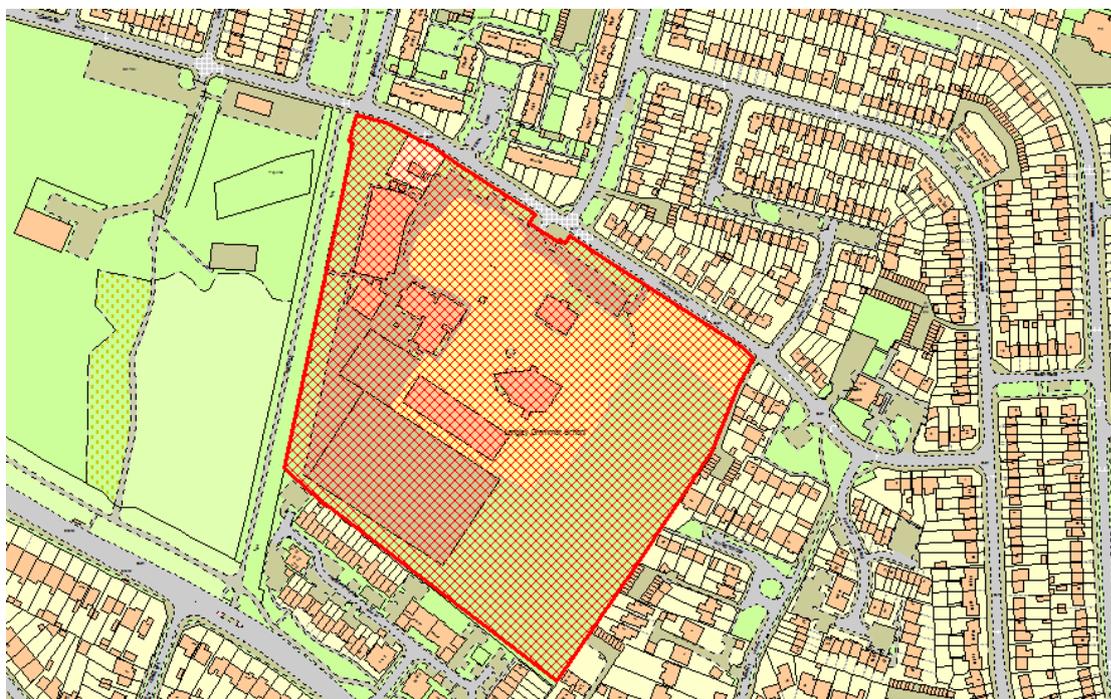


Registration Date:	20-Jan-2022	Application No:	P/01223/045
Officer:	Christian Morrone	Ward:	Langley Kedermister
Applicant:	Mr. Robin Lomas, Excellare Ltd	Application Type:	Major
		13 Week Date:	21 April 2022
Agent:	Mr. Michael Gilbert, Mike Gilbert Planning Ltd. 62 Broadmarsh Lane, Freeland, Witney, OX29 8QR		
Location:	Langley Grammar School House, Reddington Drive, Slough, SL3 7QR		
Proposal:	Construction of 13no flats with associated landscaping and parking following the demolition of former caretakers dwelling and garage		

Recommendation: Delegate to Planning Manager for Refusal



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, neighbour representations, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for REFUSAL for the following reasons:

1. The proposed development does not consist of family housing as defined by the Core Strategy within a suburban area and would result in the net loss of family accommodation. The proposal would therefore fail to comply with Core Policy 4 of the Core Strategy and the requirements of the National Planning Policy Framework 2021.
2. Insufficient information has been provided to demonstrate how surface water would be effectively drained from the site in accordance with the published standards by the government and the local planning authority. Therefore the site and adjoining land would be at risk of surface water flooding. The proposal would fail to comply with Core Policy 8 of the Core Strategy, the standards set out within the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016, the Government's Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015, and the requirements of the National Planning Policy Framework 2021.
3. By virtue of its siting, layout, design, scale, height and positioning, the proposal would appear overly dominant in the Reddington Drive streetscene which would cause harm to the character of the area and would not be in-keeping with the existing landscaped appearance of the site or the pattern of development in the area. The adverse impacts identified are symptomatic of the proposals being an inappropriate over-development of the site which the Local Plan policy indicates should be refused planning permission.. The proposal would therefore fail to comply with Policy EN1 and EN3 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework 2021.
4. The application has not demonstrated the proposal would create a safe and suitable access and layout which minimises conflicts between traffic and pedestrians. It is considered the proposed vehicular crossover access is not sited in an appropriate position to facilitate the level of resulting traffic generation forecast to be created by the development. In addition, there is an absence of space for a

safe pedestrian route from the public footway through the vehicle access, car park and into the buildings and insufficient detail in relation to corner radii, visibility splays, and swept paths to demonstrate vehicles can enter and leave in a forward gear.. By virtue of the insufficient onsite parking provision, the proposal would increase on street parking demand in the area where on-street parking already appears to be operating at an over-capacity level, leading to vehicles parking in dangerous locations. The proposal would therefore result in an unacceptable impact on highway safety and would fail to comply with Core Policy 7 of the Core Strategy, Local Plan PolicyT2, and the requirements National Planning Policy Framework 2021.

5. Insufficient information has been provided to make a detailed assessment of the impacts on biodiversity as a result of the development. The proposal would therefore fail comply with Core Policy 7 of the Core Strategy, and the requirements of the National Planning Policy Framework.
6. By virtue of four of the proposed two bedroom flats being served by small balconies which are accessed through a bedroom, and no proposed external amenity space for a one bedroom flat, the proposal would not provide an appropriate level of external amenity space, and therefore would not result in a high standard of amenity for all future users. The application would therefore fail to comply with Local Plan Policy H14, Core Policy 4 of the Core Strategy, and the requirements of the National Planning Policy Framework.
7. Insufficient information has been submitted to determine the level of overshadowing caused as a result of the development. Therefore, in absence of this detail, by virtue of its siting, height, width, and positioning, the proposal would likely overshadow the neighbouring flats on the opposite side of Reddington Drive and result in the loss of sunlight to these properties. No sunlight study has been carried out to measure the loss of sunlight and therefore the extent of the loss of sunlight cannot be assessed. The proposed development has therefore failed to demonstrate compliance 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 2021.

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:

- Demolition of the existing caretakers dwelling and clearance of some trees
- Construction of a three storey detached building comprising 13 residential flats at a mix of 2 x 1 bed and 11 x 2 bed flats.
- Vehicular and pedestrian access via Redington Drive
- 14 Car parking spaces
- Landscaping and tree planting

3.0 **Application Site**

3.1 The application site is located on the southern side of Reddington Drive and neighbours Langley Grammar School to the east and south. The majority of the site comprises a two storey detached dwelling with a front and rear garden formally used as the school caretaker's dwelling. The site is accessed via a small vehicular access from Reddington Drive leading to a small detached garage to the eastern side of the dwelling. The dwelling is now vacant and the residential curtilage largely comprises overgrown shrubbery and a number of trees. There are a number of trees along the northern highway boundary which provide good screening into the residential curtilage. There are also a number of trees along the eastern boundary with the school and toward the rear of the residential curtilage. A stump of recently felled mature Lime tree by the western boundary of the residential curtilage is noted.

3.2 The site also comprises some undeveloped land to the western side of the residential curtilage which comprises overgrown shrubbery and a large tree stump of recently felled large mature Lime tree.

3.3 To the south the site neighbours a two storey pitched roof school building, and to the east the surface level parking serving Langley Grammar School. To the west is a strip of undeveloped land comprising shrubbery and trees. Further east is the north to south running public right of way footpath and further east is the public open space at Kedermister Park. To the north is the Reddington Drive and on the opposite side are three storey pitched roof residential flats. Further east and west on the northern side of Reddington Drive are two storey houses.

4.0 **Relevant Site History**

4.1 No planning history available for the application site.

The following at the neighbouring Langley Grammar School is relevant:

P/01223/036 Demolition of existing school block, phased construction of a replacement two-storey block and three storey block, with

amended parking and landscaping. Temporary construction of 1x2 storey admin block, 1x single storey dining/teaching block and site offices during construction.

Approved with Conditions; Informatives; 21-Dec-2018

[Implemented]

5.0 **Neighbour Notification**

5.1 Due to the development being a major application , in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), site notices were displayed outside the site on 25/01/2022. The application was advertised in the 18/02/2022 edition of The Slough Express.

Three letters of objection has been received by a neighbouring residents, and one letter from the Ward Councillor objecting to the proposal with comments on material planning considerations relating to:

- The scheme is high density and is too many flats for the site
- Poor impact on the character and appearance of the area
- Very imposing building
- Use & colour of render not consistent with materials on other buildings in the area
- Out of keeping with the school
- Would cause a wind tunnel along Reddington Drive.
- Poor outlook from the flats opposite the site
- Loss of privacy to neighbouring residents
- Poor levels of privacy for future occupiers of the proposed development.
- Existing traffic congestion and parking in the area is bad and the proposal would make it worse due to increase traffic and not enough parking space on the site leading to cars parking on the highway and footways .
- The site is needed for its trees and wildlife which should be enhanced.
- No social housing is proposed

The consultation period has expired.

The above comments are taken into consideration within the relevant parts of the Planning Assessment below.

6.0 **Consultations**

6.1 Local Highway Authority:

Vehicle Access

SBC Highways and Transport request the submission of the following

additional information regarding vehicular access for the site:

1. SBC Highways and Transport require the applicant to submit a General Arrangement drawing of the proposed or existing site access which clearly displays access width, footway width, corner radii and visibility splays of 2.4m x 25m in accordance with the Manual for Streets requirements for a road subject to a 20mph speed limit. There should be no obstructions exceeding 600mm in height within the area required to provide visibility. The TS states that the required visibility will be provided, but does not demonstrate this on a drawing and therefore it is not possible to assess if suitable visibility has been provided. The proposed gate posts and fence/hedge would appear to restrict visibility.
2. SBC Highways and Transport request the submission of swept path analysis which demonstrates that a large car measuring 5.079m long can both ingress/egress the proposed development using the proposed access, when cars are parked opposite the site on Reddington Drive.
3. The on-street parking available on Reddington Drive may restrict vehicular access to the site and SBC Highways and Transport may require the developer to fund a Traffic Regulation order for the provision of a double yellow parking restriction opposite the site.
4. SBC Highways and Transport request confirmation that a new bellmouth junction will be provided rather than a dropped kerb crossover as shown on the proposed site plan.
5. SBC Highways and Transport request the provision of dropped kerbs and tactile paving where the footway crosses the proposed bellmouth.
6. SBC Highways and Transport request the provision of a dedicated pedestrian path between the public highway and reception lobby or the entrances to the rear of the proposed building to ensure pedestrian safety.

Without the submission of the above information, SBC Highways and Transport recommend refusal of the proposed development as it has not been demonstrated that safe and suitable access can be provided for all users in accordance with Paragraph 108 of the National Planning Policy Framework and Core Policy 7 of Slough's Core Strategy.

Trip Generation:

The Transport Statement produced by HJV Transport Consultants includes a forecast of the number of vehicle trips the proposed development would generate. The TS forecasts the proposed development will generate circa. 3 two-way vehicle trips during the AM Peak Hour and 3 two-way vehicle trips during the PM Peak Hour.

SBC Highways and Transport have no objection to the proposed development on the basis of trip generation which is likely to have a negligible impact on the capacity of the surrounding highway network.

Car Parking

SBC Highways and Transport request that the number of parking spaces on site is increased to comply with the 22 required by the adopted SBC Parking Standards.

14 car parking spaces are proposed for the 13 proposed flats, which would be a shortfall of 8 parking spaces given 22 parking spaces are required by the Slough Borough Council parking standards as shown in the table below:

Adopted Slough Parking Standards (Predominantly Residential Area)		
	Car Spaces per Dwelling	Spaces Required
1-Bedroom Dwelling (x2)	1.25	3
2-Bedroom Dwelling (x11)	1.75	19
Total		22

Source: Slough Developers Guide – Part 3: Highways and Transport (2008).

The Transport Statement submitted in support of the planning application included no supporting evidence for the proposed number of parking spaces in order to justify provision below the adopted SBC Parking Standards.

On-Street Parking:

Car parking at the proposed development should accord with the adopted Slough Borough Council Parking Standards given the surrounding roads are not subject to parking controls and experience high levels of on-street parking associated with the existing residential dwellings and Langley Grammar School.

The number of parking spaces provided should be able to accommodate all parked vehicles associated with the proposed development and should not lead to an increase in parked vehicles on the surrounding road network.

Disabled / Accessible Parking:

SBC Highways and Transport request that 5% of the parking spaces on site are designed to an accessible standard with a 1200mm access trip and markings for blue badge holder use only, in accordance with industry best practice.

Electric Vehicle Parking:

2 Electric Vehicle Charging Points (EVCP) are displayed on the proposed site plan which equates to EVCP provision for 10% of the proposed parking spaces

The Slough Low Emissions Strategy (2018 – 2025) allows 10% of spaces to be fitted with EVCP where a communal parking layout is proposed.

SBC Highways and Transport request confirmation that a communal parking layout will be implemented to allow flexible parking and use of the EV Chargers.

SBC Highways and Transport also seek confirmation that passive infrastructure for EV Charging will be provided on site for future activation and provision of additional EV Charging Points to serve the future uptake of electric vehicles.

Cycle Parking:

SBC Highways and Transport request that to improve security, the secure cycle store is accessed from within the entrance lobby to the building, rather than from an external door as is shown on the proposed site plan.

17 secure and covered cycle parking spaces are provided which exceeds the 13 required by the Slough Developers Guide – Part 3: Highways and Transport which requires the provision of 1 secure and covered cycle parking space per dwelling. The proposed site plan also displays short-stay visitor cycle parking for 4 bicycles, which is considered in accordance with the requirements of the Slough Developer's Guide.

SBC have no objection based on the number of cycle parking spaces proposed.

Deliveries, Servicing and Refuse Collection:

SBC Highways and Transport request confirmation of the delivery and servicing strategy for the proposed development and confirmation of the refuse collection arrangements for the site.

SBC require the provision of swept path analysis which demonstrates that there is suitable turning space within the site for a 7.5 tonne Luton Box van to ingress and egress the site in a forward gear. The site should be designed so that deliveries for the site associated with online shopping etc. can be accommodated on site to ensure that delivery vehicles are not stationed obstructing the public highway which would create a highway safety problem and a highway capacity problem by restricting the freeflow of vehicles along Reddington Drive.

SBC Highways and Transport request confirmation of the number of bins to

be provided on site. The number of bins provided should be in accordance with the SBC Guidance Document: Refuse and Recycling Storage for New Dwellings (December 2013).

Summary and Conclusions:

As outlined above, significant amendments are required before this application could be supported. If the applicant considers that they can address the comments that have been made then I would be pleased to consider additional information supplied.

Alternatively, should you wish to determine this application as submitted then I would recommend that planning permission be refused for the reason(s) given.

Recommendation:

Refusal

6.2 Thames Water:

No objections subject to informatives.

6.3 Neighbourhood Protection:

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

6.4 Lead Local Flood Authority:

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

[Note: No drainage strategy was submitted with the application].

6.5 Education Authority

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

6.6 Landscape Advisor:

The existing road side trees currently provide a useful screen to the caretakers house. They should be retained as a visible screen, managed at a height of 3 to 4 metres in height.

Tree T7 an A grade lime is situated within the school grounds the arboriculture report lacks information on how to protect the tree's root zone

during the construction phase of the development. A condition is required to provide protection during contraction in line with the Arboriculture drawing showing the tree's rooting zone.

There is a mention of porous paving concerning tree T7 after the development found in the submitted drawings. Condition; details required

The plans show a natural hedge and replacement trees planting for this site there is a lack of detail and specification to pass comments on. A landscaping detailed plan is required.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework 2021:

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

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 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design

EN3 – Landscaping Requirements

EN5 – Design and Crime Prevention

H14 – Amenity Space

T2 – Parking Restraint

T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document 2010

- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map (2010)
- Nationally Described Space Standards
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 20 July 2021.

The National Planning Policy Framework 2021 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2021, the Local Planning Authority can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law.

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

- Limited
- Moderate
- Considerable
- Substantial

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

7.2 Emerging Preferred Spatial Strategy for the Local Plan for Slough

The emerging Preferred Spatial Strategy has been developed using guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the

environment and ensuring that development is both sustainable and deliverable.

This site is not allocated for development within the emerging Spatial Strategy. Protecting the built and natural environment of Slough's suburban areas is one of the key elements in the emerging Spatial Strategy.

7.3 The planning considerations for this proposal are:

- Land Use
- Supply of housing
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime Prevention
- Highways and Parking
- Surface water drainage
- Affordable Housing
- Infrastructure
- Impact on biodiversity and ecology
- Equalities Considerations
- Neighbour representations
- Presumption in favour of sustainable development

8.0 **Land Use**

8.1 The site is located within a suburban area of Slough and accommodates a two storey dwelling with front and rear gardens and off street parking. Part of the application site to the west of the dwelling is undeveloped land. The site is not allocated for development within the current local development plan or the emerging spatial strategy. The site is therefore regarded as a windfall site.

8.2 *Undeveloped land:*

The National Planning Policy Framework and Core Policy 1 of the Core Strategy encourage the use of previously developed land. However, as the undeveloped piece land site does not fall within any specific designations, there are no land use policies to resist developing on this piece previously developed land. Policies are in place to ensure the undeveloped part of the site is appropriately developed and this is assessed further in the report within the relevant sections.

8.3 *Provision of residential flats:*

Paragraph 69 of the National Planning Policy Framework states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities

should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

- 8.4 Core Policy 1 and 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document requires high-density housing to be located in Slough town centre. Core Policy 1 states elsewhere the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings. Core Policy 4 details that within the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure. Within suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.
- 8.5 Core policy 4 also states that there will be no net loss of family accommodation as a result of redevelopment.
- 8.6 The application site is not located within the town centre or an urban area and is within a suburban area. Therefore, as the proposal does not provide family housing there is a conflict with Core Policy 4. In addition, the proposal would result in the loss of the existing two storey dwelling with garden which is family accommodation which would also conflict with Core Policy 4. For clarity, the provision of one and two bedroom flats would not provide family housing and therefore the proposal would result in the net loss of family accommodation as a result of redevelopment.
- 8.7 While the site may be suited for redevelopment to provide new homes, the type of housing that would be lost and the type of housing proposed is not in accordance with Core Policy 4 of the Core Strategy. Appropriate weighting in the planning balance will be allocated in the 'supply of housing section' of this report.
- 9.0 **Supply of housing**
- 9.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.
- 9.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). The emerging targets are for the delivery of near

20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan

9.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five Year Land Supply. The proposal for 13 residential units would make a contribution to the supply of housing, which could be built-out relatively quickly. Given that that the tilted balance is engaged, this contribution would in principle attracts positive weight in the planning balance.

9.4 *Housing mix*

One of the aims of National Planning Policy is to deliver a wide choice of high quality homes and to create sustainable, inclusive and mixed communities. This is reflected in Core Strategy Policy 4. The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) suggests in table 39 the following percentage mixes are needed within Slough:

	1 bed	2 bed	3 bed	4 bed
Market	5	19	57	20

9.5 The proposal would include 2 x 1 bed flats and 11 x 2 bed flats. The proposal does not provide units where the need is most, and would also result in the loss of a three bedroom family house which where the need is most. As such, a moderate amount of positive weight would be tilted in favour of the supply of housing.

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

10.1 Policy EN1 and EN3 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require development to be of a high standard of design which respects, is compatible with and/or improves and the character and appearance of the surrounding area. Chapter 12 of the National Planning Policy Framework states “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”.

10.2 The application site comprises a single detached dwelling with a garage to the side. The site contains a large amount of garden space and overgrown shrubbery and trees. A group of trees line the highway boundary with Reddington Drive and provide a pleasant feature in the streetscene. Two large mature trees appear to have been recently felled and would have interfered with the proposed development.

10.3 The application proposes to demolish the existing detached two storey house and detached garage and construct a three storey detached building to accommodate 13no. flats, along with hardstanding areas comprising access

and 14 car parking spaces. The existing group of trees lining the highway boundary along with four of the five existing mature trees and the majority of grass / scrub within the site would be removed to make way for the proposed development.

- 10.4 The proposed building would be positioned toward the front of the site. The western end of the building would extend further back towards the rear of the site. The vehicular access from Reddington Drive would be sited towards the eastern end of the frontage and pass the eastern side of the building to access the car parking area at the rear. Grassed areas are proposed to the western side and northern frontage along with small pockets of grass within the site. Six trees and a hedge are proposed along the highway boundary at Reddington Drive, and three trees towards the western side / southern rear of the site. It is noted there would be a considerable loss to the landscape value of the site.
- 10.5 The proposed building at its closest point (towards the northwest corner) would be positioned approximately 2.3 metres from the highway boundary with Reddington Drive. The proposed building to the east, then steps into the site twice along its front elevation to address Reddington Drive which curves towards the site. This increases the distance of the building from the highway to between 3 metres (min) and 4.5 metres (max).
- 10.6 While there are buildings within the vicinity of the site which are similar in scale to the proposal, there are none within the context of the application site which are in such close proximity to the highway. In front of the application site, Reddington Drive is a relatively narrow highway. The three storey block of flats on the opposite side of the road are set much further back from the highway with a good degree of soft landscaping and some tree planting between the building and Reddington Drive.
- 10.7 It is acknowledged that the top floor would be set back from the front elevation of the ground and first floor. However by positioning the building within such close proximity to Reddington Drive, the proposal would appear overbearing within the street. The proposals would therefore constitute an overly dominant and visually obtrusive feature in the streetscene. The six trees and hedging proposed along the highway boundary would do little to mitigate this impact.
- 10.8 The appearance of the building adopts a contemporary design using a mix of brick, render, small areas of metal cladding, and glazed balconies. No objection is raised to the principal of such an approach on this site. However, the layout of the proposal would be such that the building would be accessed at the rear. The northern street fronting elevation would include bedroom and bathroom windows, and a bin store. This has resulted in the elevations fronting Reddington Drive being relatively sterile and of limited architectural interest. In combination with the overly dominant and visually obtrusive impact in the streetscene, and the loss of soft landscaping and trees along

the street frontage, the proposal is not considered to be of a high standard of design which respects, is compatible with or improves and the character and appearance of the surrounding area. This would cause a substantial adverse impact to the character and appearance of the area.

- 10.9 Based on the above, the proposal would fail to comply with Policy EN1 and EN3 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework 2021. Substantial negative weight should be applied in the planning balance.

11.0 Impact on Trees:

- 11.1 The application site contains five trees along the eastern side and northern rear boundaries and a group of mature trees along the northern highway boundary. Two trees appear to have been recently felled and would have interfered with the proposed development.
- 11.2 The existing group of trees along the highway boundary along with four trees along the eastern side and northern rear boundaries would be felled to make way for the proposed development. One tree (Sycamore) would be retained along the eastern boundary.
- 11.3 The submitted arboricultural report states that the trees to be lost are 'Category C' trees which are considered to be either / or - trees which are; low quality, limited merit, low landscape benefits, of limited life span, and / or young trees with a trunk less than 150mm. The submitted arboricultural report asserts that as a result of the trees falling within 'Category C', the trees to be lost should not be considered a significant constraint on the proposed development.
- 11.4 The category of the trees are acknowledged, however, it should be noted that cumulatively they do provide the site with well landscaped character which forms an important part of the street scene along Reddington Drive. The Council's landscape advisor has not recommended the trees are worthy of Tree Preservation Orders. No specific details regarding replacement tree planting and landscaping is provided, however, this could be secured by condition should the proposal be acceptable.
- 11.5 The Council's landscape advisor has commented that the proposal could affect two mature lime trees, one neighbouring the site to the east and one neighbouring the site to the west. Details of root protection and porous paving are recommend to be secured by condition.
- 11.6 Two mature lime trees to the west of the site appear to have recently been felled. These trees did appear to provide a positive visual amenity value to the site and surrounding area, however they were not protected and therefore there was no mechanism to prevent their loss.

12.0 **Impact on amenity of neighbouring occupiers**

12.1 The National Planning Policy Framework 2021 encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

12.2 The closest residential properties are the existing flats on the opposite side of Reddington Drive. At its closest point to these neighbouring flats, the proposal would be sited approximately 13 metres from the front gardens, and approximately 19 metres from the balconies and 20.6 metres from the front windows serving habitable rooms in these neighbouring flats. It is acknowledged there would be a degree of overlooking from the proposed windows which serve habitable rooms and balconies. However, these separation distances would mean that the much of the existing privacy these neighbouring occupiers experience would be retained and there would be no unacceptable loss of privacy. In addition, due the separation distances, the proposal would not result in an unacceptable overbearing impact or loss of outlook, or loss of daylight for these neighbouring occupiers.

12.3 However, as the proposal would be sited to the south - southwest of the neighbouring flats on the opposite side of Reddington Drive, in the officer's view based on the submitted materials, the proposal at the separation distances proposed would be likely result in some overshadowing and cause some loss of sunlight to these neighbouring flats. No sunlight assessment has been carried out to measure the losses of sunlight and therefore the extent of the loss of sunlight cannot be fully or comprehensively assessed in order to conclude on the amount of harm which might be caused.

12.4 The proposal would result in an increase in comings and goings, however, for a scheme of 13 dwellings with 14 parking spaces it would not be to a degree that would raise concerns in terms of unacceptable noise and disturbance.

12.5 Based on the above, the proposal would comply with some elements of Core Policy 8 of the Core Strategy and some of the criteria set out in Local Plan Policy EN1.. However, officers consider there would be a conflict with these policies in relation to the loss of sunlight to the southern front facing windows neighbouring flats on the opposite side of Reddington Drive. No sunlight study has been submitted. Therefore insufficient information has been provided to fully assess the impacts on neighbouring residential amenity. The proposed development has failed to demonstrate compliance 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 2021. Some negative weight should be applied to the planning balance.

13.0 **Living conditions for future occupiers of the development**

- 13.1 The National Planning Policy Framework states that planning should create places with a high standard of amenity for existing and future users.
- 13.2 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."
- 13.3 Local Plan Policy H14 seeks an appropriate level while having regard to:
- a) the type and size of dwelling and type of household likely to occupy dwelling;
 - b) quality of proposed amenity space in terms of area, depth, orientation, privacy, attractiveness, usefulness and accessibility;
 - c) character of surrounding area in terms of size and type of amenity space for existing dwellings;
 - d) proximity to existing public open space and play facilities; and
 - e) provision and size of balconies.

13.4 *Access:*

Access into the building would be gained at the rear via two separate doorways leading to stairwell. Considering the number of residential units proposed, the access points would appropriately distribute residents and visitors past an acceptable number of residential units and therefore minimise likely disturbance for future occupiers.

13.5 *Internal living conditions:*

The gross internal areas and bedrooms would broadly comply with the Nationally Described Space Standards. There are some areas which fall below the space standards, such as:

- Part of the width bedroom 2 in unit 2 measuring 1.9 metres (2.15m required);
- The width bedroom 1 in unit 3 measuring 2.7 metres (2.75m required);
- Part of the width bedroom 2 in unit 3 measuring 1.9 metres (2.15m required);
- The width bedroom 1 in unit 6 measuring 2.3 metres (2.75m required);
- Part of the width bedroom 2 in unit 6 measuring 1.9 metres (2.15m required);
- The width bedroom 1 in unit 7 measuring 2.3 metres (2.75m required);
- Part of the width bedroom 2 in unit 7 measuring 1.9 metres (2.15m required);

The above is considered a relatively minor shortfall in bedroom widths. When considering increased space is provided for the door swing, and the fact that the bedrooms and the gross area of the flats exceed the required minimum standard, on balance the size of the internal floor areas would contribute

towards satisfactory living conditions.

- 13.6 The layouts of the flats are such that all principle habitable rooms would be served by windows that provide good outlook, and appropriate levels of daylight and sunlight.
- 13.7 *Noise:*
- The proposed development is located close to school grounds and the highway, and therefore there could be some significant noise impact for the future occupiers. If the proposal were to be acceptable a noise report could be secured by condition.
- 13.8 *External amenity space:*
- No onsite communal amenity space is proposed. Given the close proximity of the public open space at Kedermister Park, this is considered to be acceptable due to the size of the development, mix of housing, and subject to provision appropriate private balconies / terraces.
- 13.9 Three flats on the top floor would be served by relatively large terrace areas accessed from the living area. These would provide a good level of private external amenity space.
- 13.10 Five of the proposed flats would each be served by two balconies, one accessed by a bedroom and one accessed by the living area. The balconies accessed by the living area would measure approximately 1.3 metres wide by 0.55 metres deep. These would be small and cramped spaces. However given two balconies are proposed to these two bed flats, this is considered acceptable.
- 13.11 Four of the proposed two bed flats would be served by one small balcony (approximately 1.3 metres wide by 0.55 metres deep), accessed by the bedroom area. The living areas in these flats are not provided access to a balcony. Given these are two bed flats which could accommodate a small family (couple and one child), such a provision is not considered to provide an appropriate level of external amenity space area.
- 13.12 One additional 1 bed flat comprises no external outdoor amenity space. Although a small family is less likely accommodate a one bed flat, some external amenity space would still be required for the future occupiers to contribute toward a high standard of amenity.
- 13.13 Based on the above, the proposals would not result in a high standard of amenity for all future users due to the shortfall of external amenity space. . As such the proposal would fail to comply with Local Plan Policy H14, Core Policy 4 of the Core Strategy, and the requirements of the National Planning Policy Framework. The benefits of the proposal are appropriately tempered in

the planning balance

14.0 **Crime Prevention**

14.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Core Policy 12 of the Core Strategy requires development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.

14.2 The National Planning Policy Framework requires developments to be safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

14.3 The access into the flats would be at the rear of the building via the parking area and vehicular access from Reddington Drive. This would provide an appropriate level of natural surveillance. Given the size of the development, an internal security strategy would not be required.

14.4 Cycle storage would comprise an integral store at ground floor as would the store. Appropriately secure doors would be required.

14.5 Lighting within the site can be secured by condition.

14.6 Based on the above, and subject to conditions, the proposal would be in accordance with Local Plan Policy EN5; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied in the planning balance.

15.0 **Highways and Parking**

15.1 The National Planning Policy Framework 2021 requires development to give priority first to pedestrian and cycle movements. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Paragraph 111 states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

15.2 Core Policy 7 requires development proposals to improve road safety and reinforce the principles of the transport strategy as set out in the council's Local Transport Plan.

15.3 Local Plan Policy T2 requires the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the Integrated Transport Strategy. The Integrated Transport Strategy (Local Transport Plan) requires the application of the Local

Development Framework parking standards to limit parking at new developments. Part 3 of the Developer's Guide SPD sets out the parking standards to be applied throughout the Borough.

15.4 *Trip Generation*

15.5 The submitted Transport Statement has estimated the trip generation using sites with similar characteristics from the TRICS database. This concludes the site would generate a total of 29 trips per day (07.00-19.00). During the AM peak hour (08.00-09.00) 3 trips are estimated, and during the PM peak hour (17.00-18.00) 3 trips are estimated. It is acknowledged that during the school run, the traffic in the area considerably increases and can cause some congestion. However, the local highway authority has advised the increase in traffic resulting from the proposed development is negligible and would not lead to severe impacts on the surrounding road network. There are however concerns over highway safety in relation to the proposed access which is assessed below.

15.6 *Access*

The proposed vehicular access to the site would comprise a vehicular crossover from Reddington Drive in a similar location to the existing small crossover accessing the site. The Local Highway Authority considers that due to the intensification and number of vehicles that would access the site, a crossover access over the existing public footway would not provide sufficient or safe access. A bell mouth junction would provide a safer provision for pedestrians using the public footway.

15.7 The access into the flats are proposed at the rear of the building and accessed via the parking area. The plans do not propose any space for pedestrian routing from the public footway in Reddington Drive and up to the access into the building. This could result in conflicts between traffic and pedestrians, particularly pedestrians who are more vulnerable such as wheelchair users, pushchair users, children, and some people with disabilities.

15.8 In addition to the inappropriate nature of crossover access and absence of pedestrian access, The Local Highway Authority have commented that the submitted plans do not sufficiently detail the access in terms of corner radii, visibility splays of 2.4m x 25m, and swept paths particularly for delivery vehicles. All vehicles would need to enter and leave in a forward gear to contribute towards safe access / egress to avoid reversing out onto Reddington Drive.

15.9 Based on the above, the proposal would not create a safe and suitable access and layout which minimise conflicts between traffic and pedestrians and would likely result in an unacceptable impact on highway safety and would therefore conflict with National Planning Policy Framework and Core Policy

7 of Slough's Core Strategy.

- 15.10 *Car parking:*
- 15.11 The site is located within a predominantly residential area. In accordance with part 3 of the Developers Guide, 22 parking spaces (communal) would be required. The application proposes 14no.parking spaces meaning there would be a shortfall of 8 parking spaces. Space number 14 splays in to 2.1 meters wide and is therefore is undersized and therefore would likely increase this shortfall in onsite parking. No wheelchair assessable parking spaces are proposed. Manual for Streets (2007), recommends a five percent onsite provision.
- 15.12 The local highway authority the commented that the surrounding roads are not subject to parking controls and experience high levels of on-street parking associated with the existing residential dwellings and Langley Grammar School. On the day of the site visit, the planning officer witnessed a degree of parking stress; of particular note was pavement parking on the opposite Reddington Drive by the application site.
- 15.13 The site is not considered to be in a particularly accessible location or served by a wide range of facilities whereby a reduction in the Council's parking standards could be justified to the extent proposed. The proposed shortfall in parking spaces would increase on street parking demand in the area where parking is already appears to be operating at over-capacity levels. This is considered to result in a severe parking stress and would likely lead to vehicles parking in dangerous locations resulting in unacceptable impact on highway safety. This would conflict National Planning Policy Framework and Core Policy 7 of Slough's Core Strategy
- 15.14 In accordance with The Low Emissions Strategy 1 x charging point per dwelling (where parking is allocated) or 1 charging point per 10 spaces (where parking is unallocated) is required. These could be secured by condition.
- 15.15 *Cycle parking:*
- 15.16 Cycle storage would comprise an integral secure store within the ground floor of the building containing 17 cycles parking spaces. Uncovered short-stay visitor cycle parking for 4 bicycles are proposed by the rear entrance to the building. The cycle parking is considered an acceptable provision. The Local Highway Authority has requested the secure cycle store is accessed from within the entrance lobby to the building, rather than from an external door, to improve security. Planning officers consider that an appropriately secure door by condition would acceptable and could be secured by condition.
- 15.17 *Refuse and recycling Collection:*

Refuse and recycling storage would comprise an integral secure store within the ground floor of the building. No quantum of bin storage is proposed however planning officers are satisfied the quantum and internal access required by the Developers Guide can be achieved. The bin drag distances comply with the required distances set out in the Developers Guide.

15.18 Summary:

Based on the above, the proposed footway crossover access is not considered to comprise an appropriate junction for the resulting traffic generation, there is no proposed space for a safe pedestrian route from the public footway through the vehicle access and into the buildings, and in the absence of sufficient detail in relation to corner radii, visibility splays, and swept paths to demonstrate to enter and leave in a forward gear, the proposal would not create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. In addition, the insufficient onsite parking provision would increase on street parking demand in the area where parking is already appears to be operating at over-capacity level the proposal would likely lead vehicles parking in dangerous locations. The proposal would result in an unacceptable impact on highway safety. The proposal would fail to comply with Core Policy 7 of the Core Strategy, Local Plan Policy T2, and the requirements National Planning Policy Framework 2021. Substantial negative weight should be applied in the planning balance.

16.0 **Surface water drainage**

16.1 Paragraph 167 of the National Planning Policy Framework requires local planning authorities when determining any planning applications to ensure that flood risk is not increased elsewhere. Paragraph 169 of the National Planning Policy Framework requires Major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Advice from the lead local flood authority should be taken into account. Core Policy 8 of the Core Strategy and the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016 requires development to manage surface water arising from the site in a sustainable manner.

16.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development, (Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015).

16.3 The application does not include a drainage strategy and therefore there is not sufficient detail and evidence to provide an acceptable surface water drainage design for the proposal. Therefore the site and adjoining land would be at risk of surface water flooding

16.4 Planning Officers have not requested the strategy is revised to address the

issues. This is because there are number of reasons why the application cannot be supported and requested changes to the drainage strategy would not overcome the more fundamental issues.

16.5 Based on the above, the application does not meet the local or national requirements for surface water drainage, and therefore the site and adjoining land would be at risk of surface water flooding. The proposal would therefore fail to comply with Core Policy 8 of the Core Strategy, the standards set out within the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016, the Government's Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015, and the requirements of the National Planning Policy Framework. Substantial negative weight should be applied to the planning balance.

17.0 **Affordable Housing**

17.1 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. As the proposal is for less than 15 dwellings, no affordable housing is required.

18.0 **Infrastructure:**

Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

18.1 *Education:*

Part 2 of the Developer's Guide states that residential development of between 5 and 14 dwellings will attract a reduced contribution in the near future probably from 1st March 2009. No update has been provided in this regard and therefore no contributions would be sought towards education.

18.2 *Open Space / Recreation*

Part 2 of the Developer's Guide states that residential development under 2 hectares or under 70 dwellings the requirement will be dependent upon the location of the site, type of residential accommodation, proximity to and type of existing public open space/play areas and the Council's open space and recreation facility studies.

18.3 Given the onsite external amenity space is not policy compliant; the proposal is not in a position to assess whether financial contributions would be required towards Open Space / Recreation. Financial contributions would not mitigate the current deficiency in onsite amenity space. Consideration would also need to be given to whether it would be efficient to enter in to a section

106 to secure nominal contributions.

18.4 Based on the above, the proposal would not require affordable housing, education or open space / recreation contributions.

19.0 **Impact on biodiversity and ecology**

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

19.2 Paragraph 174 of the National Planning Policy Framework requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.

19.3 The application has been submitted with an extended phase 1 habitat & protected species scoping survey and preliminary bat roost assessment. This has found that much of the habitats on the site were considered to be of limited ecological value by being common, widespread, and easily replaceable. However, within the overgrown area there is some limited potential that these areas are used by reptiles and common species of amphibians (such as common toad). In addition, the trees and denser shrubs may be used by nesting birds during the breeding season. As such appropriate conditions could be included to control the site clearance and demolition phase.

19.4 The dwelling on the site is vacant and has a number of features suitable for use by low numbers of crevice dwelling bat species. The ecology report recommends that further survey(s) are required to confirm if the building hosts a bat roost. The remaining features within the site have a negligible potential to host roosting bats and these buildings can be removed with minimal risk of harm to bats.

19.5 In accordance with current Government guidance (Protected species and development: advice for local planning authorities), planning conditions that ask for surveys should not normally be attached to decisions. This is because consideration of the full impact of the proposal on protected species is required before granting planning permission. In exceptional cases, planning condition for additional surveys may be required to support detailed mitigation proposals, or if there will be a delay between granting planning permission and the start of development.

19.6 There are no exceptional circumstances to justify the uses of planning conditions to secure the additional surveys. In addition, the net gains in biodiversity can not be calculated or assessed until the further surveys have been undertaken.

19.7 Based on the above, in the absence of the recommended follow-up detector survey and any associated mitigation that may be required; the Local Planning Authority cannot fully assess the impact on protected species. Furthermore, without understanding the ecological value of the existing site in its current condition, it is not possible to be sure the proposed biodiversity enhancement strategy set out in the ecological assessment would result in net gains in biodiversity. The proposal would therefore fail to comply with Core Policy 7 of the Core Strategy, and the requirements of the National Planning Policy Framework. Some negative weight should be applied to the planning balance.

20.0 **Other Matters**

20.1 The design and access statement explains that Langley Grammar School intend to dispose of the site to raise additional funding needed to improve the School's facilities to provide purpose-built dance studio in the new main block. In addition, the funding would be used to upgrade its sports facilities which are also used by the wider community. These include upgrading the surface of the all weather pitch to enable a greater range of sports to be offered, installing additional facilities into the existing indoor sports hall, and developing areas of unused land on the perimeter of the School's site as a fitness trail and outdoor gym facility.

20.2 The proposal, as a result of the asset disposal would have a social benefit in regard education within the school and for the improved provision of sport for the community. No plans have been provided to show the extent of the improvements and it is not clear how the finances from the asset disposal could be secured to ensure the improvements are delivered. As such it is not possible to measure these benefits, and therefore only some limited positive weight is applied to the planning balance.

20.3 The proposal would result economic benefits from the construction and occupation phases. Given the size of the proposal, this would attract limited positive weight in the planning balance

21.0 **Neighbour Representations**

21.1 Officers have carefully read and considered the third party representations put forward by the residents of the neighbouring properties. The material planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment.

21.2 An representation has objected on the basis the proposal would cause a wind tunnel along Reddington Drive. Given the height of the proposal and the separation distance from the neighbouring building on the opposite of Reddington Drive, it is considered the proposal would not result in a unacceptable wind speeds in Reddington Drive.

22.0 **Equalities Considerations**

- 22.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:
- Remove or minimise disadvantages suffered by people due to their protected characteristics;
 - Take steps to meet the needs of people with certain protected characteristics; and;
 - Encourage people with protected characteristics to participate in public life (et al).
- 22.2 The proposal would provide new residential accommodation. Given the size of the scheme, the local development plan does not require any wheelchair user dwellings. Access from the public footway up to the building is not considered safe or suitable for all users and this forms part of a reason for refusal. No lifts are proposed to the upper floors which compromises access for all users. There are no development plan policies to secure lift access.
- 22.3 In relation to the car parking provisions, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics if the occupier/individual does not have access to a car parking space in the development. The car parking provisions do not comply with the relevant development policies and forms part of a reason for refusal.
- 22.4 It is considered that there will be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.
- 22.5 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority

exercising its public duty of care, in accordance with the 2010 Equality Act.

23.0 **Presumption in favour of sustainable development:**

23.1 The application has been evaluated against the Development Plan, the NPPF and other relevant material planning considerations. The Authority has assessed the application against the 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 2021 and refined in case law should be applied.

The proposal for 13 residential units would make a contribution to the supply of housing, and given that that the tilted balance is engaged, this contribution could in principle attract positive weight in the planning balance. As the proposal is located within a suburban area and would result in the loss of family housing, and that the proposed mix of housing does not include any three bedroom units which is where the need is most, the weight allocated to the benefit of providing housing is significantly tempered. As such, when considering the proposed benefits, limited positive weight would be tilted in favour of the supply of housing.

The economic benefits from the construction and occupation phases would attract limited positive weight in the planning balance.

The social benefits as a result of the asset disposal to provide a dance studio and improved sports facilities would attract some limited positive weight in the planning balance.

Overall, the weight allocated to the benefits from proposal is considered to amount to **limited positive weight**.

However, the report identifies there are numerous conflicts with the saved policies in the Local Plan, Core Strategy, and the National Planning Policy Framework, namely:

- The planning application fails to sufficiently demonstrate how surface water would be effectively drained from the site in accordance with the published standards by the government and the local planning authority. Therefore the site and adjoining land would suffer a substantial adverse impact by being at risk of surface water flooding. The proposal fails to comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework 2021. **Substantial negative weight is applied to the planning balance.**
- The proposal would result in an overly dominant feature in the

Reddington Drive streetscene with limited architectural or visual interest, giving rise to substantial adverse impact on the character and appearance of the area. The proposal would fail to comply with Policy EN1 and EN3 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework 2021. **Substantial negative weight should be applied in the planning balance.**

- The proposal would result in substantial adverse impact on highway safety and would fail to comply with Core Policy 7 of the Core Strategy, Local Plan Policy T2, and the requirements National Planning Policy Framework 2021. **Substantial negative weight is applied to the planning balance.**
- Insufficient information has been provided to make a detailed assessment of the impacts on biodiversity, as a result of the development. The proposal would therefore fail to comply with Core Policy 7 of the Core Strategy, and the requirements of the National Planning Policy Framework. **Some negative weight is applied to the planning balance.**
- No sunlight study has been carried out to measure the loss of sunlight to the neighbouring flats on the opposite side of Reddington Drive and therefore the extent of the loss of sunlight cannot be assessed. The proposed development has therefore failed to demonstrate compliance 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 2021. **Some negative weight is applied to the planning balance.**
- By virtue of the proposals not consisting of predominantly family housing within a suburban area and due to the loss of existing family housing on the site, the proposal would fail to comply with Core Policies 1 and 4 of the Core Strategy and the requirements of the National Planning Policy Framework 2021. **The benefits of the proposal have been tempered.**
- The proposal would not provide an appropriate level of external amenity space, and therefore would not result in a high standard of amenity for all future users. The application would therefore fail to comply with Local Plan Policy H14, Core Policy 4 of the Core Strategy, and the requirements of the National Planning Policy Framework. **The benefits of the proposal have been tempered.**

The benefits allocated to contribution of 13 flats (2 x 1 bed flats and 11 x 2 bed flats) are accordingly tempered for the reasons set out above, which in combination with the economic benefits for the construction and occupation phase would result in limited positive weight being applied in the planning balance. However the level of harm resulting from adverse impacts of the

development as highlighted above would significantly and demonstrably outweigh this benefit when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2021 taken as a whole and tilted in favour of the supply of housing. As such, the proposal is not considered to be sustainable development and is therefore recommended for refusal.

24.0 **PART C: RECOMMENDATION**

24.1 Having considered the relevant policies set out above, 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 for refusal for the following reasons:

1. The proposed development does not consist of family housing as defined by the Core Strategy within a suburban area and would result in the net loss of family accommodation. The proposal would therefore fail to comply with Core Policy 4 of the Core Strategy and the requirements of the National Planning Policy Framework 2021.
2. Insufficient information has been provided to demonstrate how surface water would be effectively drained from the site in accordance with the published standards by the government and the local planning authority. Therefore the site and adjoining land would be at risk of surface water flooding. The proposal would fail to comply with Core Policy 8 of the Core Strategy, the standards set out within the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016, the Government's Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015, and the requirements of the National Planning Policy Framework 2021.
3. By virtue of its siting, layout, design, scale, height and positioning, the proposal would appear overly dominant in the Reddington Drive streetscene which would cause harm to the character of the area and would not be in-keeping with the existing landscaped appearance of the site or the pattern of development in the area. The adverse impacts identified are symptomatic of the proposals being an inappropriate over-development of the site which the Local Plan policy indicates should be refused planning permission.. The proposal would therefore fail to comply with Policy EN1 and EN3 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework 2021.
4. The application has not demonstrated the proposal would create a safe and suitable access and layout which minimises conflicts between traffic and pedestrians. It is considered the proposed vehicular crossover access is not sited in an appropriate position to

facilitate the level of resulting traffic generation forecast to be created by the development. In addition, there is an absence of space for a safe pedestrian route from the public footway through the vehicle access, car park and into the buildings and insufficient detail in relation to corner radii, visibility splays, and swept paths to demonstrate vehicles can enter and leave in a forward gear.. By virtue of the insufficient onsite parking provision, the proposal would increase on street parking demand in the area where on-street parking already appears to be operating at an over-capacity level, leading to vehicles parking in dangerous locations. The proposal would therefore result in an unacceptable impact on highway safety and would fail to comply with Core Policy 7 of the Core Strategy, Local Plan Policy T2, and the requirements National Planning Policy Framework 2021.

5. Insufficient information has been provided to make a detailed assessment of the impacts on biodiversity as a result of the development. The proposal would therefore fail comply with Core Policy 7 of the Core Strategy, and the requirements of the National Planning Policy Framework.
6. By virtue of four of the proposed two bedroom flats being served by small balconies which are accessed through a bedroom, and no proposed external amenity space for a one bedroom flat, the proposal would not provide an appropriate level of external amenity space, and therefore would not result in a high standard of amenity for all future users. The application would therefore fail to comply with Local Plan Policy H14, Core Policy 4 of the Core Strategy, and the requirements of the National Planning Policy Framework.
7. Insufficient information has been submitted to determine the level of overshadowing caused as a result of the development. Therefore, in absence of this detail, by virtue of its siting, height, width, and positioning, the proposal would likely overshadow the neighbouring flats on the opposite side of Reddington Drive and result in the loss of sunlight to these properties. No sunlight study has been carried out to measure the loss of sunlight and therefore the extent of the loss of sunlight cannot be assessed. The proposed development has therefore failed to demonstrate compliance 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 2021.

Process:

1. It is the view of the Local Planning Authority that the proposed development does not 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.

In the exercise of its judgement in determining the appropriate balance of considerations, the Local Planning Authority has acted positively and proactively in determining this application proposal, taking into account all material considerations. Material considerations include planning policies and any representations that may have been received preceding the determination to grant planning permission in accordance with the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law. The Local Planning Authority is satisfied that its processes and practices are compatible with the Human Rights Act and the decisions of the European Court of Human Rights.

In dealing with this application, the Local Planning Authority has decided that there are no small amendments that would make the proposed development acceptable and therefore none were requested.

2. Thames Water:

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

Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're

considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.