alderbury Road, Slough, SL3 8DJ, 47, Alderbury Road, Slough, SL3 8DJ, 60, Alderbury Road, Slough, SL3 8DJ, 38, Alderbury Road, Slough, SL3 8DJ, 24, Alderbury Road, Slough, SL3 8DJ, 77, Alderbury Road, Slough, SL3 8DL, 68, Alderbury Road, Slough, SL3 8DL, 25, Ember Road, Slough, SL3 8ED, 117, Alderbury Road, Slough, SL3 8DL, 61, Alderbury Road, Slough, SL3 8DJ, 64, Alderbury Road, Slough, SL3 8DL, 60, Barton Road, Langley, Slough, SL3 8DF, 14, Aldenham Close, Slough, SL3 7FN, 91, Scholars Walk, Slough, SL3 8LZ, 92, Scholars Walk, Slough, SL3 8LZ, 88, Scholars Walk, Slough, SL3 8LZ, 90, Scholars Walk, Slough, SL3 8LZ, 89, Scholars Walk, Slough, SL3 8LZ, 93, Scholars Walk, Slough, SL3 8LZ, 119, Alderbury Road, Slough, SL3 8DL, 117, Alderbury Road, Slough, SL3 8DL, 115, Alderbury Road, Slough, SL3 8DL, 113, Alderbury Road, Slough, SL3 8DL, 111, Alderbury Road, Slough, SL3 8DL, 109, Alderbury Road, Slough, SL3 8DL, 107, Alderbury Road, Slough, SL3 8DL, 105, Alderbury Road, Slough, SL3 8DL, 86, Alderbury Road, Slough, SL3 8DL, 88, Alderbury Road, Slough, SL3 8DL, 90, Alderbury Road, Slough, SL3 8DL, 92, Alderbury Road, Slough, SL3 8DL, 94, Alderbury Road, Slough, SL3 8DL, 96, Alderbury Road, Slough, SL3 8DL, 60, Station Road, Langley, Slough, SL3 8BT, 58, Station Road, Langley, Slough, SL3 8BT, 56, Station Road, Langley, Slough, SL3 8BT, 54, Station Road, Langley, Slough, SL3 8BT, 52, Station Road, Langley, Slough, SL3 8BT, 50, Station Road, Langley, Slough, SL3 8BT, 48, Station Road, Langley, Slough, SL3 8BT, Langley Business Centre, Clare House, 11, Station Road, Langley, Slough, SL3 8DS, Clare House, Third Floor, Station Road, Langley, Slough, SL3 8DS, Clare House, Part Ground And First To Second Floors, Station Road, Langley, Slough, SL3 8DS, Clare House, Ground Floor, Station Road, Langley, Slough, SL3 8DS, Langley Business Centre, The Bungalow, 11, Station Road, Langley, Slough, SL3 8DS, Langley Business Centre, 11, Station Road, Langley, Langley Business Centre, Buildings, 111, Station Road, Langley, Slough, SL3 8DS, Langley Railway Station, Car Park, Station Road, Langley, Langley Railway Station, Platform 4, Station Road, Langley, Slough, SL3 6DB, Langley Railway Station, Station Road, Langley, Station Cars, Langley Railway Station, First Floor Office, Station Road, Langley, Slough, SL3 6DB, Vestel Uk, Vestel House, 1, Waterside Drive, Slough, SL3 6EZ, Waterside Court, Unit 2, 2, Waterside Drive, Slough, SL3 6EZ, Waterside Court, 2, Waterside Drive, Slough, SL3 6EZ, Waterside Court, Unit 1, 2, Waterside Drive, Slough, SL3 6EZ, 3, Waterside Drive, Slough, SL3 6EZ, Ground Floor, 3, Waterside Drive, Slough, SL3 6EZ, Part First Floor, 3, Waterside Drive, Slough, SL3 6EZ, First Floor Front, 3, Waterside Drive, Slough, SL3 6EZ, 15, Thorne Road, Slough, SL3 7UQ, Langley St Marys Ward Neighbourhood Action Group, 52, Ives Road, Slough, SL3 8PA, 18, Layton Crescent, Slough, SL3 8DP, 69, Layton Crescent, Slough, SL3 8DP, 65, Layton Crescent, Slough, SL3 8DP, 2, Talbot Avenue, 45, Churchill Road, 21, Alderbury Road West, 76, Scholars Walk, Slough, SL3 8LZ