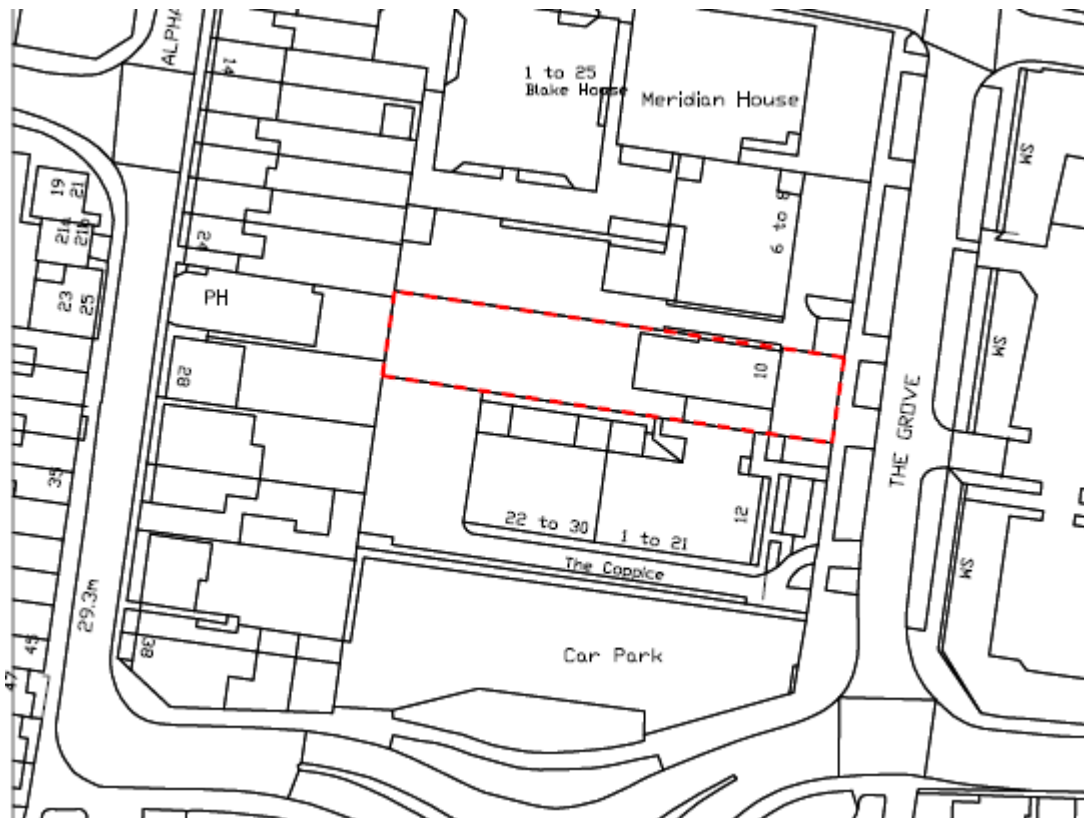


Registration Date:	01-Feb-2021	Application No:	P/03138/014
Officer:	Komal Patel	Ward:	Central
Applicant:	Mr Hugo Fonsenca, Aynstone Limited	Application Type:	Major
		13 Week Date:	3 May 2021
Agent:	Mr Jonathan Jarman, Bell Cornwell LLP Unit 2, Meridian Office Park, Osborn Way, Hook, RG27 9HY		
Location:	10 The Grove, Slough, SL1 1QP		
Proposal:	Construction of an upward extension, external alterations and change of use of the existing office building to create 11no. self-contained flats and the erection of 5no. new dwellings to the rear, including landscaping and the provision of secure cycle and bin storage		

**Recommendation:** Delegate to Planning Manager for approval



## **P/03138/014 - 10, The Grove, Slough, SL1 1QP**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to conditions.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

### **PART A: BACKGROUND**

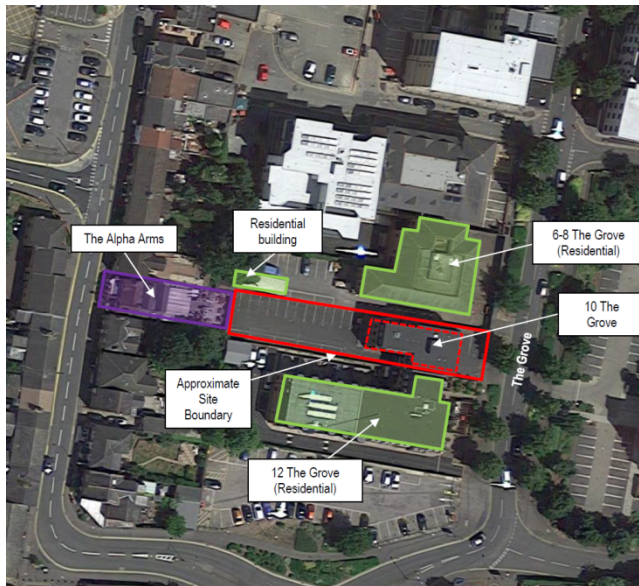
#### **2.0 Proposal**

- 2.1 This is a full planning application for:
  - Conversion of the existing office block to residential including a mansard roof extension, comprising of 11no self-contained residential units (5 x 1bed, 6 x 2bed)
  - Erection of 5no new mews dwellings to the rear (4 x 2bed, 1 x 3bed)
  - The provision of 16no secure cycle parking racks at ground floor level
  - Refuse and recycling facilities

#### **3.0 Application Site**

- 3.1 The application site is located to the west side of Slough Road as part of a row of commercial detached buildings close to Slough's High Street. The application site contains a two storey building with a mansard roof. Most of the buildings have secured planning permissions to either develop their back lands into residential or to convert the office blocks to residential over the past decade.
- 3.2 To the west of the application site lies a public house (The Alpha Arms). No. 12 The Grove, immediately south of the site, secured a full height extension to the office block, creating townhouse style housing units through to the back of the plot. No. 8 The Grove, immediately to the north of the site, secured planning permission for smaller, 2 storey mews style housing at the rear of the site and the office block itself has secured prior approval consent for 22no 1bed flats.

- 3.3 The site is designated part of the Town Centre on the Proposals Plan; the site is not in a conservation area; the existing premises are not a Listed Building; and, it does not lie in a Flood Zone requiring a Flood Risk Assessment.



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

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

P/03138/004 - ERECTION OF PORTAKABIN FOR TEMPORARY OFFICE BUILDING – Approved 1980

P/03138/005 - ERECTION OF THREE-STOREY REAR EXTENSION AND NEW SECOND FLOOR – Approved 1980

P/03138/006 - ERECTION OF NEW OFFICES IN TWO LINKED BLOCKS (555.2 SQ M S) – Approved 1982

P/03138/007 - ERECTION OF TEMPORARY OFFICE ACCOMMODATION FOR USE DURING DEMOLITION OF EXISTING OFFICES AND ERECTION OF NEW ON SAME SITE – Approved (limited period permission) 1983

P/03138/008 - ERECTION OF ENCLOSURE TO EXISTING GROUND FLOOR COVERED WAY. – Approved 1986

P/03138/009 - NEW MAIN ENTRANCE TO EXISTING BUILDING INCORPORATING EXTERNAL STEPS, RAILINGS FOR STEPS AND SMALL CANOPY OVER ENTRANCE – Approved 2002

P/03138/010 - ERECTION OF A PREFABRICATED SMOKING SHELTER – Approved 2004

F/03138/011 - Prior approval for change of use from class B1 (A) offices to class C3 residential for 8 units (4no. 1 bedroom flats and 4no. 2 bedroom flats). – Prior Approved Granted March 2020

P/03138/012 - Construction of a roof extension, external changes to the existing building and creation of 5no flats – Withdrawn 2021

P/03138/013 - Construction of 5no new dwellings and associated works to create 1 x 3 bedroom house and 4 x 2 bedroom houses – Withdrawn 2021

## **5.0 Neighbour Notification**

5.1 A Neighbour consultation took place by way of a site notice.

5.2 No neighbour responses were received.

## **6.0 Consultations**

### **6.1 Local Highway Authority:**

#### **1. Refuse Storage plan**

- a. The applicant has shown some bins on the ground floor plan however they have not specified the capacities, intended users or followed our requirements as can be found in the developers guide.
- b. The 11no flats need to be served using 1100l Eurobins, 1 is required for residual waste and 1 for recycling. These bins must be sited within 10m of where the refuse vehicle will stop to collect waste (which will most likely place the bins to the front of the building in a suitable enclosure.
- c. The 5no mews dwellings must be served using 180l wheelie bins, 1 each for residual waste and recycling for each property making a total of 10no 180l wheelie bins. These must be sited within 30m of the collection point (max carrying distance for the refuse collectors for wheelie bins).
- d. A link to the relevant document is provided here <https://www.slough.gov.uk/downloads/file/182/refuse-and-recycling-storage-for-new-dwellings>
- e. It should also be noted that the bins being kept in the undercroft section is not ideal as this is not a secondary route or service area, this is the primary route to reach the residential units within this development and residents will have to walk past the bins when entering or leaving their premises, these being in an undercroft could poses some concerns with unpleasant odours.

## **2. Cycle Storage Plan**

- a. The applicant has tried to address this point by providing 11no Sheffield stands within the undercroft area at ground floor level. Cycle parking for residents parking must be secure, covered and well overlooked, the proposed stands are not considered secure and more suited to short term visitor parking as opposed to for longer term residents use. As such, the cycle parking needs to be secured, as this is only 11no units, I would recommend on individual cycle lockers to be provided to meet this requirement.
- b. The cycle parking shown appears to be for the flats however there is no cycle parking shown for the mews dwellings to the rear. These dwellings also need cycle parking at a minimum ratio of 1 space per dwelling, this must be segregated/secured separately from the cycle parking for the 11no flatted units.

## **3. Remove Landscaping from the Under-Croft**

- a. The applicant has now addressed this and we have no further concerns in respect of this matter.

## **4. Deliveries and Servicing Management Plan**

- a. This was previously requested from the applicant however the applicant has failed to satisfactorily address this point. The applicant has stated that service and delivery vehicles will park in the visitor bays to the front in response to the request to provide a DSMP. This is doubtful, there is no details or control over how the visitor bays will operate and from experience, given the extremely low parking provision being offered, these will most likely be occupied most of the time. Deliveries and servicing cannot be timed around visitors therefore this does not work.
- b. Furthermore in terms of a DSMP, we expect details of how these activities will be managed and how the site will operate safely without any internal or external conflicts with other users (this should be a text document supported by drawings).
- c. The DSMP must include swept paths for delivery and service vehicles, demonstrating the required manoeuvres, demonstrating that they can be undertaken in a safe and realistic manner. This should include the largest vehicles intended to access the site. It must be noted that a majority of delivery/courier companies operating in the Slough area use Long wheelbase (LWB) Mercedes Sprinter vans and therefore as a minimum these need to be shown as these types of vehicles from the various courier companies often deliver several times a day. Details of refuse collection have not been provided however if it is intended that refuse vehicles are to enter the site, these should also be shown, if not details of how refuse is to be collected must be

demonstrated. If collection points are intended for collection day, these must be detailed and also shown on a plan including where a management company may need to move bins from the storage to collection areas and back again on bin collection days.

**5. Under-Croft Pillars to be shown on Plans**

- a. These are now shown and I confirm they are acceptable

**6. Pedestrian Routes Widened to a Minimum of 1.8m**

- a. I confirm the pedestrian route has been suitably widened

To summarise above, the applicant has made an attempt to address some of our previous concerns however outstanding matters remain which must be addressed to satisfy us that the site can operate safely without having an adverse impact on highway safety or the operation of the highway, therefore we cannot support the application in its current form.

Should you be minded to grant approval for this application, I would request that the outstanding matters are secured by means of pre-commencement conditions however given that some of the points haven't been addressed, we'd suggest that further details are obtained.

**6.2 Contaminated Land Officer:**

I have reviewed the revised reports **Environmental Desk Study and Preliminary Risk Assessment** (Ref. CL/2961/TG & CL/2859.Rev1/TG), dated April 2020 and May 2020 respectively, and prepared by Apple Environmental Limited.

Please see my comments below:

- Due to the new proposal to have the whole site redeveloped as a whole, the report identifies that there could be some sources of potential contamination present on site, that could pose a risk to users associated with the proposed soft landscaping areas. As such, it is recommended that targeted intrusive site investigation is carried out in order to deal with any potential residual risks to the proposed residential receptors.

Based on the above, I propose the following conditions are placed on the Decision Notice:

**1. Phase 2 Intrusive Investigation Method Statement (APAS code: NEN17)**

*Based on the findings of the Desk Study Reports (Ref. CL/2961/TG & CL/2859.Rev1/TG), 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 C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.*

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

**2. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy (APAS code: NEN18)**

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

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

**3. Remediation Validation (APAS code: NEN19)**

*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.*

### 6.3 **Environmental Quality:**

#### **Air Quality Background**

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), including:

- Slough Town Centre
- M4
- Tuns lane
- Brands Hill
- Bath Road

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM2.5 in Slough (PHE).

SBC adopted the Slough Low Emission Strategy 2018-25 on the 17<sup>th</sup> September 2018. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy 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 Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.



## **Proposal**

*Construction of an upward extension, external alterations and change of use of the existing office building to create 11no. self-contained flats and the erection of 5no. new dwellings to the rear, including landscaping and the provision of secure cycle and bin storage.*

## **Air Quality Comments**

In line with the Slough Low Emission Strategy, the scheme is considered to have a MINOR impact on air quality. As such, the scheme would only require 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.

The nearest air quality monitoring location is on Hencroft Street, which is in a similar environment to the proposed development. This monitoring location records concentrations far below the air quality objective and therefore indicates that there will not be an exposure issue at 10 The Grove.

There is limited parking associated with the development (3 spaces), however it is requested that one of these parking spaces has access to EV charging.

## **Mitigation Requirements**

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. It is requested that one space has access to electric charging infrastructure.
- 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.

## **Environmental Noise Comments**

Noise issues for this development have been addressed in two assessments. The first addresses commercial noise impact on the office to residential conversion units (reference LR01-19453REV1). The second assesses noise impact from the dominant noise source (road traffic originating from The Grove) on future occupants of the development (reference RP02-19453).

## **Assessment of Commercial Noise**

The first assessment assesses the impact of the nearest commercial noise source, The Alpha Arms public house, with operational hours spanning both the day and night (up to 01:00). Noise arising from both the monthly live music events and usual business operations have been addressed. The noise assessment was conducted in December 2019 (therefore this assessment does not need to consider Covid impact), from 18:00-21:00 to represent the busiest evening period. The monitoring location closest to the receptor façade recorded 65dB LAeq, 92dB LAmax and 53dB LA90, which would result in approximately 50dB LAeq internally assuming an open window provides 15dB attenuation.

As the monitoring was conducted in winter, it was highlighted that this does not accurately represent a worst case, as the venue beer garden would likely be busier during the summer months. Therefore, modelling was utilised to determine the impact at the closest receptor based on a group of 30 individuals within the beer garden, resulting in 53 dB LAeq,T at locations external to the western façade of 10 The Grove and approximately 38dB internally with windows open.

CadnaA noise modelling was used to determine impact of monthly live music events, resulting in 46dB LAeq at the façade and 30dB LAeq internally assuming windows are open. This is considered “noticeable and intrusive” in the report.

#### Assessment of Road Transport Noise

Due to the pandemic, this element of the assessment was addressed using a 3D noise model (Cadna/A v. 2020), supported by a desktop-based assessment. This is acceptable to complete an assessment of site suitability and to determine general mitigation requirements, however it is expected that a verification survey will be completed once traffic levels have returned to normal, which will be secured via condition.

The dominant noise source originated from road traffic using The Grove, east of the proposed development. This resulted in 68dB LAeq16h on the eastern façade as a worst case. Modelling indicates that noise levels during the day and night will be 70dB LAeq16h and 65dB LAeq8h, respectively. It is noted that there is no external amenity associated with the development, therefore the report focuses on noise impact on internal noise levels of the dwellings.

#### Mitigation

To calculate impact on internal noise levels, the following was assumed:

- Glazing – 1.5m<sup>2</sup> for bedrooms and 2.5m<sup>2</sup> for living rooms;
- External walls – 8m<sup>2</sup> for bedrooms and 12m<sup>2</sup> for living rooms; and,
- 1 in-frame trickle ventilators in bedrooms and 2 in-frame trickle ventilators in living rooms.

The report states that acceptable internal noise levels are achievable with glazing performance 35 dB Rw+Ctr, such as acoustically upgraded thermal double glazing. Ventilation performance between 45-50 dB Dne,w + Ctr is required, with the Brookvent TunelSus 290-10 identified as a suitable unit. This is demonstrated by calculations provided in Appendix 5 and is applicable to the worst impacted rooms.

However, there is no comment made on the ability to meet internal LAmax limits (45dB no more than 10-15 times per night). It is not clear if this can be achieved with the proposed glazing and ventilation configuration.

Once at the detailed design stage, specific glazing and ventilation details will need to be provided which demonstrates the suitability of the chosen scheme in relation to meeting internal noise level criteria within BS8233 (including LAmax limits), secured via condition. This should also include a review of suitable ventilation options, specifically the ability to meet internal noise levels whilst maintaining adequate ventilation for the dwellings.

#### Outstanding information

As mentioned in comments from 21<sup>st</sup> September 2020, there are two aspects which are not addressed in either assessment.

It has been assumed that there is no plant on or in the vicinity of the site which could cause disturbance to future occupants of the development, however this has not been confirmed in the assessment. This confirmation should be provided.

There is no comment on the construction phase and the potential noise impact this may have on surrounding receptors to the development, however it is expected that the Construction Environmental Management Plan could address this issue, by detailing how noise will be managed and reduced as far as practicable on site. This requirement can be secured via condition.

#### Summary

In summary, the two noise assessments demonstrate that internal noise levels can be maintained below the criteria specified within BS8233 with the application of suitable mitigation. To confirm this, the following is required:

- Confirmation that there is no nearby plant which could cause impact to future occupants of the proposed development.
- Submission of a Construction Environmental Management Plan (CEMP) which addresses noise control during the construction phase.
- Completion and submission of a verification survey once traffic levels have returned to typical levels and The Alpha Arms have returned to business as usual operations.
- Once at the detailed design stage, specific glazing and ventilation details should be provided which includes consideration of LAmax noise levels. This must be approved by the LPA in writing.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

#### 7.1 National Planning Policy Framework 2019

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

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

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

- EN1 – Standard of Design
- EN2 - Extensions
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H11 – Change of Use to Residential
- H13 – Backland/Infill Development
- H14 – Amenity Space
- H15 – Residential Extensions
- T2 – Parking Restraint
- T8 – Cycle Network and Facilities

#### 7.4 Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th February 2019.

The National Planning Policy Framework 2019 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance

with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Housing Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law.

Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application.

#### 7.5 Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036

On 1st November 2017 the Planning Committee approved further testing and consideration of the Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036.

#### 7.6 On 26th August 2020 the Committee considered Local Plan Strategy Key Components. These key components are:

- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
- **Selecting** other key locations for appropriate sustainable development;
- **Enhancing** our distinct suburbs, vibrant neighbourhood centres and environmental assets;
- **Protecting** the “Strategic Gap” between Slough and Greater London;
- **Promoting** the cross border expansion of Slough to meet unmet housing needs.

#### 7.7 In relation to the proposed development, the component relating to enhancing distinct suburbs is of relevance. Enhancing the areas where most people live is an important part of the Spatial Strategy.

The Protecting the Suburbs report, which was approved by Planning Committee on 24th June, showed why it was not practical, viable, sustainable or desirable to allow any of the family housing to be lost. There is, however, scope for redevelopment on non garden land such as garage courts and other brownfield sites. It is also important that we protect and enhance the open spaces, parks and other assets of community value within the residential areas in order to support healthy and active lifestyles. As a result both protecting and promoting the

neighbourhoods and the suburban residential areas within them is an important part of the Spatial Strategy.

7.8 The planning considerations for this proposal are:

- Principle of development
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Contamination
- Highways and parking
- Affordable Housing

## **8.0 Principle of development**

8.1 The National Planning Policy Framework 2019 encourages the effective and efficient use of land. This is reflected within Core Policies 1 and 4 which seek high density non family type housing to be located in the Town Centre.

8.2 The application site is located in an area where the neighbouring blocks are residential flats or houses or have gained planning consent for residential developments. Therefore, the site is considered to be in an area, where it is accepted that flats and houses would be an appropriate housing type.

8.3 In this case, the application site is located in a highly sustainable location within the Town Centre of Slough, as defined on the adopted Proposals Map, where it has very easy access to shops, services and public transport. It will also make use of previously developed land, which is in keeping with the principles of sustainable development.

8.4 Notwithstanding the above, the principle of residential development on the site has already been established as part of the prior approval process which consented the conversion of the existing office block into residential flats.

8.5 Having regard to the National Planning Policy Framework 2018 and the Local Development Plan, there are no objections to the principle of residential flattened development on this site.

## **9.0 Mix of housing**

9.1 The National Planning Policy Framework 2019 seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The proposal would provide a mix of one- and two-bedroom flats within the existing office

block and a mix of two- and three-bedroom houses to the rear; which, given the location in these particular site circumstances is considered appropriate and thus acceptable.

## **10.0 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 Policy EN1.

### Mews Houses

- 10.2 The applicant has been in conversation with the developer of 8 The Grove to create a coordinated urban plan for both sites. The proposed massing of the new houses will reflect the approved housing granted at 8 The Grove; instead of stacking the housing with the same site layout (so that each mews looks at the back of the next) the proposals mirror the massing of No. 8 The Grove. The dividing wall between the properties will be removed, creating a better outlook and aspect for the new housing from both sides.
- 10.3 The individual units will be two storeys in height and will feature an angled principal façade and individual front gardens. Access to the dwellings will be achieved through the existing under-croft and via a shared surface with the adjacent development. This will therefore avoid the need for a dividing fence and will create a greater sense of openness for each of the developments.

### Conversion of existing block and roof extension

- 10.4 The proposed extension has been designed to be in keeping with the existing building and is close in appearance to the existing mansard roof design, continuing the style and appearance of the existing building in terms of window placement and use of materials. It would complement and reflect the modern style of the locality.
- 10.5 The extension is also limited to the existing limits of the building and notwithstanding the additional height, will not unduly impact on its relationship with the neighbouring buildings; its bulk and height to accord with the variety of the heights and massing of the other buildings in this street block.
- 10.6 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policy EN1 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework

Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

## **11.0 Impact on amenity of neighbouring occupiers**

- 11.1 The National Planning Policy Framework 2019 encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 11.2 The orientation and distances between the window openings has been taken into account in the detailed design of the new houses and the conversion proposal. As such, it is considered that there would be no harm or loss of privacy for future or existing occupants.
- 11.3 Whilst there are some windows serving habitable living space on the north facing side elevation of the existing building, which will look towards the residential building at number 8 The Grove, these will sit above the level of that building. There will not therefore be any undue overlooking as a result.
- 11.4 A Daylight & Sunlight Assessment has demonstrated that there would be no significant impacts on the existing adjacent residential units. As such, there is considered to be a satisfactory relationship between all the flats which ensures an acceptable level of amenity for all the units.
- 11.5 A Daylight and Sunlight assessment has also been undertaken to ensure that the development complies with BRE guidance: "SITE LAYOUT PLANNING FOR DAYLIGHT AND SUNLIGHT: A GUIDE TO GOOD PRACTICE" SECOND EDITION (2011). This concludes in respect of surrounding properties that:  
*"...the proposed development at 10 The Grove would not materially affect the daylight and sunlight amenity received to the existing and consented surrounding properties when assessed in accordance with the guidelines given in Sloughs adopted Unitary Development Plan and more specifically, with the guidelines set-out in BRE Report."*
- 11.6 Subject to conditions, no objections are raised in terms of the impacts on neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2018.



## **12.0 Living conditions for future occupiers of the development**

- 12.1 The National Planning Policy Framework 2019 states that planning should create places with a high standard of amenity for existing and future users.
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

### Mews Houses

- 12.3 The proposed houses would have acceptably sized internal spaces that would comply with the Council's current guidelines. The submitted Daylight and Sunlight report concludes that all proposed units meet the recommended levels for internal daylighting. There are some minor deviations to the Sunlighting levels received to the mew houses, although this is mitigated on the basis that the units will provide private amenity areas.

### Conversion of existing block and roof extension

- 12.4 The proposed flats would have acceptably sized internal spaces that would comply with the Council's current guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook; the submitted Daylight and Sunlight report confirms that all of the proposed units meet the recommended levels for internal daylighting.
- 12.5 Further to the comments of the Environmental Quality Officer, conditions are recommended to ensure adequate protection for future occupants in relation to noise and ventilation issues given the sites close proximity to the High Street and the Alpha Arms Public House to the west.
- 12.6 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

## **13.0 Contamination**

- 13.1 Policy 8 of the Core Strategy 2008 states that development shall not cause contamination or deterioration in land, soil or water quality.
- 13.2 The Council's Scientific Officer was consulted as part of the application process and has reviewed the Environmental Desk Study and Preliminary Risk Assessment submitted by the applicant. Conditions requesting further routine investigations have been requested by the Scientific Officer and these shall form part of the decision notice.

## **14.0 Highways and Parking**

- 14.1 The National Planning Policy Framework 2019 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2019 states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.
- 14.2 As the site is located in the Town Centre there is no requirement for off-street car parking; though the scheme does include 3no. parking spaces at surface level – one of which would be provided with electric charging points (this will be secured via a condition).
- 14.3 Cycle parking is to be provided in accordance with the Council’s standards.
- 14.4 The application site is located on the A4 High Street very close to the railway station and bus station; so, it benefits from a very good level of public transport accessibility.
- 14.5 Initial concerns raised by the Highways Officers have been addressed via amended plans; adequate bin storage has been provided and the previously proposed landscaping from the under-croft has been removed.
- 14.6 Highways Officers have requested that a Servicing, Deliveries and Refuse Management Plan be submitted with the application, however it has been agreed that this can be addressed via an appropriate condition.
- 14.7 The provision of services and facilities for shopping and other needs are immediately available within the locality. Therefore, it is considered that as the proposals are in such a sustainable location, it would not lead to highways concerns.

## **15.0 Air Quality**

- 15.1 Policy 8 of the Core Strategy 2008 states that development shall not be located in areas affected by air pollution or in noise environments unless the development incorporates appropriate mitigation measures

to limit the adverse effects on occupiers and other appropriate receptors.

- 15.2 Further to the comments of the Environmental Quality Officer, in relation to electric charging points, which are sought as a part of the Local Environmental Strategy, which seeks to mitigate air quality concerns from additional traffic and parking, a condition to this effect has been included.
- 15.3 As requested by the Environmental Quality Officer, the applicant has confirmed that, to the best of their knowledge there is no plant on or in the vicinity of the site that would which could cause disturbance to future occupants of the development.
- 15.4 Due to the current Covid-19 Pandemic and associated national lockdown restrictions, the submitted noise reports were not able accurately propose sufficient noise mitigation measures. As such, a condition will be attached requesting that further studies are carried out once lockdown restrictions have been lifted and traffic levels return to normal and the Alpha Arms Public House has returned to business as usual.

## **16.0 Affordable Housing**

- 16.1 Under Core Policy 4, 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. However, the since updated National Planning Policy Framework (2019) sets a lower threshold of 10 units and above, where at least 10% of the new dwellings should be provided as affordable.
- 16.2 In this case, as a combined application, a total of 16 dwellings are proposed which would ordinarily trigger the need to provide affordable housing based on the above thresholds. However, given that 8 units within the development already benefit from prior approval for residential conversion, affordable housing cannot be sought on these units. Instead, the requirement will only be triggered where the net increase in dwellings would exceed 10. As the proposed development is proposing a total of 16 dwellings, a net increase of 8, the proposed development falls below both the NPPF and core policy thresholds. Consequently, it does not trigger the need for affordable housing.

## **17.0 PART C: RECOMMENDATION**

- 17.1 Having considered the relevant policies set out below, and comments that have been received from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to conditions.

## **18.0 PART D: LIST CONDITIONS AND INFORMATIVES**

### **1. Time Limit**

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

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

### **2. Plans**

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

- (a) Site Location and Block Plan – 510-AND-V1-00-DR-A-0001 Rev A, Rec'd 26 Jan 2021
- (b) Existing Basement Floor Plans - 510-AND-V1-00-DR-A-0010 Rev C, Rec'd 26 Jan 2021
- (c) Existing Ground Floor Plan - 510-AND-V1-GF-DR-A-0011 Rev C, Rec'd 26 Jan 2021
- (d) Existing First Floor Plan - 510-AND-V1-01-DR-A-0012 Rev C, Rec'd 26 Jan 2021
- (e) Existing Second Floor Plan - 510-AND-V1-02-DR-A-0013 Rev C, Rec'd 26 Jan 2021
- (f) Existing Elevations - 510-AND-V1-XX-DR-A-0053 Rev B, Rec'd 26 Jan 2021
- (g) Proposed Ground Floor Plans - 510-AND-V3-00-DR-A-1101 Rev C, Rec'd 7 May 2021
- (h) Proposed Ground Floor Plan (Bin and Bike Storage) - 510-AND-V3-00-DR-A-1105 Rev C, Rec'd 7 May 2021
- (i) Proposed First Floor Plan - 510-AND-V3-01-DR-A-1102 Rev B, Rec'd 26 Jan 2021
- (j) Proposed Second Floor Plan - 510-AND-V3-02-DR-A-1103 Rev B, Rec'd 26 Jan 2021
- (k) Proposed Third Floor Plan - 510-AND-V3-03-DR-A-1104 Rev B, Rec'd 26 Jan 2021
- (l) Proposed Elevations (Roof Extension) - 510-AND-V1-XX-DR-A-1053, Rec'd 26 Jan 2021
- (m) Proposed Elevations (Mews) - 510-AND-V2-XX-DR-A-1151 Rev C, Rec'd 26 Jan 2021
- (n) Proposed Unit Sections - 510-AND-V2-XX-DR-A-1152 Rev B, Rec'd 26 Jan 2021
- (o) Design and Access Statement (for mews houses), Prepared by 'AndArchitects', Rec'd 26 Jan 2021

- (p) Planning Statement (for mews houses), Prepared by 'Bell Cornwell LLP', Rec'd 26 Jan 2021
- (q) Planning Statement (for existing building), Prepared by 'Bell Cornwell LLP', Rec'd 26 Jan 2021
- (r) Daylight and Sunlight Report, Prepared by 'GL Hearn Ltd', Rec'd 26 Jan 2021
- (s) Noise Impact Assessment (for existing building), (Ref: RP01-19453), Prepared by 'Cass Allen Associates', Rec'd 26 Jan 2021
- (t) Noise Impact Assessment (for mews houses), (Ref: RP02-19453), Prepared by 'Cass Allen Associates', Rec'd 26 Jan 2021
- (u) Environmental Desk Study (for mews houses), (Ref: CL/2961/TG), Prepared by 'Apple Environmental Ltd', Rec'd 26 Jan 2021
- (v) Environmental Desk Study (for existing building), (Ref: CL/2859.Rev1/TG), Prepared by 'Apple Environmental Ltd', Rec'd 26 Jan 2021

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

### **3. Materials**

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

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

### **4. No more windows**

Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), no windows or doors, other than those expressly authorised by this permission, shall be formed in the flank elevation of the development, hereby approved, without the prior written approval of the Local Planning Authority.

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

### **5. Removal of Permitted Development Rights**

Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 1995 (or any order revoking and

re-enacting that Order), Schedule 2, Part 1, Classes A,B,C,D,E & F, no extension to the houses hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority

REASON The rear garden(s) are considered to be only just adequate for the amenity area appropriate for houses of the size proposed. It would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order in accordance with Policy H14 of The Local Plan for Slough 2004.

## **6. Surface materials**

Samples of external materials to be used in the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. Development shall be carried out in accordance with the details approved and retained thereafter.

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

## **7. Cycle Parking**

The 18no cycle parking spaces and cycle storage, as shown on Drg No. 510-AND-V3-GF-DR-A-1101 Rev C, Rec'd 7 May 2021 shall be provided on site prior to occupation of the development and retained at all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

## **8. Servicing, Deliveries and Refuse management plan**

No development shall commence on site until a strategy to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

No dwelling shall be occupied until the Refuse Collection Strategy has been implemented as approved. Thereafter the refuse/recycling facilities shall be used in accordance with the approved scheme.

REASON to ensure the collection of refuse/recycling does not lead to traffic and highway safety issues 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.

### **9. Electric Vehicle Charging**

Prior to first occupation of the development hereby approved, 1 no vehicle parking space shall be provided with electric charging facilities and retained as such in perpetuity (in line with Table 7 – Type 1 Mitigation of the Low Emission Strategy).

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area 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.

### **10. Construction Environmental Management Scheme**

No demolition or development shall commence on site until a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of dust suppression, site working hours, noise control during construction, control of water and effluent run off, the provision to be made for to accommodate all site operatives, visitors and construction vehicles (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused neighbouring businesses and residents in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

### **11. Heating**

All heating systems must meet the emission standards outlined within the Slough Low Emission Strategy Technical Report. The development shall be carried out in full accordance with these details prior first occupation shall be retained in good working order at all times in the future.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area 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.

**12. Noise mitigation verification report condition to be included – the details and wording to be agreed.**

**13. Phase 2 Intrusive Investigation Method Statement**

Based on the findings of the Desk Study Reports (Ref. CL/2961/TG & CL/2859.Rev1/TG), 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 C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

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

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 Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and



recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

### **15. Remediation Validation**

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

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

### **Informatives:**

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant 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.
3. 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.
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. 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.