

Registration Date:	14-Nov-2019	Application No:	P/00106/013
Officer:	Alex Harrison	Ward:	Central
Applicant:	Malhi, Goldbridge Construction Limited	Application Type:	Major
		13 Week Date:	13 February 2020
Agent:	GA&A Design Suite 1, First Floor, Aquasulis, 10-14 Bath Road, Slough, SL1 3SA		
Location:	Lady Haig Club, 70, Stoke Road, Slough, SL2 5AP		
Proposal:	Demolition of existing building and change use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 (residential) to provide for 57 dwellings distributed over 2 blocks (part 4, part 5, part 6 storey building).		

Recommendation: Delegate to the Planning Manager for approval.



1.0 SUMMARY OF RECOMMENDATION

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

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

A. Approval subject to:

1. The satisfactory completion of a Section 106 Agreement to secure affordable housing, Burnham Beeches SAC Mitigation and infrastructure contributions along with a viability review mechanism; and
2. Finalising conditions and any other minor changes;

OR

B. Refuse the application if the completion of the above has not been satisfactorily completed by 31st January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

PART A: BACKGROUND

2.0 Proposal

2.1 Planning permission is sought for the demolition of existing building and change use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 (residential) to provide for 57 dwellings distributed over 2 blocks.

The scheme has been amended since its original submission to remove two units that were proposed at basement level in favour of providing increased parking numbers as a result of the comments received from Highways and Transport Department at para 6.1.

2.2 The scheme is split into two distinct blocks with a larger, principal block fronting onto Stoke Road that reaches 5 storeys in height with a 6 storey rear façade internal to the site and a more secondary block to the rear of the site that also reaches 5 storeys in height with a 4 storey internal façade. The building will be constructed with a combination of facing brickwork that is broken up with timber cladding and render. The Stoke Road elevation will provide a number of integrated balconies and terraces for private amenity space. Between the two blocks will be a communal garden area that is accessible for all providing a mix of hard and soft landscaping.

2.3 The housing mix for the scheme proposed is as follows:

12no - Studio Flats
11no - 1 bed flats
34no – 2 bed flats

This is a slightly amended mix from the initial submission with the proposal seeing 4no studio units changed to 1 bed flats.

The application was accompanied with a viability appraisal and has proposed an affordable housing contribution of 8 units (on-site provision), amounting to 14% of the units.

2.4 Access to the site will be gained from connecting to an existing access road (Lyons Way) to the south that serves The Foyer/Beacon House and The Lady Haig site. This new access will run north to south and link the adjacent sites forming a single access road that would accommodate residential traffic associated with this site and others. Due to the land levels sloping to the east, a 'basement level' is proposed that would provide 37 parking spaces for the new development. Along with cycle parking, bin storage and circulations space to the flats.

2.5 The application was submitted with the following technical content:

- Air Quality Statement
- Daylight/Sunlight Report
- Heritage Statement
- Noise Assessment
- Design and Access Statement
- Energy Strategy
- Drainage Strategy
- Geo Environmental Desk Study
- Landscaping Management Plan
- Planting Layout
- Transport Statement
- Travel Plan
- Viability Appraisal
- Habitat Regulations Assessment

3.0 Application Site

3.1 The existing site which measures approximately 0.22 hectare, contains the former Lady Haigh Royal British Legion Hall (Class D2) and includes a small element of residential (Class C3). The area to the side of the hall is being used for car parking and to the rear of the site is a single storey 'porta cabin', currently occupied to Corals Bookmakers. The building dates from 1928-9 and was constructed as Slough's British Legion Headquarters. The building

is neither listed nor locally listed and is not located within, or adjacent to, a conservation area. There are no listed buildings in the vicinity of Lady Haig Hall, however, the structure is situated within the setting of two buildings included on Slough's Local List; Gilliat Hall and Littledown Primary School. Lady Haig Hall remained in use as Slough's British Legion Headquarters until the first half of 2011, when the Slough branch of the Royal British Legion closed. The 'Lady Haig Royal British Legion (Slough) Club Limited', was subsequently being put into liquidation in May 2014.

- 3.2 The site is located outside of the selected key location for comprehensive regeneration, to the north of the defined existing business area and just south of the defined shopping area. Nonetheless, the site is located within an area where redevelopment and regeneration is envisaged and actively encouraged. To the north of the site, planning permission has been granted for a 5 storey residential development with retail on the ground floor Stoke Road frontage on the cleared site at 94 – 102 Stoke Road that provides a development of 55 no. flats. Immediately to the south of that site at 76 – 78 Stoke Road, there is currently an outline planning application under consideration for an extension to that development to provide a further 24 no. flats and 320sqm of retail space in a similar 5 storey block.
- 3.3 The Environment Agency's Flood Zone map shows:
- The south of the site lies mainly in Flood Zone 1 'Low Probability' (less than a 1 in 1000 (0.1%) annual probability of river flooding).

4.0 Site History

- 4.1 There is a lengthy recent planning history to this site. Planning permission was originally granted for a redevelopment proposal on this site in 2017 under reference:

P/00106/012

Demolition of existing building and redevelopment of site to provide 39no. flats in a part 4 / part 5 / part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.

Approved 30/05 2017

- 4.2 Following the decision the applicant did not seek to implement the approval until early 2020 and was unable to lawfully implement the consent in time before the permission lapsed. As a result there is currently no extant permission on site.
- 4.3 In the wider area a number of schemes adjacent to or close to the site have gained consent in recent years.

72-74 Stoke Road

P/00943/008

Demolition of existing buildings and construction of Part 4/Part 5 storey building comprising 287sqm ground floor retail space and 24 no flats (18 no x 1bed and 6 no x 2 bed flats) together with parking provision for 15 no. cars and 20 no. cycles with access from an extended rear service road. Awaiting completion of a S106 agreement.

76-78 Stoke Road
P/03678/019

Demolition of existing buildings and construction of a part 5 storey building with undercroft car parking, ground floor retail unit (278sqm), 24 flats (12no. x 1 bed and 12no. x 2 bed) and cycle parking.
Approved 03/03/2017

94-102 Stoke Road
P/01295/010

Application for variation of conditions 02 (approved drawings) and 11 (scooter & bicycle parking) to allow a minor material amendment to planning permission reference p/01295/009 dated 04/06/2014 for:

- Setting back of south-eastern corner of building from rear service road (ground & upper ground levels)
- Changes to layout of undercroft parking
- Units 2, 3 & 4 moved westwards
- Units 2 and 3 marginally reduced in size
- East facing living room window to plot 2 widened
- Balconies to plots 10 & 11 widened (first floor level)
- Deeper overhang at upper levels above ground and lower ground floors on eastern side.

Approved 21/01/2015

The Foyer/ Beacon House, Stoke Road
P/06964/016

Demolition of existing building and redevelopment of the site to provide 116 residential dwellings with associated amenity space, access and parking.
Awaiting completion of S106 Agreement

5.0 Neighbour Notification

5.1 A press notice was published on 29 April 2022 and site notices published at the site on 4 May 2022.

The following properties were consulted on this application:

2, Fleetwood Road, Slough, SL2 5ET, 15, Queens Court, Queens Road, Slough, SL1 3QR, 16, Queens Court, Queens Road, Slough, SL1 3QR, 17, Queens Court, Queens Road, Slough, SL1 3QR, 18, Queens Court,

Queens Road, Slough, SL1 3QR, 11, Queens Court, Queens Road, Slough, SL1 3QR, 12, Queens Court, Queens Road, Slough, SL1 3QR, 14, Queens Court, Queens Road, Slough, SL1 3QR, 19, Queens Court, Queens Road, Slough, SL1 3QR, 20, Queens Court, Queens Road, Slough, SL1 3QR, 21, Queens Court, Queens Road, Slough, SL1 3QR, 13, Queens Court, Queens Road, Slough, SL1 3QR, 77a, Stoke Road, Slough, SL2 5BJ, 77, Stoke Road, Slough, SL2 5BJ, 70a, Stoke Road, Slough, SL2 5AP, 12, Fleetwood Road, Slough, SL2 5ET, 79a, Stoke Road, Slough, SL2 5BJ, 79, Stoke Road, Slough, SL2 5BJ, 67a, Stoke Road, Slough, SL2 5BJ, 67b, Stoke Road, Slough, SL2 5BJ, 10a, Fleetwood Road, Slough, SL2 5ET, 10b, Fleetwood Road, Slough, SL2 5ET, 10, Fleetwood Road, Slough, SL2 5ET, 81a, Stoke Road, Slough, SL2 5BJ, 81, Stoke Road, Slough, SL2 5BJ, 74, Stoke Road, Slough, SL2 5AP, 74a, Stoke Road, Slough, SL2 5AP, 69b, Stoke Road, Slough, SL2 5BJ, 8, Fleetwood Road, Slough, SL2 5ET, 20, Fleetwood Road, Slough, SL2 5ET, 71, Stoke Road, Slough, SL2 5BJ, 6a, Fleetwood Road, Slough, SL2 5ET, 6b, Fleetwood Road, Slough, SL2 5ET, 6, Fleetwood Road, Slough, SL2 5ET, Beacon Housing Association, 50, Stoke Road, Slough, SL2 5AW, 18, Fleetwood Road, Slough, SL2 5ET, 73a, Stoke Road, Slough, SL2 5BJ, 73, Stoke Road, Slough, SL2 5BJ, Langcet Ltd, Unit 7, Mill West 13-21, Mill Street, Slough, SL2 5AD, Unit 8, Mill West 13-21, Mill Street, Slough, SL2 5AD, Zoloti Kolesa Ltd, Unit 5, Mill West 13-21, Mill Street, Slough, SL2 5AD, St. John Ambulance, Unit 6, Mill West 13-21, Mill Street, Slough, SL2 5AD, 72a, Stoke Road, Slough, SL2 5AP, 76, Stoke Road, Slough, SL2 5AP, 78a, Stoke Road, Slough, SL2 5AP, 78b, Stoke Road, Slough, SL2 5AP, Todays Newsmarket, 72, Stoke Road, Slough, SL2 5AP, 4, Queens Court, Queens Road, Slough, SL1 3QR, 5, Queens Court, Queens Road, Slough, SL1 3QR, 6, Queens Court, Queens Road, Slough, SL1 3QR, 7, Queens Court, Queens Road, Slough, SL1 3QR, 1, Queens Court, Queens Road, Slough, SL1 3QR, 2, Queens Court, Queens Road, Slough, SL1 3QR, 3, Queens Court, Queens Road, Slough, SL1 3QR, 8, Queens Court, Queens Road, Slough, SL1 3QR, 9, Queens Court, Queens Road, Slough, SL1 3QR, 10, Queens Court, Queens Road, Slough, SL1 3QR, The Property Bank, 78, Stoke Road, Slough, SL2 5AP, 16a, Fleetwood Road, Slough, SL2 5ET, 16b, Fleetwood Road, Slough, SL2 5ET, 75a, Stoke Road, Slough, SL2 5BJ, 75, Stoke Road, Slough, SL2 5BJ, 14a, Fleetwood Road, Slough, SL2 5ET, 14, Fleetwood Road, Slough, SL2 5ET, 4a, Fleetwood Road, Slough, SL2 5ET, 4, Fleetwood Road, Slough, SL2 5ET, 69a, Stoke Road, Slough, SL2 5BJ, Flat 1, Novello House, Stoke Road, Slough, SL2 5BW, Flat 2, Novello House, Stoke Road, Slough, SL2 5BW, Flat 3, Novello House, Stoke Road, Slough, SL2 5BW, Flat 4, Novello House, Stoke Road, Slough, SL2 5BW, Flat 5, Novello House, Stoke Road, Slough, SL2 5BW, Flat 6, Novello House, Stoke Road, Slough, SL2 5BW, Flat 7, Novello House, Stoke Road, Slough, SL2 5BW, Flat 8, Novello House, Stoke Road,

Slough, SL2 5BW, Flat 9, Novello House, Stoke Road, Slough, SL2 5BW, Flat 10, Novello House, Stoke Road, Slough, SL2 5BW, Flat 11, Novello House, Stoke Road, Slough, SL2 5BW, Flat 12, Novello House, Stoke Road, Slough, SL2 5BW, Flat 14, Novello House, Stoke Road, Slough, SL2 5BW, Flat 15, Novello House, Stoke Road, Slough, SL2 5BW, Flat 16, Novello House, Stoke Road, Slough, SL2 5BW, Flat 17, Novello House, Stoke Road, Slough, SL2 5BW, Flat 18, Novello House, Stoke Road, Slough, SL2 5BW, Flat 19, Novello House, Stoke Road, Slough, SL2 5BW, Flat 20, Novello House, Stoke Road, Slough, SL2 5BW, Slough Foyer, 52, Stoke Road, Slough, SL2 5AW, 70b, Stoke Road, Slough, SL2 5AP, 12a, Fleetwood Road, Slough, SL2 5ET, 72b, Stoke Road, Slough, SL2 5AP, Unit 9, Mill West 13-21, Mill Street, Slough, SL2 5AD, JCW Car Sales Ltd, 70C, Stoke Road, Slough, SL2 5AP

5.2 No letters have been received.

6.0 Consultations

6.1 Transport and Highways

Vehicle Access

As requested by Slough Borough Council (SBC), the applicant has provided a drawing which demonstrates that a visibility splay of 2.4m x 33m can be provided in each direction from the proposed access junction (Drawing No. A18433C-02-Rev-P2, titled '*Large Car (5.1m 4x4 car) Swept Paths*', dated 05.05.22).

Manual for Streets Table 7.1 states that 2.4m x 33m of visibility is sufficient for vehicle speeds of 25mph. SBC Highways and Transport are satisfied that this will be a suitable level of visibility from the proposed access junction given the service road will be a low speed environment with vehicles travelling at lower speeds whilst slowing down to enter different car parks (or pulling away).

The proposed gate line has been set back approximately 7.0m from the edge of the proposed service road, which will allow a car or van to wait for the gates to open without obstructing the flow of vehicles on the service road.

The applicant has confirmed overhead clearance of 2.75m within the undercroft car park which allows delivery vans to enter the car park if necessary for deliveries, removals or residents who need to own a van for their trade/occupation.

The applicant has confirmed that they will construct the part of the rear service road which shares a contiguous boundary with the development site. The applicant has confirmed that they will enter into a Section 38

agreement with the council to design and construct that part of the access road to an adoptable standard and dedicate this to the council as highway maintainable at public expense at no cost to Slough Borough Council.

The applicant has confirmed that the entire section of the access road within the client's ownership will be offered for adoption.

Section 106 Contribution

SBC Highways and Transport require a Section 106 contribution towards the compulsory purchase of land parcel registered to title number: BK393042 to enable the completion of the service road (Lyons Way) which will allow unrestricted rear access for all vehicles including service vehicles and cars.

Road Widening Line

The applicant has amended the building line to ensure that it does not encroach on Slough's adopted road widening line on Stoke Road, as requested by SBC Highways and Transport on 21st April 2022.

SBC require the applicant to enter into a Section 278 agreement to complete the road widening which would be delivered by the applicant and dedicate the newly constructed footway as highway.

SBC Highways and Transport still require confirmation of whether the first floor oversails the land within Slough's road widening line. If the upper floors oversail the road widening line, then SBC Highways and Transport will require a minimum overhead clearance of 3.0m to allow enough clearance for provision of road signs and bus shelters within the road widening line.

SBC Highways and Transport also require the applicant to obtain a license for structures oversailing the public highway in accordance with Section 177 of the Highways Act (1980). This will require the applicant to pay an annual fee to the Local Highway Authority (Slough Borough Council).

Access by Sustainable Travel Modes

SBC Highways and Transport consider the site to be relatively accessible by sustainable travel modes and opportunities exist for residents to live without owning a car.

From the proposed development, Slough Railway Station is located approximately 550 metres away (7 minutes' walk and 2 minutes cycle), Slough Bus Station is 500 metres (6 minutes' walk, 2 minutes cycle) and Slough High Street is located 800m (11 minutes' walk / 4 minutes cycle). Tesco Extra is approximately 1100 metres from the site (14 minutes' walk / 4 minutes cycle).

The nearest bus stops to the site are 30m from the site are the Queens Road stops on Stoke Road. The Number 7 bus service provided 4 buses per hour from the site between Britwell and Slough Town Centre and 2 per hour to Heathrow Terminal 5. The '12 The Trader' bus provides 2 services per hour between Burnham and Slough Town Centre. The WP1 bus provides 4 services per hour between Wexham Court and Slough Town Centre.

A walking distance of 400 metres (and 200m within town centres) is deemed a reasonable walking distance by the Chartered Institute of Highways and Transport (CIHT) within their document: '*Planning for Walking and Cycling, 2015*'.

The Chartered Institute of Highways and Transportation also advises that: '*Walking neighbourhoods typically characterised as having a range of facilities within 10 minutes' walking distance (Around 800 metres)*' and that people will walk up to 800 metres to access a railway station, reflecting its greater perceived quality and the importance of rail services.

Trip Generation

SBC Highways and Transport have no objection to the scheme on the basis of the site's forecast vehicular trip generation.

However, SBC Highways and Transport requested the amendment of the trip generation forecast to include trips by sustainable travel modes including walking, cycling, rail, bus and car sharing trips.

A forecast of the site's vehicular trip generation has been completed using trip survey data from the TRICS database. TRICS is the national database for trip generation data. At the request of SBC Highways and Transport, the trip rates have been amended to exclude survey data from Greater London and SBC Highways and Transport can now accept the amended vehicular trip rates.

The amended trip rates result in forecast vehicular trip generation of 14 two-way vehicle trips during the AM Peak Hour and 15 two-way trips during the PM Peak Hour.

This is the equivalent of 1 additional vehicle trip every 4 minutes during the peak hours and the vehicles will disperse in different directions across the local highway network.

Therefore the vehicle trips forecast are expected to have a minimal impact on the surrounding local highway network by SBC Highways and Transport.

On-Street Parking

SBC Highways and Transport have been made aware of a significant on-street parking problem with vehicles parked along Lyons Way north of the

development parked along the footway and on double-yellow lines. These vehicles parked on-street would appear to be associated with the flats on Lyons Way previously consented with a low parking ratio (0.69 and 0.70 spaces per dwelling). St Paul's Avenue and Mill Street also experience high levels of on-street parking demand where developments with low parking ratios have been previously consented.

Car Parking Provision

SBC Highways and Transport requested minimum provision of 0.7 – 1.0 parking spaces per dwelling, with a ratio of 0.42 spaces previously proposed (59 flats and 25 car parking spaces).

SBC Highways and Transport request the provision of an additional 3 car parking spaces to provide the minimum desired parking ratio of 0.7 parking spaces per dwelling. The applicant has amended the scheme to provide 57 flats and 37 parking spaces, to provide 0.65 parking spaces per dwelling.

No evidence has been submitted in order to justify a ratio of 0.65 parking spaces per dwelling and the 37 parking spaces remains a significant shortfall below the 88 parking spaces required by Slough's adopted parking standards for new residential dwellings located in the defined 'Rest of Town Centre' area.

The table below summarises the requirements of Slough Borough Council Parking Standards.

SBC Car Parking Standards (Rest of Town Centre Area – Communal Layout)		
	Car Spaces per Dwelling	Car Parking Required
Studio Flats x16	1.25	20
1-Bedroom Flats x7	1.25	9
2-Bedroom Flats x34	1.75	60
Total		88

Source: Slough Developer's Guide – Part 3: Highways and Transport (2008).

In regard to the application of Slough's adopted parking standards, Core Policy 7 of Slough's Core Strategy (2006 – 2026) states that: '*Maximum restraint will be applied to parking for residential schemes in the town centre. In the rest of the Borough, the level of parking within residential development will be appropriate to both it's location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents*'.

Whilst there is a recorded on-street parking problem, SBC Highways and Transport cannot recommend refusal of the application due to sustainable

location of the site which is considered to be within reasonable walking distance of local shops, Slough High Street, Bus Stops and Slough Railway Station.

Therefore SBC require contributions for the improvement of Slough's sustainable travel network given the low parking ratio which will increase demand for Slough's walking, cycling and public transport infrastructure. This is required to support journeys by sustainable travel modes and avoid the previous problems recorded with on-street parking created by developments in this area.

Disabled Car Parking

The applicant has confirmed that 2 parking spaces would be marked and designed for disabled use. This accords with industry best practice to ensure 5% of all parking spaces provided on site should be designed to an accessible standard

SBC Highways and Transport require the amendment of the spaces accord with the requirements of Inclusive Mobility (2021) and should be amended to include a 1200mm access strip in accordance with the requirements of inclusive mobility.

Sustainable Transport Contributions: Car Club and Electric Bike Hire

Given the low parking ratio proposed, SBC request Section 106 contributions are made towards Slough's sustainable travel infrastructure. The low parking ratio means a large proportion of residents will be expected to travel using Slough's sustainable travel infrastructure.

The Transport Statement states that the developer is willing to make a Section 106 contribution towards a car club in order to promote the use of sustainable travel and to reduce car ownership at the site. However the developer is not willing to provide a dedicated parking space on site for the operation of the car club.

SBC Highways and Transport request the following Sustainable Transport Contributions:

Contribution	Section 106 Amount
Slough Car Club	£10,000
Bus Shelter at Queens Road Stop on Stoke Road	£15,000
Signalised Ped Crossing Stoke Road / St Paul's Junction	£36,000
Public Rapid Charger	£25,000
Total	£86,000

EV Charging

The Transport Statement highlights that 10% of the car parking bays will have active electric charging points, with a further 10% of the bays being provided with passive charging provision to allow conversion for active charging provision to meet rising demand when required.

SBC require the amendment of the proposed site plan to label the parking spaces which will be fitted with the proposed EV Charging Point(s) and passive EV Charging Provision.

SBC require confirmation that a communal parking layout will be implemented where 25 parking permits are issued, but flats are not allocated a specific space within the car park. This is to allow flexible parking and improve access to the EV Chargers. The Slough Low Emissions Strategy (2018 – 2025) stipulates that EV Parking maybe provided for only 10% of the proposed parking spaces where a communal parking layout is proposed.

Given the site does not provide EV Charging for each dwelling, SBC request a Section 106 contribution to support the implementation of Slough's public fast charger network to improve electric vehicle charging within the borough.

Cycle Parking

SBC Highways and Transport are satisfied that the proposed cycle parking at the proposed development accords with the Slough Developers Guide – Part 3: Highways and Transport.

60 secure cycle parking spaces are proposed for allocation to each dwelling in the form of stacked cycle racks, which are displayed on Drawing No. 20-B10-P06, titled '*Proposed Lower Ground Floor*', dated 04/02/19, by GAA Design. It has been confirmed that access to the cycle stores will be controlled via pin pad with the entry codes only available to residents of the proposed development.

As requested by SBC, the applicant proposes 3 Sheffield stands along the site frontage on Stoke Road for visitor cycle parking to facilitate short visits to the site by bicycle for residents' friends, family or Deliveroo riders. The Short Stay cycle parking is displayed on Drawing No. 20-00-Rev-P07, titled '*Proposed Ground Floor*', dated 06/05/2022, by GAA Design.

The Slough Developers Guide – Part 3: Highways and Transport requires the provision of 1 secure covered cycle parking space per new dwelling and the provision of visitor cycle parking for flatted developments of more than 10 dwellings.

Site Layout

The applicant has provided swept path analysis which demonstrates that a large car measuring 5.1m in length has sufficient manoeuvring room to ingress/egress the end parking spaces in the proposed car parking layout. The swept paths are provided on Drawing No. A18433C-02-Rev-P2 titled '*Large Car (5.1m 4x4 car) Swept Paths*', dated 05.05.22.

An aisle width of 6.0m is provided in the proposed parking area in accordance with the aisle width recommended within the Manual for Streets.

Deliveries, Servicing and Refuse Collection

The Transport Statement outlines that a refuse store will be provided to the rear of the development on the lower ground floor which fronts onto Lyons Way.

Swept path analysis has been provided which demonstrates that a large refuse vehicle would turn within the site bellmouth junction, site access road and within land opposite the site access. The swept paths are displayed on Drawing No. A18433C-01-Rev-P1 titled '*Large Refuse Vehicle Swept Path Plan*', dated 10.04.19.

SBC Highways and Transport are satisfied that servicing and refuse collection for the proposed dwelling can be completed under the proposed arrangements.

Summary and Conclusions

Subject to the application being revised in accordance with my comments, I would confirm that I have no objection to this application from a highway perspective subject to conditions.

6.2 Thames Water

Waste Comments Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. 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-largesite/Apply-and-pay-for-services/Wastewater-services>

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/Planningyour-development/Working-near-or-diverting-our-pipes>
Water Comments 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.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. 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.

6.3 Contamination officer

I have reviewed the Geo-Environmental Report (Ref. 20704R1), dated April 2017 and prepared by WDE Consulting Ltd.

Please see my comments below:

Section 4.0 Preliminary Risk Assessment:

Table 8 presents a short list of potential contamination sources on site and off site; however, it misses the infilled area underneath the site, and as a result the potential for ground gases.

Section 6.0 Ground Gas Assessment:

It appears that only one monitoring session was carried for ground gas on site, even though the 2007 CIRIA guidance is quoted, and that requires a minimum of 3 sessions. Thus, it is hard to truly assess the likely risk from ground gasses. For it to be representative there has to be more than one data point recorded for each variable at each location, requirement which hasn't been met.

Section 7.0 Contamination Assessment:

The report suggests that the proposed development is commercial in nature; however, the current proposal is for mixed commercial and residential. Thus, the choice of GACs is not conservative enough. Even so, there were multiple exceedances in soil for PAHs, Arsenic and Lead.

There were no exceedances recorded for groundwater sample analyses results.

The above identified issues will have to be addressed and remedial works will have to be carried to ensure that the site is suitable for the proposed commercial/residential use. The overall moderate risk associated with the

site will have to be dealt with, and the required remedial tasks detailed in a Site Specific Remediation Strategy (SSRM). Once the tasks are completed these will need to be verified and a Final Validation Report produced.

Overall, there has been limited ground gas and groundwater monitoring undertaken on site; including limitations from buildings still present on site. Thus, I recommend that further investigation, monitoring and risk assessment is carried out on site, in order to properly address the issue of potential ground gas migration. The report seems to suggest the option of installing ground gas protection measures into the fabric of the new building; however, I recommend that this is appraised further, as it might be more appropriate / feasible to collect more data and undertake a suitable Ground Gas Risk Assessment, before making a decision.

Raised no objections subject to conditions.

6.4 Berkshire Archaeology

Berkshire Archaeology was previously consulted on potential development at this site. Lady Haig Hall is a purpose built Royal British Legion club dating from the 1920s and as such is of local significance. Therefore further building recording ahead of demolition may be merited, subject to the view of the local planning authority's conservation officer.

Due to previous development at the site, prior to the current structure, I do not have any archaeological concerns regarding these proposals.

6.5 Lead Local Flood Authority

We have reviewed the following information in relation to the above planning application:

- Drainage Strategy report (Rev A, rev date:13/5/2019)
- Thames Water letter to Mr Robert Steventon (date:29 May 2019)
- SBC Surface Water Drainage Proforma

The submitted information addresses our requirements and we have no comments.

6.6 Environmental Quality

Air Quality Comments

In line with the Slough Low Emission Strategy, the scheme is considered to have a MEDIUM impact on air quality. As such, the scheme only requires an assessment of potential exposure of future residents to concentrations of NO₂ and the integration of Type 1 and 2 Mitigation measures, contained in the LES Planning Guidance.

SBC do not conduct any monitoring in the vicinity of the site, however national background data maps provided by Defra indicate that air quality exposure will not be an issue in this location.

The site is located circa 200 metres from an Air Quality Management Area (AQMA 4). As the site includes 25 parking spaces, impact to the AQMA will be low. Due to the low parking provision, the applicant has suggested to contribute to the operation of Slough car club, as stated in the Air Quality Mitigation Statement.

The development involves the demolition of the existing buildings on site. Dust emission from this demolition and construction of the units has been considered, however with mitigation, exposure can be controlled.

To ensure that impact to the AQMA is reduced as far as possible, the following mitigation measures are required:

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As there are no dedicated spaces for the residential dwellings (25 spaces), the LES requires that a minimum of 10% of the parking spaces should have access to electric vehicle recharging facilities, therefore installation of 3 Type 2 Mode 2 EV charging points in the proposed development is required.
- Installation of 2 dedicated Car Club Bays within the site as part of the 25 bay car park with a Type 2 Mode 3 EV charger to service the bay.
- £29,500 (contribution of £500 per dwelling) towards the operation of a Slough dedicated car club that is to operate 2 cars on the site within the dedicated accessible car club bays, one of which will be an EV.
- The car club will be accessible to all future occupiers of the development and all existing and future members of the Slough Car Club Network.
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. This shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report, and construction vehicle route maps.
- 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

Airo undertook noise measurements on 9th and 10th November 2015 (Monday and Tuesday). Although the noise report is outdated by 5 years, traffic flow increase over that time is unlikely to have caused a perceptible change in noise level, therefore this is acceptable.

Noise levels were recorded and corrected to the façade if needed, giving the following results:

- Position 1: 68dB LAeq16h, 61dB LAeq8h, 90dB LAmx
- Position 2: 64dB LAeq, 83dB LAmx, 55dB LA90
- Position 3: 56dB LAeq, 69dB LAmx, 51dB LA90

The report calculates the sound level reduction required to ensure internal noise levels meet requirements stated within BS8233.

When reporting the LAmx, the guidance states that individual noise events should not exceed 45dB more than 10-15 times per night. The applicant has considered 78dB to be the maximum noise level at night exceeded by 15 events, however this gives no margin of error and it is likely that this value can be exceeded. This is evident in recorded results which show a maximum LAmx of 90dB.

Due to this, it is recommended that a glazing and ventilation strategy is installed which can achieve a minimum of 40dB Rw to ensure it is less likely for the 45dB limit to be exceeded, or alternatively, limited to the 10th highest noise event.

The dominant noise source at the site is traffic from Stoke Road. As such, the glazing and ventilation strategy varies for different facades according to relative distance from the source and potential screening from buildings. This has been used to determine glazing requirements for other facades of the building. This must be revised to take into account the sound level reduction requirement requested above.

Alternatively, good acoustic design could be incorporated into the proposal. For example, orientating bedrooms away from roads so they are less likely to be impacted by road traffic noise.

In regards to ventilation, this must be chosen based on the adjustment described above. It is recommended that mechanical ventilation is installed, to allow residents to achieve internal comfort without reliance on open windows, however passive attenuated in wall ventilators may also be suitable. The chosen ventilation strategy, alongside the specific glazing chosen for the units, must be submitted to SBC for approval prior to installation, to assess the suitability and ensure internal noise levels can be met.

6.7 Landscape and Waste

Landscape

A lot of the detail which was general contractual recommendations bases on standard BSI (example; grass cutting this site makes use of artificial grass). There is a small missing planting plan covering the two entrance shrub beds roadside.

In general a nice selection of hardy easy to establish plants as been selected supported by decking and planted self-watering contains.

Waste

We should be moving more towards the recycling agenda currently 9 - 1100lt containers are to be provided on this site which is the correct amount. Therefore if possible request 5 refuse and 4 recycling 1100lt containers to be provided.

6.8 Crime Prevention Design Advisor

No comments received.

6.9 Education

No comments received.

6.10 Natural England

This application is supported by a HRA (dated March 2022). Although Natural England are broadly supportive of the direction of the HRA, we are not in a position to agree with the conclusions as yet. The Strategic Access Management and Monitoring Scheme (SAMMS) is the adopted mitigation strategy for development coming forward within Buckinghamshire Council (formally Chiltern and South Bucks Councils).

However, Upton Court Park could function as the mitigation for this development with contributions Page 2 of 6 made towards its improvement. Natural England are yet to formally agree and sign off the use of this SANG, as Slough Borough Council have not provided the detail about the site, that satisfies us that likely significant effect will be avoided upon the integrity of Burnham Beeches SAC. In effect that it will definitively work as a SANG...

... a mitigation strategy or equivalent will be required for Slough Borough Council to avoid adverse impacts at the SAC. We await completion of this document. Once this is complete and agreed with Natural England, we will be happy to remove this objection. Page 3 of 6 However, development proposals which are not in accordance with the above would be likely to have a significant effect on the SAC, either alone or in combination with other plans and projects. In accordance with Regulation 61, before granting planning permission for such a proposal, the planning authority must undertake an appropriate assessment of the implications of the development on the SAC, in light of the site's conservation objectives. The conservation objectives are to maintain and, where not in favourable condition, to restore, the Atlantic acidophilous beech forest habitat.

Consequently, it is Natural England's view that the planning authority will not be able to ascertain that this proposed development as it is currently submitted would not adversely affect the integrity of the SAC. In combination with other plans and projects, the development would be likely

to contribute to a deterioration of the quality of the habitat by reason of increased access to the site including access for general recreation and dog-walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the tests of Regulation 62.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.

7.0 Policy Background

7.1 Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, 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 12 (Community Safety)

Local Plan for Slough March 2004 policies:

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

Other Relevant Documents/Statements

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map
- Technical Housing Standards – nationally described space standards.

The site is not an allocated site in the Slough Local Development Framework Site Allocations Development Plan Document

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 in July 2021. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

7.2 Slough Local Development Plan and the NPPF

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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.

8.0 Planning Considerations

8.1 The planning considerations for this proposal are:

- Principle of development
- Supply of Housing
- Design and impact on the character and appearance of the area
- Heritage Impact
- Impacts on neighbouring amenity
- Impacts on amenity of future occupiers of the development
- Transport, Highways and parking
- Drainage
- Contamination
- Landscape
- Energy and Sustainability
- Archaeology
- Air Quality
- Affordable Housing and Infrastructure
- Habitat Impacts
- Crime Prevention
- Neighbour representations
- Equalities Considerations
- Presumption in favour of sustainable development

9.0 Principle of Development

9.1 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.

9.2 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not

identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

- 9.3 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of 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. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.
- 9.4 The site in question falls just outside of the Stoke Road neighbourhood shopping area, but is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported.
- 9.5 The fact that the site has, until recently, had the benefit of an extant planning permission for redevelopment is a material consideration. At the time, a mixed use development was considered to be acceptable in principle as, among other things, it was considered that the need to provide housing in the Borough outweighed the loss of the Lady Haig as a community facility. It is considered that this is still a pertinent scenario today and that the balancing of these two issues would remain as previously concluded.
- 9.6 The proposal would provide flats in an area that Core Policy 4 encourages family housing however, given that existing and future redevelopment schemes to the north and south of the site, the existing and proposed context for the site will be that of high density flats. The Council has resolved to approve the redevelopment of the site to the immediate south to provide flats under Ref P/06964/016 and the recently completed Vanburgh Court is immediately south of that. To the north, Grand Union House is completed and occupied and all of these sites are developments that have similar scales and densities to the application proposed here. The construction of family housing on this site would be odds with the site's setting and therefore be inappropriate in an urban form context.
- 9.7 Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing.

10.0 Supply of Housing

- 10.1 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.

10.2 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.

10.3 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 57 residential units would make a contribution to the supply of housing, which could be built-out relatively quickly in spite of there being viability issues. Given that that the tilted balance is engaged, this contribution would in principle attracts positive weight in the planning balance.

10.4 In terms of housing mix, the recommended housing mix for Eastern Berks and South Bucks Housing Market Area is defined in the Strategic Housing Market Assessment (SHMA) February 2016.

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

10.5 This housing mix for the scheme proposed is as follows:

- 12no - Studio Flats
- 11no - 1 bed flats
- 34no – 2 bed flats

10.6 Some flexibility can be exercised in relation to the table above depending on the location of development and the characteristics of the surroundings. In this instance it is considered that a scheme to provide a mix of predominantly 1 and 2-bed units is not in line with Core Policy 4 which seeks out of town centre sites to comprise family housing. However it is closely located to the town centre and other services and a number of other high density schemes have been allowed and implemented in the area. A larger proportion of 2-bed units than 1 bed units is considered to be positive. The scheme includes a number of studio units which is not ideal as an accommodation type. Over the course of the application the applicant

has sought to reduce the number of these by creating more 1-bed units and the studios themselves comply with the space standards for 1-bed units. Therefore the housing mix proposed is not considered to be inappropriate of harmful at this location.

11.0 Design and Impact on the Character and Appearance of the area

- 11.1 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.
- 11.2 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:
- ‘All development will:*
- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
 - b) Respect its location and surroundings;*
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.’*
- 11.3 The proposed redevelopment of the site will increase the scale, bulk and massing of built form on the site. The site is in a prominent location and has public realm views from all directions. The new building is proposed with a principal façade that faces west, fronting Stoke Road. Development takes the form of two blocks with the principal one at the western part of the site and a secondary one to the eastern side. Both buildings are 5 storeys in scale but due to land level changes from west to east, there are variations in overall height that gives the eastern block a more subservient scale.
- 11.4 The scale of the buildings as proposed is considered to match with the scale of schemes that have been both implemented and approved in this area. 5 storeys is considered to be a maximum scale of this site and would reflect the scale of existing buildings to the north as well as approved schemes in the same direction. The scale would relate well to the resolved-to-be-approved scheme at The Foyer/Beacon House which abuts the site at 5 storeys as well.
- 11.5 In terms of form the principal façade adopts a strong vertical and horizontal rhythm that is reflected in existing and approved schemes in the area. Individual identity is provided through the use of varying materials that

include timber cladding. The public realm elevation on the secondary block also achieves the aforementioned rhythms and varying usage of external materials reinforces this. The internally facing elevations are less featured but have minimal impact on public realm views. The proposed appearance and finish of the building is not breaking new ground in design terms but it would sit comfortably in the character of the area and is therefore acceptable in planning terms.

- 11.6 The redevelopment of the site will result in a material change to the character of the street and would include the loss of the existing Lady Haig Club. The building is not listed and is also not a locally listed building but has been considered in light of it being a 'non-designated heritage asset'. In consideration of the demolition of the building in the previous scheme, P/00106/012, it was agreed that there would be a low impact from its loss and that it was beyond a state of repair. Considering this issue again it is felt that this view is still apparent and the loss of the building is acceptable in planning terms as there is no significant adverse impact from its demolition.
- 11.7 The application site includes an areas to the east that would not be subject to any development proposals, the forms state this area is within the control of the applicant. The area currently contains a building which is to be demolished and there are no details on any plans in respect of what will happen to this area although it sits within the red line area. The area is severed from the majority of the site by the proposed access road and is somewhat isolated as a result. While there are no proposals on this are it will be important to ensure the land is not left unkempt or as an eyesore and a condition requiring hard and/or soft landscape proposals for this area can be added to ensure this does not happen.
- 11.8 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with policies EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, 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 2021.

12.0 **Heritage Impacts**

- 12.1 Paragraph 128 of the national Planning Policy Framework provides guidance when determining planning applications which may have an impact on existing heritage assets, it states that:
"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance...In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness”.*

12.2 Core Policy 9 of the Local Development Core Strategy (2006 – 2026) Development Plan Document states *development will not be permitted unless it:*

- *Enhances and protects the historic environment;*
- *Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.....”*

12.3 The application is accompanied with a Heritage Statement that is essentially the same as submitted with the previously approved scheme P/00106/012 but with a brief addendum. The previous assessment concluded the following:

Lady Haig Hall, though not a listed or locally listed building, is a non-designated heritage asset. Primarily due to its connections with the British Legion and, though not direct, with Countess Haig. Lady Haig Hall makes a slight positive contribution to the significance of the nearby locally listed Gilliat Hall and a neutral contribution to the significance of the locally listed Littledown Primary School.

The proposed development has been considered in two parts; firstly the impact of the proposed demolition of Lady Haig Hall and secondly the impact of the proposed replacement structure.

The demolition of the building will result in the loss of the low level of heritage interest which Lady Haig Hall itself possesses and the slight positive contribution the building makes to the significance of Gilliat Hall. This will result in an objectively low level of harm and loss. Section 5 identifies that there is potential for the provision of residential development on the site without necessarily resulting in harm to the heritage interest of the surrounding locally listed buildings due to their much altered settings. Current proposals to provide a series of red brick blocks of simplistic design housing 39 residential units, while resulting in a change to the setting of the locally listed Gilliat Hall and Littledown Primary School, would result in a neutral effect on the significance of the buildings.

When considered holistically the scheme will result in a very low level of harm. This should be weighed into the planning balance in accordance with paragraph 135 of the NPPF along with the public benefits of the scheme which are detailed within the submission documentation.

12.4 The addendum statement has advised that, while the scale of development is increased compared to the last scheme, there will be no physical height increase in the current application and therefore it is considered that the potential effect on Heritage Significance will remain the same as the consented scheme had and the proposed development will result in a very low level of harm.

12.5 On the basis of the previous decision it is considered that there continues to be no objection to the loss of the building and no new circumstances are apparent that would lead to a different conclusion. With regards of the impact of the proposal on heritage significance, at the time of drafting this report a consultation to the Council's Heritage Consultant is running and Members will be updated in the amendment sheet.

13.0 Impacts on neighbouring amenity

13.1 Policy Core 8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers.

13.2 The nearest existing neighbours are identified as 2no flats above shops to the immediate north, known as 72 and 74 Stoke Road. There are no side windows to these first floor units that would be affected by the increased bulk of development and the 2 block structure should ensure there would be no loss of light to the rear windows. In any case these two sites are subject to a resolution to be redeveloped subject to completing a S106 and therefore may well be demolished.

13.3 There are existing dwellings on the other side of Stoke Road to the east however the distances established by the highway between these ensures there would be no harmful overlooking impacts. Furthermore there is existing landscaping at these neighbouring sites which act as a partial screen.

13.4 To the east there are a number of dwellings on Fleetwood Road however it is considered that these, at approximately 35 metres to the common boundary, are a suitable distance from the proposed building to ensure there would be no significant adverse impact on amenity.

13.5 As a result of the above assessment, the proposal is considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

14.0 Impacts on amenity of future occupiers of the development

14.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings

- 14.2 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."
- 14.3 It is noted that all the units meets and exceed the requirements of the national space standards to residential units which creates a good level of space for residents. The majority of units are provided with their own terrace or balcony and those that do not have access to shared amenity space. This would provide soft and hard landscaping and provides private outdoor space for all residents.
- 14.4 Within the development the inward facing blocks are separated by a distance of less than 15 metres however the arrangement of units and habitable rooms means that this impact is kept to a minimum. The separation distance are reflective of previously approved schemes to the north and are considered to be acceptable for a higher density development of flats in this instance.
- 14.5 The application was accompanied with a daylight/sunlight assessment that considered the distribution of light to the proposed units. The assessment concluded that the proposal generally complies with the BRE guidelines. There are some centrally located, internally facing windows that fall slightly short of the guideline but LED lighting mitigation can address this but overall the scheme is considered to provide appropriate lighting to the development.
- 14.6 A noise assessment was submitted as part of the application and comments from Environmental Quality have acknowledged that there would be a noise impact on amenity. This is not a surprise given the location of the site and the frequent and regular use of Stoke Road by vehicular traffic. The assessment is outdated and does not consider any mitigation requirements for the proposed development, referring to the previous, expired scheme only.
- 14.7 The assessment has drawn conclusions from Environmental Quality that a glazing and ventilation strategy is required that would ensure glazing installations will achieve a minimum noise level of 40dB. This can be conditioned to ensure it is achieved.
- 14.8 Furthermore, there is a need for the installation of a ventilation system in the building that will reduce the reliance on opening windows and doors to achieve comfort. This too can be secured by condition to ensure an appropriate system is installed that aligns with the Council's requirements.
- 14.9 The impacts in respect of noise are considered to be acceptable in principle however the information provided is outdated and not directly related to the submitted scheme. Therefore a condition will be proposed that requires a revised assessment that proposes relevant mitigation to ensure impacts are addressed. This condition can link to the requirement for a glazing and ventilation strategy to ensure holistic development.

- 14.10 Consideration on future occupiers should also encompass impacts on the adjacent schemes that are resolved to be approved. To the north the scheme considered under P/00943/008 is designed using the same principles as this application, i.e. a two block arrangement with shared amenity space in between. The two schemes align in respect of the positioning of the blocks and as a result there are no adverse impact in respect of affects light and shadowing. There is a potential for overlooking impacts from the balconies and this can be addressed by requiring a scheme of screens to be approved and implemented.
- 14.11 To the south, The Foyer / Beacon House redevelopment is a notably larger scale proposal. This takes a different form which accommodates a principal frontage with 3 projecting wings. At the time this application was considered it was ensured that the scheme would not adversely affect the amenity of occupier of this current application and there are no windows that create overlooking as a result. There is built form on the southern boundary as a result but it was determined during the consideration of that application that there would not be a significant adverse impact on light to the application proposal and this view is considered to still be the case.
- 14.12 Based on the above the application is considered to be acceptable in light of the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan

15.0 Transport, Highways and Parking

- 15.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 15.2 The original submission proposed 25 parking spaces for the scheme which gave a ratio of 0.4 per dwelling. The advice from the Highways Officer is that the parking standards would require a provision of 91 spaces for the initial scheme and while a lower ratio could be considered in a positive light in principle, the ratio proposed here would be unacceptable. It is worth noting that the previously approved scheme proposed a parking ratio of 1 space unit.
- 15.3 The revised scheme has increased the parking provision to 37 spaces for the revised housing number of 57. This gives a parking ratio of 0.64 spaces per dwelling. This is still lower than the previously approved scheme at the

site. Consideration has been given to the location of the site in this context. The site lies approximately 400m from the station with the core Town Centre located south of that. The Highways Officer, in their comments, noted that there is a consideration that people tend to walk up to 800m to access a railway station and the site is clearly within this distance. While not a set rule for such considerations it can be given some weight when considering the location of the development.

- 15.4 The access proposal into and out of the car park is considered to be acceptable and the link road is designed so that it would continue existing and approved link roads at the sites to the immediate north and south and this road will be offered for adoption which is also considered to be acceptable.
- 15.5 While not in the town centre it is clear that the site is closely located to services and employment opportunities both in its immediate and wider context. The site is considered to be in a sustainable location. As a result it is considered reasonable in planning terms to accept a lower parking ratio and it is noted that the applicant has demonstrated willingness to improve parking numbers over the course of the application. In principle it is considered that the parking ratio proposed can be considered acceptable on balance subject to it being appropriately managed to ensure spaces are efficiently used on the site. The Highways Officer has requested confirmation that a communal parking arrangement would be adopted and this is considered essential in planning terms and is included as a proposed condition.
- 15.6 In light of the parking numbers proposed, the Highways Officer has requested a number of contributions towards highways improvements in the area. As the report will detail later on, the application has been subject to viability issues and an assessment submitted. The comments requiring contributions are noted and where a contribution is not addressed in this section, they will be considered alongside the viability considerations later in this report.
- 15.7 In respect of electric vehicle charging the proposal is for 10% of spaces (in this instance 4) to have EV charging points with another 10% to have the infrastructure in place to become active charging points in the future. On the basis that the basement will be managed as a communal car park the provision of EV charging is compliant with the Low Emissions Strategy. The Highways Officer has requested a contribution towards public EV charging however if the proposal is policy compliant it is considered that an additional contribution cannot be requested as it is not considered to be necessary to make the scheme acceptable in planning terms.
- 15.8 The Highways Officer has also requested contributions towards Slough Car Club, a bus shelter on Stoke Road and a signalized pedestrian crossing on Stoke Road. The requests are made due to the low parking ratio proposed with the development. The contributions for a bus shelter and pedestrian crossing are noted. It is however also noted that there have been

developments permitted adjacent to the site with low parking ratios that have not been identified to make such contributions. In this instance the requests for contributions are noted however the fact that similar contributions were not sought for adjacent development with lower than standard parking ratios means it is not considered that these contributions are not necessary to make the scheme acceptable in planning terms and therefore will not be pursued in this instance.

- 15.9 The request for a contribution of £10,000 towards the car club is noted in in that a similar request for £29,500 has been made from Environmental Quality. The Council is not able to double up on the same contributions however it is observed that the Environmental Quality request is for the implementation and management of the spaces whereas the Highways contribution is for the physical provision of spaces off site due to there being no spaces proposed with this scheme which makes these contributions different. This contribution request is considered to be acceptable.
- 15.10 The Highways Officer has referred to the Stoke Road widening line and acknowledged that the application has been amended to remove the ground floor of the building from encroaching upon it. The first floor oversails the area but the plan show a distance of over 3 metres is achieved which ensures it would not adversely impact any road widening project that may occur in the future.
- 15.11 The cycle parking facilities as proposed are considered acceptable and the proposed layout is considered to be acceptable in respect of provision space for servicing and delivery vehicles as well as an effective waste management arrangement.
- 15.12 To conclude the under provision of parking spaces is noted and is unfortunate. However the site is considered to be in a sustainable location with easy access to services for future residents on foot, by cycle or by public transport. The scheme is considered to be acceptable in other highway aspects. The under provision of parking is considered to result in a degree of adverse impact and this will be addressed as part of the planning balance.

16.0 Drainage

- 16.1 Core Policy 8 states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. Sustainable Drainage Systems (SUDs) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that major developments should incorporate sustainable drainage systems unless there is clear evidence

that this would be inappropriate. The site is located within flood zone 1 and therefore flood risk is minimal.

- 16.2 The Lead Local Flood Authority and Thames Water have reviewed the application and have raised no objection in respect of surface drainage proposals and flood risk. The scheme includes the provision of a green roof as part of the SUDs proposal which is considered to be positive.
- 16.3 A condition will be required to ensure that development is implemented in accordance with the submitted drainage proposals.

16.0 Contamination

- 16.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 16.2 The Council's Contaminated Land Officer has comments on the case and acknowledged the content of the Phase 1 assessment. No objection is raised to the application in respect of contamination impacts but a condition is recommended for further investigative works prior to development.
- 16.3 These works, and any remediation that may be required as a result of findings, can be secured by condition and these are proposed as part of the recommendation.

17.1 Landscape

- 17.2 Paragraph 180 of the NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 17.3 The scheme proposes a hard and soft landscape area between the two blocks that sits at ground floor. It is an area is proposed to serve the remaining units. The application was accompanied with full landscaping details and a management plan.
- 17.4 The landscape proposals are considered to be acceptable and provide suitable soft features in a higher density environment. Detailed landscaping proposals were submitted with the application which are acceptable however they did not include details of the proposed landscaping at the western boundary abutting Stoke Road. The southern boundary is open which will allow suitable natural light to this area. This light will not be considered to be adversely affected if the Beacon House proposal is implemented, although it is acknowledged that it would result in a reduction,

and therefore conditions are required to secure the details and maintenance regime of these areas.

17.5 As a result the proposed development is considered to have an acceptable impact in respect of landscaping and ecology.

18.0 **Energy and Sustainability**

18.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developers Guide is due to be updated to take account of recent changes and changing practice. In the interim to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.

18.2 The application was accompanied with an Energy Statement and this has been considered against the Council's policy. The scheme includes a number of PV Panels on the flat roof building and the statement advises that these panels could provide the 10% reduction in carbon dioxide emissions that are required by the Council.

18.3 The statement fails to pick up on the requirement to propose a 15% reduction although it does suggest a number of other measures that can be adopted to create further savings without committing them to the scheme. The energy statement alone is therefore not enough to ensure development makes the required reductions and therefore more concrete proposals and commitments will be required.

18.4 For the purposes of planning the proposed development can accord with the Core strategy policies on energy and sustainable development. Conditions will be required to ensure the development is implemented with suitable measures to make the required emissions savings.

19.0 **Archaeology**

19.1 Core Strategy Policy 9 (Natural and Built Environment) resists development unless it enhances and protects the historic environment.

19.2 The Council's Archaeologist has considered the assessment and is in agreement, concluding that no objections are raised and no further details or assessments are required.

19.0 **Air Quality**

19.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers

and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

- 19.2 The Council has adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.
- 19.3 No objections are raised in respect of Air Quality impacts subject to the implementation of development including a number of mitigation measures set out in the comments. These measures include contribution towards the car club for off-site use and will be discussed further in the S106 contributions section below. The other measures listed can be secured by condition where relevant and as a result no objections are raised in this respect.

20.0 **Affordable Housing and Infrastructure**

- 20.1 Core Policy 1 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.
- 20.2 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.
- 20.3 The application is liable to affordable housing provision and financial contributions however the submission included a Viability Appraisal which concluded that the scheme would not be viable is required to provide infrastructure contributions and affordable housing in line with the Developer's Guide.
- 20.4 Without prejudice, in accordance with the Developers Guide, this scheme would, in principle, result in the following contributions being sought:

Affordable Housing

The application proposes 57 units and has been submitted stating there are viability issues. In accordance with the Developer's Guide there is an affordable housing requirement of 25% which equates to 15 units from this development.

Education

On the basis of the housing mix proposed, the following contributions towards education will be required:

1-bed units – 22no x £903	= £19,866
2+-bed units – 35no x £4,828	= £168,980

Total = £188,846

Recreation/Open Space

Due to the provision of private and shared amenity space within the development there would be no contribution for recreation/Open Space

EV Car Club

The highways officer has requested a contribution of £10,000 towards the provision of spaces off-site due to a lack of provision within the proposal.

The environmental quality officer has requested a contribution of £28,500 (edited to reflect the amended dwelling amounts) towards the management of 2no car club spaces on the site. This equates to £500 per unit.

Highways Contributions

The Highways Officer has made a request for a number of further contributions as per their comments:

- Bus Shelter at Queens Road Stop on Stoke Road - £15,000
- Signalised Ped Crossing Stoke Road / St Paul's Junction - £36,000
- Public Rapid Charger for electric vehicles - £25,000

The Highways Officer has also requested an obligation towards the compulsory purchase of land parcel registered to title number: BK393042 to enable the completion of the service road to the rear which will allow unrestricted rear access for all vehicles including service vehicles and cars.

Furthermore the Highways Officer requires the applicant to enter into a Section 278 agreement to complete the road widening which would be delivered by the applicant and dedicate the newly constructed footway as highway.

Burnham Beeches

In order to satisfy para 181 of the NPPF, mitigation for the impact of the development on the Burnham Beeches SAC is required. Off-site provision at Upton Court Park will provide this mitigation, however the final strategy is yet to be agreed with Natural England. Enhancements to Upton Court Park are required to provide the adequate mitigation and a financial contribution will be required to mitigate this impact.

Final amounts will be agreed through the finalisation of the s106 agreement.

20.5 In respect of viability, the NPPF states, at para 58:

The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

20.6 The Viability Assessment has been considered by the Council's consultant and, given the length of time that has passed since the submission of the application, an updated assessment was provided and also considered. The consultant is in agreement with the appraisal which shows the scheme not being viable if full contributions are made.

20.7 In spite of the viability issues, the applicant has proposed that 8 affordable units are provided as part of the development and that the tenure for these would be under the Slough Living Rent model. Eight units is the same as was approved for the previously approved scheme on this site. While this proposal provides more units in total than the previous scheme, and is therefore not proportionate, consideration has to be given to the fact that the offering is made in spite of results of the appraisal and this is consequently considered to be a benefit of the scheme.

20.8 Furthermore the applicant has made a formal offer of some financial contributions as well. The table below sets out the contributions highlighted in para 20.4 against the amounts offered by the applicant in this instance:

Contribution	Amount required	Amount offered
Education (overall)	£188,846	£125,000
EV Car Club (Env Quality)	£28,500	-
Slough Car Club (Highways)	£10,000	£10,000
Bus Shelter at Queens Road Stop on Stoke Road	£15,000	£15,000
Signalised Ped Crossing Stoke Road / St Paul's Junction	£36,000	-
Public Rapid Charger	£25,000	£25,000
Burnham Beeches Mitigation	Tba	Tba

- The education contribution is lesser than required under the Developer's Guide. The applicant states the amount should be less as more 2 bed units are proposed in this scheme which makes a more effective approach to education. This is of course not suitable justification for reduced contributions in principle towards education.
- The car club contributions are requested twice which would not be a reasonable request in principle. The larger sum is requested towards the maintenance of operating 2 spaces as part of the development. However given the nature of the development, a secured basement car park is not considered a suitable scenario for Car Club spaces. The lesser sum is towards the provision of spaces off-site.
- The bus shelter contribution is agreed.
- The applicant is not proposing a contribution for the signalised junction as it is considered to be too far from the site and no such contribution was sought for approved development at 76-78 Stoke Road, which is nearer to the crossing than the application site.
- The public rapid charger contribution is agreed.

20.9 The point to consider in light of the offer of contributions with this application is that the proposal is subject to viability issues as confirmed by the Council's consultants. The contributions are offered in spite of the viability and while they do not meet the full amounts, they will make contributions in a circumstance where the Council could be looking at a proposal without any contributions. On this basis the contributions are considered to be acceptable and they are regarded as a benefit to the development that will be afforded proportionate weight as part of the planning balance. The requirement for highways agreements and compulsory purchase of land will be included as these are necessary to make the scheme acceptable in planning terms.

20.10 The Council is unable to secure any more affordable housing than is being offered. The applicant has offered to provide the same number of affordable units previously secured which can be seen as a benefit. There is no planning reason to doubt the conclusions of the Council's consultant and therefore no contributions are sought. However it will be required that the applicant agrees to a review mechanism as part of the S106 agreement that would allow for up to two reappraisals of the site in the future to determine if viability has changed and therefore obligations could be secured. Such obligations have been secured in other proposals and is considered to be reasonable here

21.0 Habitats Impacts

21.1 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.

- 21.2 Paragraph 180 of the NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity. Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 21.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the Local Planning Authority to make an appropriate assessment of the implications of a particular proposal, alone or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive.
- 21.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.
- 21.5 The site is located approximately 5.4 km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base carried out by Footprint Ecology.
- 21.7 The Local Planning Authority are currently working with Natural England to produce a Supplementary Planning Document to support a tariff based mitigation strategy for all new housing applications within 5.6km of the SAC. However this is yet to be agreed, and therefore each application needs to be considered on its own merits.
- 21.8 The applicant has submitted a Habitat Regulations Assessment which was reviewed by Natural England who were broadly supportive of the direction of the assessment. They do however maintain an objection on the grounds that the Council does not have an adopted mitigation strategy in place which will account for and offset the perceived impacts of the development on Burnham Beeches SAC and have advised that the objection will remain in place until such a strategy is adopted.
- 21.9 A contribution towards the mitigation of the SAC will be required to ensure that the proposal is compliant with Core Policy 9 of the Core Strategy and

to accord with Para 181 of the NPPF which requires appropriate compensation/mitigation due to the impact of the development on the SAC.

22.0 Crime Prevention

- 22.1 Policy EN5 of the adopted Local Plan sites 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.
- 22.2 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.
- 22.3 The access into the flats would be at the front of the building directly onto Stoke Road. This would provide a good level of natural surveillance given its popularity with pedestrians and car. To the rear secure entrance is provided at ground level. There is less surveillance here and a security system would be required. Given the size of the development, an internal security strategy would also be required.
- 22.4 Cycle storage would comprise an integral store at ground floor as would the store. Appropriately secure doors would be required.
- 22.5 Lighting within the site can be secured by condition.
- 22.6 Given the scale of development it is reasonable to require the development to achieve a Secured By Design accreditation and this can also be secured by condition.
- 22.6 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.

23.0 Neighbour Representations

- 23.1 No letters of objection were received to this application.

24.0 Equalities Considerations

- 24.1 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).

24.2 The proposal would provide new residential accommodation and the scheme is to be designed to Lifetime Homes standards. While this standard is replaced by optional Building Regulations standard M4(2), according with these standards will make units acceptably accessible. Access from the public footway to the building is considered appropriate and the building is fitted with disabled lifts where thresholds are not level. Lifts are proposed to the upper floors which allows access for all users.

24.3 In relation to the car parking provisions, the Highways Officer has requested a revised plan to show accessible parking accommodated. This can be secured by condition.

24.4 It is considered that there would 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 would have 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.

24.5 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.

25.0 Presumption in favour of sustainable development

25.1 The Council is currently unable to demonstrate a deliverable 5 year housing land supply. As a result Paragraph 11 of the NPPF is engaged. This means that sustainable development proposals should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

25.2 In consideration of whether or not development is sustainable, para 8 of the NPPF set out 3 objectives that should be met in order for a scheme to be considered sustainable development; the economic, social and environmental objective.

25.3 In the application of the appropriate balance, it is considered that there are significant benefits from:

- The provision of 57 residential units in a sustainable location should be given significant weight as the development would make a positive contribution to the supply of housing in the Borough, and would be located in a sustainable location.
- While there are viability issues with the site the provision of 8 affordable units would provide a positive contribution to the supply of affordable housing provision in the Borough and is also a benefit that should be given significant weight.
- The application includes the provision of some financial contributions towards infrastructure and these are considered to be positive benefits that should be given significant weight.

In respect of adverse impact the following are applicable:

- The under provision of parking is considered to be an adverse impact although one that should be given minor negative weight given the sustainable location of the site
- The perceived ecological impact on Burnham Beeches is an adverse impact although one that is unable to be resolved by the applicant. The Council is actively working to address the issues of Natural England and the adverse impact here should be given moderate negative weight.

25.4 In applying the planning balance, it is considered that the demonstrable benefits of the scheme significantly outweigh the identified impacts and therefore, in accordance with Paragraph 11 of the NPPF, planning permission should be granted subject to the completion of a Section 106 agreement and the notification of Natural England of the Council's decision.

PART C: RECOMMENDATION

Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the application be **approved** subject to the following conditions.

PART D: CONDITIONS

1. Time Limit

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

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

2. Approved Plans

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

- (a) Drawing No. GAA-17030 01-00 Rev P05, Dated 04/02/2019, Recd On 14/11/2019
- (b) Drawing No. GAA-17030 20-B1 Rev P05, Dated 04/02/2019, Recd On 14/11/2019
- (c) Drawing No. GAA-17030 20-RF Rev P05, Dated 04/02/2019, Recd On 14/11/2019
- (d) Drawing No. GAA-17030 21-01 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (e) Drawing No. GAA-17030 21-02 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (f) Drawing No. GAA-17030 21-03 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (g) Drawing No. GAA-17030 21-04 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (h) Drawing No. GAA-17030 22-01 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (i) Drawing No. GAA-17030 22-02 Rev P04, Dated 04/02/2019, Recd On 14/11/2019
- (j) Drawing No. GAA-17030 20-01 Rev P06, Dated 04/02/2019, Recd On 04/02/2022
- (k) Drawing No. GAA-17030 20-02 Rev P06, Dated 04/02/2019, Recd On 04/02/2022
- (l) Drawing No. GAA-17030 20-03 Rev P06, Dated 04/02/2019, Recd On 04/02/2022
- (m) Drawing No. GAA-17030 20-04 Rev P06, Dated 04/02/2019, Recd On 04/02/2022

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. External Lighting

None of the units hereby approved shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, location, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

4. Piling Method Statement (Thames Water)

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

5. Refuse

The bin stores shown on the drawing number 20-B1 Rev P07 shall be completed in accordance with those drawings prior to first occupation of the development and retained at all times in the future for this purpose.

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

6. Recording of architectural and historic features

No development, including demolition, shall take place until an appropriate programme of recording and analysis of architectural and historic features of the existing building has been agreed in writing by the Local Planning Authority, to be carried out by a specialist acceptable to the Local Planning Authority and in accordance with an agreed written brief and specification. The approved programme shall be carried out prior to the demolition of the building.

REASON To record existing features of architectural and historic interest.

7. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

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

REASON To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

8. 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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. Balconies

None of the units hereby approved shall be occupied until details have been submitted to, and approved in writing by the Local Planning Authority of the proposed balcony screens to be installed as part of the development. The details shall include locations of the screens and their appearance and the works shall be carried out in accordance with the approved details and be in place prior to the first occupation of the development.

REASON To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

10. Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

11. Energy proposals

Notwithstanding the details in the approved plans, not development outside of demolition and clearance works shall take place until revised details have been submitted to and approved in writing by the Local Planning Authority of proposals that confirm measures will be included to ensure that the development will achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions. The measures proposed details shall take account of the indicated measures in the submitted Energy Statement ref GAA-17-030 by Dynamic Energy Assessors dated 15/03/2019 and the works shall then be carried out in accordance with the approved details.

REASON To provide a sustainability and energy efficient development and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

12. Noise assessment

Notwithstanding the details in the approved plans, prior to first occupation of the proposed development, a revised Environmental Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall identify mitigation measures for the development hereby approved that shall be implemented in full prior to the first occupation of the buildings. Mitigation measures will be implemented alongside the details required by conditions 13 and 14 relating to glazing and ventilation and the measures shall be retained in perpetuity.

REASON The submitted assessment assesses the site but does not consider the impact on the development hereby approved, to ensure that the amenities of the future residents is not adversely affected by noise and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

13. Glazing and Ventilation

Prior to the occupation of the units hereby approved, details of proposed glazing specifications and Mechanical Filtered Ventilation within each flat that has been identified for such mitigation in the details submitted pursuant to Condition 12 shall be submitted to and approved in writing by the Local Planning Authority

The development shall be carried in full accordance with these details prior first occupation and retained as such at all times in the future. Each Mechanical Filtered Ventilation unit shall then be used and maintained in accordance with the manufacturer's requirements at all times in the future.

REASON: To ensure existing and future residents are not subjected to unacceptable levels of pollution once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2019.

14. Noise assessment Mechanical Ventilation

Within nine months of the development hereby approved commencing, the following details shall be submitted to and approved in writing by the Local Planning Authority:

a) Notification confirming the date the development hereby approved commenced

b) Details of the mechanical ventilation including details of ventilation noise outputs along with a noise assessment in accordance with any mitigation in accordance with ProPG: Planning and Noise Guidance and British

Standard 8233:2014 shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in full accordance with the approved details, together with approved noise mitigation measures through Condition 12, prior first occupation shall be retained as such all times in the future. Each Mechanical Ventilation unit shall then be used and maintained in accordance with the manufacturer's requirements for the lifetime of the development.

REASON to ensure future residents are not subjected to unacceptable noise levels once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2019.

15. Drainage

The development hereby approved shall be implemented, in respect of drainage, in accordance with the findings and recommendations of the Drainage Strategy from LANMOR Consulting Ref 191165/DS/JR/RS/01/A dated 13/05/2019 and the Slough Borough Council Surface Water Drainage Pro-Forma received 14/11/2019 unless otherwise agreed in writing by the Council.

REASON: To ensure drainage installations will not result in adverse impact on surface water and flooding in the interests of Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004.

16. Soft and Hard landscaping for the amenity areas on site shall be provided in accordance with the following details:

- (a) Drawing number 9868-GA-01, dated 28/05/19, received 14/11/2019;
- (b) Drawing number 9868-PP-01 Rev A, dated 17/05/2019, received 14/11/2019;
- (c) 9868-SP-01-Specification for Soft Landscape Works, dated 05/2019, received 14/11/2019.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Maintenance shall be undertaken in accordance with the undated Maintenance Plan Ref 9869-MP01 received 14/11/2019. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

17. Materials

No development above damp proof course level shall take place until details have been submitted to and approved in writing by the Local Planning Authority of external materials to be used on the development hereby approved 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.

18. Rear Service Road

Prior to the commencement of development on site the rear service road coloured red on the Section 106 Plan (Drawing No. 15079/003) shall be constructed up to binder course level. Upon practical completion of the development and prior to the first occupation of any part of the development the road including footways shall be completed to the satisfaction of the Council. The rear service road shall be constructed to normal adoption standards and implemented fully in accordance with details which shall be first submitted to and approved in writing by the Local Planning Authority.

REASON To ensure safe and convenient access for the occupiers of the development in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006 - 2026), Development Plan Document, December 2008.

19. Access

The development shall not commence until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

20. Visibility

No other part of the development shall be occupied until the visibility splays of 2.4m x 33m shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

21. Layout

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

22. Cycle Parking

The cycle parking shall be provided in accordance with the details set out in drawing number 20-B1 Rev P07 prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

24. Accessible parking

Notwithstanding the details in the approved plans, the development hereby approved shall not be brought into use until details have been submitted to and approved in writing by the Local Planning Authority of a revised parking layout that shows amended disabled parking spaces that accord with the requirements of Inclusive Mobility (2021) and are amended to include a 1200mm access strip in accordance with the requirements of inclusive mobility. The works shall then be laid out and implemented in accordance with the approved details and thereafter be retained in perpetuity.

REASON: To ensure the provision of accessible parking spaces in accordance with the correct standards to comply with policy T2 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

INFORMATIVE(S):

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. With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal

of surface water we would have no objection. 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-largesite/Apply-and-pay-for-services/Wastewater-services>

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/Planningyour-development/Working-near-or-diverting-our-pipes>.

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.

3. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 /Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable

under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a section 38 agreement of the said act for its ultimate adoption.