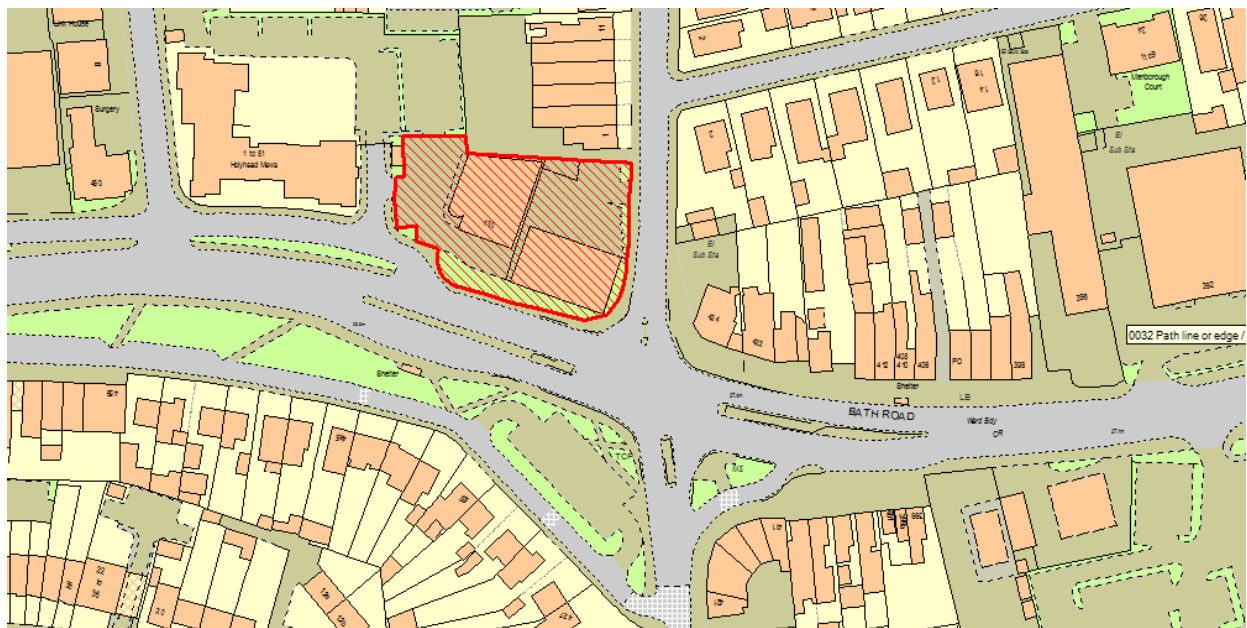


Registration Date:	21-December-2020	Application No:	P/00442/017
Officer:	Neil Button	Ward:	Haymill & Lynch Hill
Applicant:	Mr. Sean Bates, Feltham Properties Ltd	Application Type:	Major
Agent:	Mr. James Iles, Pro Vision Grosvenor Court, Winchester Road, Ampfield, SO51 9BD		
Location:	426-430, Bath Road, Slough, SL1 6BB		
Proposal:	Reserved matters application for approval of full details regarding matters of Appearance, Landscaping and Layout pursuant to outline planning permission (and Approval of Scale and Access) for demolition of existing buildings and redevelopment to provide up to 75 dwellings, including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure (Ref. P/00442/016) dated 25th September 2020.		

**Recommendation:** Delegate approval to the Planning Manager for approval subject to conditions.



## **P/00442/017 - 426-430 Bath Road**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to finalising conditions; and any other minor changes following the expiry of the statutory consultation on 19<sup>th</sup> March 2021.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This application seeks reserved matters approval for Landscaping, Layout and Appearance in connection with an outline application (with Access and Scale approved) for the redevelopment of 426-430 Bath Road. The proposals comprise the erection of a six storey residential building on a site comprising two commercial plots of land to provide 75 flats with ground level car parking, roof terraces and landscaping.
- 2.2 The proposed development is consistent with the revised illustrative scheme (condition 4 of the outline approval) and is in accordance with the approved height and parameters (relating to scale as per condition 3 of the approved scheme). These conditions were recently varied by way of a s96A application [Ref: P/00442/018] which clarified the elements of the outline consent which are approved insofar as they relate to height and scale. The proposal comprises a building which extends to 6 storeys and steps down to two storeys along the rear boundary. The proposed building would front Bath Road and would extend around the corner onto Station Road.
- 2.3 The proposed revised development would provide up to 75 flats with a mix of 28 x 2bed and 47 x 1 bed apartments. Of these the affordable provision is 4 x 2 bed 3 person and 3 x 1 bed 2 person in accordance with Schedule 4 Paragraph 11 of the s106 agreement attached to the outline permission.
- 2.4 The detailed layout identifies that 60 car parking spaces could be provided and 78 cycle spaces which is in accordance with conditions 22 and 14 of the outline permission.
- 2.5 The existing access from the Bath Road will be removed and the new access will be from Station Road in the same location as the existing access.
- 2.6 The proposed scheme includes a private amenity space as a roof-top terrace, plus private terraces/Juliet/projecting balconies to the majority of the

apartments.

### 3.0 **Application Site**

- 3.1 The 0.21 Ha site is on the corner site of Station Road and Bath Road. The site is brownfield in nature and is occupied by two commercial premises within separate land ownerships. The eastern parcel of the site contains a branch of a national multiple car tyre business and the western parcel comprise a two storey office. The site does not fall within the Simplified Planning Zones. The site has recently been fenced off following the vacation of the car tyre business.
- 3.2 There is no residential use on the site at the moment. The site is not in a Conservation Area. There is a Listed Milestone on the opposite side of the A4 in the traffic island. There are three birch trees along the site frontage.
- 3.3 To the north of the site is a parking courtyard to the existing flats on the adjacent site. These flats were approved in 2004 are five storeys tall and are finished in buff brick and render with a flat roof. To the north of the Station Road end of the site are a few mixed uses conversions with A1 uses on the ground floor and flats above. These were two storey homes when constructed but have been modified to the rear for commercial purposes.
- 3.4 To the south of the site are semi detached inter-war style family dwellings which appear to be in largely original condition from the frontage.
- 3.5 The surrounding wider area comprises a mix of commercial and residential uses. The more immediately locality, north of the A4, mainly of a residential nature.
- 3.6 The site is approx. 2.5 miles from the Town Centre, 1 Mile from Junction 7 of the M4 and 500m from Burnham Station. There are several bus stops nearby on the Bath Road, Elmshott Lane and Station Road. There is a parade of shops and restaurants immediately to the north of the site on Station Road. St Andrews Church, Cippenham Library and Cippenham Primary School and parade of shops/showrooms on Elmshott Lane are located to the south of Bath Road (on Elmshott Lane) circa 400m from the site.

### 4.0 **Site History**

- 4.1 A number of planning applications have been submitted, but these relate to the respective businesses presently on the site and are of a minor nature (advertisements, minor alterations etc). The recent applications on the site(s) include:
- 4.2 P/00442/014: Demolition of existing buildings and redevelopment [of 426-430 Bath Road] to provide up to 60 dwellings (one, two and three bedroom flats), including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure (Outline application to consider access and scale). Approved subject to s106 and conditions dated 15<sup>th</sup> February 2019.

- 4.3 P/00442/015: Outline application [at 430 Bath Road only] for the demolition of the existing building and redevelopment of the site to provide up to 28no. dwellings, including access, parking, landscaping, boundary treatments and associated infrastructure (Outline application seeking approval for access and scale, with appearance, landscaping, and layout reserved). Withdrawn
- 4.4 P/00442/016: Outline Planning Permission to include Matters of Access and Scale for the demolition of existing buildings and redevelopment to provide up to 75 dwellings, including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure. Matters of Appearance, Landscaping, and Layout are Reserved. Approved subject to s106 25<sup>th</sup> September 2020.
- 4.5 P/00442/018: Non Material Amendment to Planning Permission (Ref: P/00442/016 dated 25/09/2020) comprising a modification to the approved drawings (subject to conditions 3 and 4) under s96A (3) of the Town and Country Planning Act (1990) as amended. The modification relates to the deletion of the measurement of the gap between the development and adjacent properties to the north on Station Road. Approved 4<sup>th</sup> February 2021

## 5.0 **Neighbour Notification**

- 5.1 Site Notices x 5 (Dated 4<sup>th</sup> January 2021) & Press Release (Dated 26<sup>th</sup> February 2021)
- 5.2 No neighbour representations have been received at the time of writing this report.

## 6.0 **Consultation**

### 6.1 Transport and Highways

No objections to the proposals subject to the submission of tracking plans for larger vehicles. No objections to the Delivery and Servicing Plan.

### 6.2 Landscape Officer:

I have looked through the LMP submitted by Landscape Perspective Ltd. The contents and standards should ensure the establishment and long term success of the landscape around the building. I have reviewed Site Plan - colour - hard landscape FC919-0-05 which given the constraints on the site is acceptable. I also note that there is not tree protection plan to secure the retention of the highway trees on the verge adjacent to the site. It would be useful to have this information ahead of any approval if possible. We need the soft landscape plans which details where all the plants will be planted. The soft landscape could remain a matter for condition if they do not wish to provide the details at this time.

6.3 Environmental Quality: No comments

6.4 Housing Officer: No comments

6.5 Crime Prevention Design Advisor

I do not wish to object to the proposals. However, I consider some aspects of the design and layout to be problematic in crime prevention design terms and therefore feel that the development may not meet the requirements of the National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127. Detailed Comments:

Secure Residential core: In order to prevent unauthorised access onto and between residential floors I ask that each core (lift and stair case) lobby doors sets isolate the core from private residential corridors. Building Regulations ADP-Q require that these communal entrance doors meet the minimum physical security standards of PAS 24:2016. These in turn must be controlled by an electronic remote release system with intercom audio link to apartments. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance.

Physical security: A condition is recommended which requires a written strategy for access control to be submitted to, and approved by the authority.

To aid the applicant, the further detailed advice is provided relating to the need for compartmentalisation of each floor, secure entrances, communal lobbies, bin and cycle store doors and electronic gates/shutters to the car park (which will be included within an informative) as an aid to achieving this condition.

6.6 Waste Management

Bin stores: To take the 1100lt bins out of the bin store the DSO require a master key to the bin store roadside lock. The adjacent store exit door should have a dropped curb to facilitate the 1100lt bins movements to collection point due to the small wheel base of the 1100lt bins.

Food waste collection will be mandatory by 2023: Has the developer target proofed the waste storage capability of this new development for storage and collection of food waste? In the assessments Waste the discussion only seem to concern recycling dry goods and burnable refuse. Storage will be required in the flats and in the bin stores for separated food waste.

## **PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this

application:

The National Planning Policy Framework (NPPF) 2019

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

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); 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.

Footnote 6 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

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

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 5 – Employment (inc “Areas for Major Change”)
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 8 – Natural and Built Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

- Policy H10 – Minimum Density
- Policy H14 – Amenity Space
- Policy EN1 – Standard of Design
- Policy EN3 - Landscaping
- Policy EN5 – Design and Crime Prevention
- Policy T2 – Parking Restraint
- Policy T8 – Cycling Network and Facilities

## Composite Local Plan – Slough Local Development Plan and the NPPF

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

The revised version of the National Planning Policy Framework (NPPF) was published upon July 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.

### Other relevant documents

- Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
- Slough Local Development Framework Proposals Map 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)

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

- 1) Principle of development;
- 2) Reserved Matters – Appearance & Layout;
- 3) Reserved Matters – Landscaping;
- 4) Relationship with neighbouring properties;
- 5) Parking and highway safety.

### 8.0 **Principle of Development**

8.1 The principle for a residential development of up to 6 storeys has been established through the recent grant of outline planning permission for up to 75 flats (ref: P/00442/016) dated September 2020. Scale and Access have been approved in regards to the proposed development which permits buildings up to 6 storeys with access from Station Road.

8.2 The applications seeks approval for Appearance, Layout and Landscaping in

detailed form and the applicant has submitted a number of detailed plans and a Landscape Management Plan in support of the proposals.

- 8.3 The report will cover these details alongside a review of the environmental impacts and car parking/highways impacts to determine whether the proposals are acceptable in their detailed form.

9.0 **Reserved Matters: Appearance & Layout**

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.

- 9.2 The proposed building would be six storeys in height which is similar (in terms of scale and height) to the five storey block of flats at the adjoining Holyhead Mews. Illustrative elevations of Bath Road and Station Road facades were submitted under the approved scheme and these have been further articulated through the detailed design.

**Appearance:**

- 9.3 This Reserved Matters application complies with the details of scale approved as part of the outline planning application. The maximum height of the proposed building of 19.55m at the south east corner matches that listed in conditions 3 and 4 under the approval (as varied by way of the aforementioned s96A). To provide visual interest, the ridge height is varied; the highest part of the building is located on the prominent corner of Bath Road/Station Road and the building height is broadly aligned to the height of Holyhead Mews to the west. The building steps down to the existing two storey development fronting Station Road. The below elevations of Bath Road and Station Road comprise the main principal elevations.







- 9.4 The proposed elevations (including the corresponding courtyard elevations and western facades) have been reviewed by officers and subject to refinement at the pre-application stage. The entrances are clearly defined with the same materials language used for both whilst the canopies are different to respond to the different locations. Open grills in form of laser-cut patterned steel panels are proposed at ground floor level to the car park allow for a more active frontage with clear views through the under-croft. These will be further highlighted by the use of lighting at night. The transition between materials has been simplified and the introduction of vertical elements gives a rhythm to the south side. Fenestration has been varied to complement the rhythm and to assist with the creation of a more active frontage.
- 9.5 Balconies have been added to the centre section on the north side to make maximum use of potential amenity, these are positioned so that living rooms have a door onto the balcony but also a full height window that is not obscured by the balcony to retain views and allow maximum daylight into these rooms.
- 9.6 The north east section of the building where it steps down has been rationalised and simplified. The use of the different materials here is designed to reflect the height of the neighbouring buildings.
- 9.7 The proposed materials are designed to match the existing area. The modern palette is designed with complementing textures and colours. The majority of the external is brickwork, in two contrasting colours to break up the mass and create interest.



9.8 The materials set out in the Design and Access Statement are as follows:

- Light Brick: Gibraltar pale grey buff brick;
- Darker brick: Graphite Black Multi or Westminster Blue Black Brick;
- Cedral Click C18 Slate Grey;
- Light colour render to entrance features;
- Black Juliet design;
- Gutter / Downpipe – Black;
- Grills to parking area - laser cut metal;
- Metal Coping to follow all around the edge of the roof line

9.9 It is considered that the materials selected respond to the predominant brick-based buildings within the locality. The DAS provides alternative material options to inform the assessment. However, in principle the palate of materials illustrated in the rendered elevations and CGI above demonstrates that the proposals will provide a sufficient quality appearance. The final materials can be conditioned. The appearance of the building is considered to be satisfactory in townscape terms and would be compatible with the scale and height of Holyhead Mews to the west.

9.10 The detailed plans show that the proposal respects the building lines, materiality and proportions of the adjoining building and could be of a good quality design. Minor revisions have been submitted as part of the application due to the need to provide additional sustainable design features (ie: to incorporate air source heat pumps) and this has resulted in the need to raise the parapet height on the southern elevation by circa 400mm. This amendment has no bearing on the acceptability of the proposals. The proposed appearance of the development is considered to raise no significant design and street scene concerns and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

## Layout:

- 9.11 The proposed layout is consistent with the illustrative scheme submitted under the outline approval. The proposals comprise a part 2, part 3, part 5 and part 6 storey building with a car parking area provided in the full extent of the ground floor with 75 residential apartments above. Residential entrances are provided on Station Road and on the side access road adjacent to Holyhead Mews. These are least exposed to the Bath Road frontage and so it is considered the entrances are located in appropriate positions.



- 9.12 The Station Road/Bath Road corner element incorporates access to a cycle store which provides access into the parking undercroft. This provides some further animation and activation at the ground floor and is considered acceptable subject to the security provisions being provided (to respond to the Crime Prevention Design Advisor comments). The ground level parking area contains some landscape features incorporated into the layout to soften the appearance. There is limited scope for tree planting and so this is considered to be acceptable. The layout of the car parking spaces is considered further in the transport section, but in principle the ground floor layout is considered to be acceptable.
- 9.13 The upper floors have been arranged around two cores with residential units located off the central corridors. The accommodation schedule confirms that the flats will meet the minimum sizes set out in the Nationally Described Space Standards for 1 bed and 2 bed units. Given the layout of the plan, dimensions of the size and position of the cores, the proposals create a greater proportion of single aspect units which is unfortunate. Dual aspect flats are provided around the corners where possible and the central internal facing flats will have access to private balconies.

- 9.14 One of the key features of the layout comprises the communal roof terrace at fifth floor level. This is accessible for all residents in the block and the submitted layout for the terrace indicates this will provide a good facility for residents.
- 9.15 The applicant has submitted revised floorplans which indicate how the detailed comments made by the Crime Prevention Design Advisor can be addressed by way of compartmentalising the residential cores and providing adequate security measures to ensure compliance with Policy EN5 of the Local Plan. The planning condition on the outline permission requires Secure by Design compliance so there is no further requirement for a new condition on this reserved matters submission. In summary, officers consider the proposed layout is acceptable.

**Landscaping:**

- 9.16 The application site has limited soft landscaping, but an area of amenity grassland (outside of the application site) will remain on the Bath Road frontage, including the existing trees. Paving to the perimeter within the site boundary will be Marshalls Tegula or similar approved with feature pattern at the entrance in a contrasting colour. The rear car park will be made secure by the installation of simple hoop top 1800 high railings
- 9.17 The landscape strategy for the Bath Road and Station Road frontage comprises planting to soften the elevation of the building at ground floor. This can be achieved by planting larger shrubs between the windows and low planting in front of the windows to not restrict daylight coming into the car park. The planting will be a mix of evergreen and deciduous shrubs to create seasonal interest and visual amenity for the residents looking down onto the space from the apartments above. Within the car park areas to the rear of the building planting will be carried out to soften the boundaries and to provide biodiversity improvement and visual interest on entering the car park.
- 9.18 The fifth floor contains a communal roof terrace. The terrace takes the form of a series of garden rooms and is designed to create usable attractive amenity space with landscaping and planters dividing the space into smaller enclaves and including seating, tables and shelters etc. These will be incorporated into the design of the terrace and securely fixed to the building fabric. The planters, some of which have vertical green screens for privacy, add greenery to the area and create a domestic external area. The roof will be edged in black metal coping with an 1800 mm high opaque glass hand rail barrier to the edge of the terraces. Shade structures are proposed to provide shelter and privacy, with a mix of free-standing furniture and integral hardwood bench seating in the raised planters. Planting is proposed to be simple, low maintenance and contemporary using grasses and herbaceous material.
- 9.19 There are a series of private terraces on the north eastern section of the building at 4th and 3rd floors together with private terraces for apartments 68, 72, 73 and 74 at 5th floor level.

- 9.20 There are a total of five existing trees on or immediately adjacent to the application site, including three birch trees on the Bath Road frontage and two Rowan trees on the western boundary. Of the 3 existing trees on or immediately adjacent to the south of the application site all but one will be retained, with one silver birch being removed to facilitate development. The applicant confirms that replacement trees will be planted to mitigate against this loss. Details of the planting of new trees along with the methods of tree protection will be conditioned.
- 9.21 The Council's Landscape Officer raises no objections to the proposals and officers consider the landscape provisions are of a good quality to warrant approval. It is considered that the details submitted to discharge the Reserved Matters are acceptable and the proposal could comply with Core Policy 8 of the Core Strategy, Policies EN1, EN3, EN5 and H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

#### 10.0 **Relationship With and Potential Impact on Neighbouring Properties**

- 10.1 The main area for consideration would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and over-dominance. The separation distances are now fixed herein, and the potential for overshadowing and the creation of a sense of enclosure has been considered in this assessment.
- 10.2 The guidelines set out in The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document regarding generally acceptable separation distances within a residential context are considered to be of relevance.
- 10.3 The separation distances are shown on the indicative drawings. A separation distance of 12m is shown in relation to Holyhead Mews (to the west) due to an access road. This means that in order to meet the 15m primary elevation to gable separation distance, the scheme should ideally be inset by 3m. However, officers consider that the resulting distance is not going to pose an unreasonable constraint on a site that measures 62m wide. The extent of impact on the adjoining neighbours is considered to be minimal given the facing windows serve hallways and secondary room windows in Holyhead Mews. The resultant amenity levels within would therefore not be significantly reduced as a result of the development. This was considered at the outline stage and remains acceptable to officers.
- 10.4 It is noted that in relation to the immediate facing dwellings (at Holyhead Mews and to 1-11 Station Road), no rear gardens will be overlooked as these areas comprise parking and service areas. Equally the windows on the rear elevations (of 1-11) will all face west which will not be affected by the development. The east facing windows in Holyhead mews appear to be to communal hallways and secondary rooms. Combined with the modest separation distances, the resulting relationship between the adjoining buildings is sufficient to mean that there are no concerns raised as regarding

impact of the proposals to the south or western elevations. The scheme steps down to two storeys along the rear boundary. This is considered to be sensitive to the domestic scale of the area to the north west and will reduce the visual impacts to the rear. There are no significant issues to reconsider in terms of the revised scale and height of the development which is in line with the illustrative proposals and in full accordance with the approved parameters set out in condition 3 of the outline approval.

10.5 In summary, no conflict is found with regards Local Plan Policy EN1 or Core Policy 8 of The Core Strategy. The scheme is able to respect its location and surroundings and respect the amenities of adjoining occupiers.

#### 11.0 **Parking and Highway Safety**

11.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

11.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

11.3 The existing building is located in a sustainable location and has a wide range of schools, transport, shops, employment etc open to prospective residents. For these reasons the site has been identified as being able to be reused for residential purposes.

11.4 The scheme contains 60 car parking spaces for 75 units, at a parking ratio of 0.8 spaces per dwelling. This reflects the sustainability of the location, which would be highlighted further through the site Travel Plan secured by way of the s106 agreement.

11.5 The Council's Highway consultee has raised no major objections to the level of parking.

11.6 The principal matters for consideration of the reserved matters submission relate to the proposed car and cycle parking arrangement and the location and layout of the bin stores. The applicant has submitted a tracking analysis of the least accessible car parking spaces which indicate adequate access/egress can be achieved for vehicles measuring 4.532. Although Highways officers raise no objection to the proposals, additional tracking detail is requested for larger vehicles. This has been requested from the applicant and will be reviewed prior to concluding the assessment.

11.7 The applicant has submitted a Delivery and Service Plan (DSP) (which is required under condition 19 of the outline permission) to confirm the proposed arrangements which should be read alongside the proposed ground floor layout. It is considered the fundamental layout issues are resolved through the proposed plans and the DSP is acceptable.

11.8 Notwithstanding the need for additional conditions and planning obligations on the outline planning permission, it is considered that the development is acceptable in terms of traffic impact and car/cycle parking provisions to avoid severe impacts on the local highways network in accordance with Policies T2 and T8 of the Saved Local Plan (2004), Core Policy 7 of the Core Strategy (2006) (and Developer Guide 3) and National Planning Policy Framework (2019).

#### 12.1 **Impact on Heritage Assets**

12.2 Opposite the site, on a traffic island to the south of the A4, is a Grade II listed milestone dating from the late 1700's.

12.3 Section 66 of the Planning and Listed Buildings Act, places a legal duty upon decision makers to have "*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest*". This duty is reinforced in the Framework which states expectations of applicants to describe assets should be "*...proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance*". (Paragraph 132).

12.4 The Framework places equal weight on harm to the setting of a heritage asset as to the asset itself.

12.5 To this end, the setting of the milestone is considered to be a) small and b) In the same way that a Church's setting is its graveyard or a farm it's farmstead, the A4 road to which the milestone serves is considered to be its setting (and indeed original functional purpose).

12.6 Great weight is assigned by officers to the value of the heritage asset. In this instance, no change is found to the setting of the Milestone and by extension no harm is found to the asset itself arising from these proposals.

12.7 Consequently officers are satisfied that it's legal duties as regards The Act and attendant guidance (found in, inter alia, Chapter 12 of the Framework) have been discharged.

12.8 This matter is therefore given neutral weight in the decision making process since no harm has been identified but equally no heritage benefits arise from the proposals.

#### 13.0 **Presumption in Favour of Sustainable Development**

13.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver "sustainable development." The Local Planning Authority can not demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing as

set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law should be applied.

13.2 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy. A detailed planning balance was carried out in connection with the outline approval and, on balance, officers consider the scheme could be supported. Officers therefore give due consideration to the provision of 75 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough, in combination with compliance with the relevant planning policies and considerations as set out above, the Local Planning Authority consider that the limited adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole. On balance, the reserved matters application is recommended for approval.

#### 14.0 **Summary**

14.1 The proposal has been considered against relevant development plan policies and the NPPF, and regard has been had to the comments received, and all other relevant material considerations.

14.2 Having considered the relevant policies set out, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approved subject to conditions.

### **PART C: RECOMMENDATION**

#### 15.0 **Recommendation**

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

A) For approval subject to following the expiry of the statutory consultation on 19<sup>th</sup> March 2021.

#### 16.0 **PART D: CONDITIONS**

##### 1. Approved Plans

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

- Site Location Plan, drawing number 50583/P1-01
- Site Plan, drawing number FC919-0-01 rev R1
- Approved Outline Overlay on Reserved Matters Footprint, drawing number FC919-0-04 rev R2



- Site Plan Hard Landscape Colour, drawing number FC919-0-05 rev R1
- Ground Floor / Parking Plan, drawing number FC919-1-02 rev R2
- First Floor Plan, drawing number FC919-1-03 rev R2
- Second Floor Plan, drawing number FC919-1-04 rev R2
- Third Floor Plan, drawing number FC919-1-05 rev R2
- Fourth Floor Plan, drawing number FC919-1-06 rev R2
- Fifth Floor, drawing number FC919-1-07 rev R2
- Roof Plan, drawing number FC919-1-08 rev R2
- Materials Elevation, drawing number FC919-2-05 rev R1
- North and South Elevations, drawing number FC919-2-11 rev R2
- East and West Elevations, drawing number FC919-2-12 rev R2
- North and South Elevations Colour, drawing number FC919-2-15 rev R1
- East and West Elevations Colour, drawing number FC919-2-14 rev R1
- Sectional Elevations AA and BB, drawing number FC919-3-01 rev R2
- Planting Plan for Ground Floor, drawing number L90-300 rev D
- Planting Plan for Roof Terraces, drawing number L90-301 rev B
- Planter Details, drawing number L90-302 rev B
- Landscape Management Plan, prepared by Landscape Perspective (September 2020)
- FC919-1-22 Rev R1 Ground Floor Security Plan
- FC919-1-23 Rev R1 First Floor Security Plan
- FC919-1-24 Rev R1 Second Floor Security Plan
- FC919-1-25 Rev R1 Third Floor Security Plan
- FC919-1-26 Rev R1 Fourth Floor Security Plan
- FC919-1-27 Rev R1 Fifth Floor Security Plan

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 National Planning Policy Framework (2019).

## 2. Tree Planting

Prior to the commencement of the work on the external facades of the building hereby approved, the following details of the proposed trees to be planted within the site shall be submitted to and approved in writing by the Local Planning Authority:

- a) a scaled plan showing all trees and plants to be planted;
- b) a schedule detailing type sizes and numbers/densities of all proposed trees
- c) specifications for operations associated with tree establishment and maintenance that are compliant with best practice; and
- d) location, type and materials to be used for hard landscaping including specifications, where applicable for:
  - tree pit design

- use within tree Root Protection Areas (RPAs)

The trees shall be planted in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. All soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) or planting that die, are removed or become severely damaged or diseased shall be replaced within five years of planting. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

### 3. Tree Protection Plan

Prior to the commencement of the development hereby approved, a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

- A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- Methodology and detailed assessment of root pruning.
- Arboricultural supervision and inspection by a suitably qualified tree specialist;  
Reporting of inspection and supervision.

Occupation will not be permitted until the approved tree protection measures have been implemented on site and shall be provided and maintained during the period of construction works.

REASON: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with policy EN3 of the Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990.

INFORMATIVE(S):

1. A section 106 agreement accompanies the outline planning permission P/00442/016.
2. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
3. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
7. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
8. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
9. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
10. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.

11. The system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
- External Communal entrance: All external and internal Communal entrance doors should meet the requirements of the minimum physical security requirements of LPS1175 issue 8 B3 access controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must record and store images for a minimum of 30 days.
  - Secure communal lobbies: Any internal door sets should meet the same specification as above.
  - Bin and cycle store doors and external sliding doors and roller shutters: These must be robust and secure, meeting the same standards LPS1175 issue 8 B3.
  - Car parks that aren't secure, are extremely vulnerable to criminal activities. They can attract anti-social behaviour, criminality and ASB associated whilst providing a place for the homeless to sleep or shelter. The crime, anti-social behaviour and the fear of such crimes can result in the occupants abandoning the parking facilities. Poor access control, surveillance and management practices can facilitate criminal activity in specific sites. I strongly recommend that access to the basement car park be made secure through the inclusion of electronic gates or shutters (LPS1175 issue 8 BR3 or equivalent). These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. .
  - The parking facility will incorporate communal entrance doors for the residential cores. Access to private residential dwellings must be made secure. I would ask that that parking facility communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel
12. In accordance with paragraphs 38 and 39 of the National Planning Policy Framework (2019), Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive manner by offering a

pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant was informed of the issues arising from the proposal and given the opportunity to provide additional information in order to address those issues prior to determination. The applicant responded by submitting additional technical information and amending the application to propose on-site delivery of affordable housing which was considered to be acceptable.